

CITY OF HENDERSONVILLE
PUBLIC WORKS COMMITTEE
February 24, 2025, Conference Room 1 at 5:00 p.m.
101 Maple Drive North, Hendersonville, TN 37075

		Pages
	I. Call to Order by the Chairman	
	II. Acceptance of agenda	
	III. Minutes	
	A. Approval of November 18, 2025, meeting minutes	2-4
	B. Approval of February 10, 2026, meeting minutes	5-6
	IV. Citizens' Comments	
	V. Ordinances and Resolutions	
Garton	1. Reading of Resolution 2026-02, a resolution to apply for the Local Parks and Recreation Fund (LPRF) Grant for various projects in the City's Parks.	7-10
Clary	2. Reading of Resolution 2026-07, a resolution authorizing the mayor to execute an agreement for inline hockey supply vending machine in Volunteer Park at Arrowhead.	11-21
	VI. Other Agenda Items	
	3. Trash Collection Update	22-29
	4. Storm Debris Removal Update (<i>verbal update</i>)	
	5. Facilities Assessment	30-79
	6. Traffic Calming Discussion	80-88
	7. Sanders Ferry Board Walk Railing	
	8. Innsbrooke & Saundersville Road Intersection Improvements	89-195
	9. Drakes Creek and Stop 30 Intersection Project (<i>verbal update</i>)	
	10. Light Synchronization Project (<i>verbal update</i>)	
	11. Discussion Regarding renaming road at Riverwood Rd & Cumberland Dr.	
	12. Other Business	
	VII. Adjournment	

Anyone needing accommodations due to disabilities, please contact the ADA Coordinator at 615-822-1016 at least 24 hours prior to the meeting.

PUBLIC WORKS COMMITTEE MEETING, November 18, 2025
CONFERENCE ROOM 2, 5:30 pm

Present: Alderman Mark Skidmore (Chairman), Alderman Eddie Roberson (Vice-Chairman), Alderman Michael Martin

Absent: None

Others Present: Mayor Jamie Clary, COO Jesse Eckenroth, Alderman Mark Evans, Alderman Jeff Sasse, Alderman Terri Goodwin, Public Works Director Sarah Lock, City Engineer Stephen Winzenread, Communications Manager Casey LaMarr, City resident John Tongate

Called to order at 5:30 pm

Acceptance of Agenda

No objections

Motion to Approve October 28, 2025, Public Works Committee meeting minutes

Motion: Alderman Roberson

Second: Alderman Skidmore

Vote: Approved - Alderman Martin abstain

Citizens Comments

Resident John Tongate spoke about the streetlight installed in front of his home on Stop Thirty Road.

Ordinances and Resolutions

None

Other Agenda Items

1. Trash Collection Update

Public Works Director Sarah Lock reported misses were down again this month. This month was one of the lowest ever reported.

2. Traffic and Parking Committee

a. Streetlight at 1704 Stop Thirty Road

Public Works Director Sarah Lock provided a summary of the streetlight history. Resident John Tongate spoke about wanting the light to be removed. Further discussion ensued and it was decided to leave the light as is.

3. Drakes Creek Traffic Study

Public Works Director Sarah Lock informed the committee that after the roundabout project did not move forward at this intersection, they contracted with a consultant to re-evaluate the area and to provide a traffic study. Recommendations were presented to the committee for further discussion. It was decided to move this discussion to Capital Projects with RK&K present for public engagement.

Motion: Alderman Martin

Second: Alderman Roberson

Vote: Approved unanimously

4. October Traffic and Parking Committee

a. Creekwood Subdivision

Public Works Director Sarah Lock reported that a petition was received asking to provide pavement markings for traffic calming in the area. It was requested that the lane markings be 4' from either side of the curb with 9' drive lanes. It was sent back to the Traffic and Parking Committee for review, where it did not pass with a vote. It was recommended that the proposed solution be revised to include two 10' drive lanes with 3' on either side. Alderman Roberson made a motion to approve the recommendation presented of adding 10' lanes on each side with 3' of walkway with the addition of a marker at the culvert.

Motion: Alderman Roberson

Second: Alderman Martin

Vote: Approved unanimously

5. Facilities Assessment and Plan (*verbal update*)

Public Works Director Sarah Lock reported that they adjusted the weights on the facility rankings for more emphasis on safety and working conditions. It did not change the rankings of the facilities. Director Lock asked for any feedback before a final draft is presented with resolution.

6. Light Synchronization (*verbal update*)

Public Works Director Sarah Lock reported they are still waiting for an obligation on funds.

7. Other Business

a. Sanders Ferry

Alderman Martin brought up concerns about the boardwalk railing on Sanders Ferry. He would like to start looking into it as a possible Capital Project. Alderman Skidmore requested this be put on the next agenda for future discussion.

b. Harbortowne Subdivision

Alderman Skidmore received a request from the HOA in Harbortowne to paint the median nose at the entrance.

c. Drakes Creek & Stop Thirty

Alderman Jeff Sasse requested a status update on the Drakes Creek and Stop Thirty project. Public Works Director Sarah Lock provided a current update.

Motion to Adjourn

Motion: Alderman Roberson

Second: Alderman Skidmore

Vote: Approved unanimously

Adjourned at 6:51 pm

Mark Skidmore, Chairman

PUBLIC WORKS COMMITTEE MEETING, February 10, 2025
CONFERENCE ROOM 2, 5:00 pm

Present: Alderman Mark Skidmore (Chairman), Alderman Eddie Roberson (Vice-Chairman), Alderman Michael Martin (Secretary)

Absent: None

Others Present: Mayor Jaime Clary, COO Jeese Eckenroth, Public Works Director Stephen Winzenread, Communications Manager Casey LaMarr, Alderman Mark Burgdorf, Alderman Karen Dixon, Alderman Don Ward

Called to order at 5:02 pm

Acceptance of Agenda

None

Citizens Comments

None

Ordinances and Resolutions

None

Other Agenda Items

1. Discussion: Winter Storm Cleanup

Public Works Director Stephen Winzenread provided a summary of the City's storm response beginning with salting and plowing of roadways that began the weekend of January 24, 2026. Following the ice storm debris cleanup efforts began January 26. Contractor was in Hendersonville on January 27 for damage assessment. Equipment was mobilized and cleanup commenced January 28.

The board discussed the Mayor of Nashville's planned independent audit of NES regarding storm response. Members expressed interest in securing Hendersonville representation on any audit task force and reiterated the long-standing request for representation on the NES board. The mayor has contacted state delegation members and Freddie O'Connell to advocate for inclusion.

Storm costs are estimated at \$3 million.

The city's resiliency plan may be revisited to be better prepared for future disaster response. Discussion included seeking opportunity to bury transmission lines to improve reliability and positioning Hendersonville as a partner in future NES infrastructure upgrades.

The board discussed simplifying procedures for canceling meetings during emergencies.

Alderman Burgdorf requested Traffic Calming be placed on a future Public Works agenda and that it be considered during upcoming budget discussions.

Motion to Adjourn

Motion: Alderman Roberson

Second: Alderman Martin

Vote: Unanimous

Adjourned at 5:53 pm

Mark Skidmore, Chairman

RESOLUTION 2026-02

Sponsor: **Garton**

A RESOLUTION TO APPLY FOR THE LOCAL PARKS AND RECREATION FUND (LPRF) GRANT FOR VARIOUS PROJECTS IN THE CITY'S PARKS

WHEREAS, the City of Hendersonville supports the need for continued recreational activities within the City of Hendersonville;

WHEREAS, the Tennessee Department of Environment and Conservation’s Office of Outdoor Recreation offers 50/50 matching grants and is accepting applications for the 2026 Public Parks and Recreation Grant Cycle to eligible local government entities for, among other things, trail development and capital projects in parks, natural areas, and greenways;

WHEREAS, through the years the City has been awarded a number of these grants which are typically implemented and funded on a two-year cycle;

WHEREAS, a particular requirement for this application cycle is that an applicant has completed and adopted a Park Master Plan, which the City has done;

WHEREAS, the City of Hendersonville wishes to pursue such a grant in order to complete improvements and additions valued across its various parks;

WHEREAS, it is anticipated that any ultimate matching of the grant by the City may come through the Parks, Infrastructure, Paving, Police and Fire (“PIPP”) fund and thus have no impact on the City’s general fund operations; and

WHEREAS, determination of any award will not likely occur until Summer or Fall 2026, thus if such an application is successful, any appropriation determination would occur in the FY 27 budget:

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF HENDERSONVILLE, TENNESSEE, that the City of Hendersonville will apply for a 2026 Local Parks and Recreation Fund (LPRF) grant fund through the Tennessee Department of Environment and Conservation’s Office of Outdoor Recreation for the purpose of making improvements and additions within the existing park system, including that which may be more particularly described as attached hereto; and further that the Mayor is authorized to execute any necessary documents to make such application.

Adopted this the ____ day of _____, 2026.

APPROVED:

JAMIE CLARY, Mayor

ATTEST:

TAMARA INGERSOLL, City Recorder

APPROVED AS TO FORM AND LEGALITY:

LANCE A. WRAY, City Attorney

LEGISLATIVE HISTORY

Resolution 2026-02

Sponsors: Garton

Committee: Public Works

Date of Committee Meeting: February 24, 2026

Committee Recommendation:

DATE:	2/24/2026
ORDINANCE/RESOLUTION #	Resolution 2026 - 02
SPECIFIC REQUEST/ RECOMMENDATION:	Ask that BOMA consider voting to authorize the Parks Department to apply for the 2026 LPRF Grant Cycle for Park Improvements
REPORT PREPARED BY:	Andy Gilley – Parks Director



BACKGROUND: 1

The Local Parks and Recreation Fund (LPRF) provides grants to eligible local government entities for the purchase of lands for parks, natural areas, greenways, and recreation facilities. Through the years the city of Hendersonville has applied for and received several of these grants which typically go on a two-year cycle. One of the requirements for this cycle to apply was to complete and adopt a Park Master Plan, which we have completed. We recently completed an LPRF grant from the 2022 grant cycle for a turf soccer field, rugby lights and ADA parking and viewing improvements. We were awarded and LPRF Grant from the 2024 grant cycle to build out Heritage Park, as well as a grant in 2025 for various Park improvements. We have been notified that we are eligible to apply again in 2026.

For the 2026 Grant Cycle for the LPRF Funding we would like to use funds from the newly created PIPP (Parks, Infrastructure, Paving, Police and Fire) Fund that is funded by the sales tax increase that was voted in place in 2024. We will be requesting a variety of improvements and additions to various Parks to be determined.

DISCUSSION: 2

The LPRF is a 50/50 match. For this year’s grant we will use cash as the match for our 50/50 portion. This resolution is only requesting permission to apply. We will not find out if we are successful in this application until later in the summer. Funds for these projects would need to be appropriated in the FY 27 budget as both Revenue and Expenses.

FISCAL IMPACT: 3

The City is responsible for 50 percent of this grant either in the value of the land or cash considerations. The funds for this grant match would come from the PIPP fund and thus not have an impact on the general fund operations.

ATTACHMENTS: 4

- Proposed 2026 LPRF Project List

2026 LPRF Application

Revenue	FY27
PIPP Budget	\$ 7,500,000
LPRF Grant	\$ 1,750,000
Total	\$ 9,250,000

Expenditures	FY27
Public Safety	\$ 3,000,000
Infrastructure	\$ 450,000
Parks	\$ 3,500,000
Paving	\$ 2,300,000
Total	\$ 9,250,000

Projects	Price	Units	Total
Turf fields	\$ 1,250,000	1	\$ 1,250,000
Master Plan - Durham Farms Property	\$ 100,000	1	\$ 100,000
Volunteer Park Sidewalk trail	\$ 200,000	1	\$ 200,000
LED lights Various Fields (DCP and Veterans Park)	\$ 1,000,000	1	\$ 1,000,000
Sanders Ferry Walking trail/paving	\$ 500,000	1	\$ 500,000
Design, Engineering, Grant Mangement	\$ 450,000	1	\$ 450,000
		Total	<u>\$ 3,500,000</u>
		Budget	\$ 3,500,000

RESOLUTION 2026-07

Sponsor: **Clary**

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT FOR INLINE HOCKEY SUPPLY VENDING MACHINE IN VOLUNTEER PARK AT ARROWHEAD

WHEREAS, Shadowclaw Supply Company, LLC, a Tennessee limited liability company, d/b/a “RINKVAULT” desires to enter into an agreement with the City of Hendersonville (“the City”) whereby RINKVAULT can install and manage an inline hockey supply vending machine at the concession stand in Volunteer Park at Arrowhead for hockey related supplies; and

WHEREAS, the Hendersonville Board of Parks and Recreation has voted to approve and recommend the proposal, a copy of which is attached to this resolution, in which the proposed value to the City includes the following:

- 1) Cost savings through Damage Reduction – preventing glass panel damage by providing immediate access to proper inline hockey pucks;
- 2) Enhanced Player Safety – immediate access to safety equipment such as helmet repairs, broken wheels and mouthguards;
- 3) Improved Park Amenities & League Experience;
- 4) Community Investment & Local Ownership – RINKVAULT is operated by City residents therefore, revenue stays local;
- 5) Minimal Infrastructure Requirements – the City does not incur any capital costs, installation expenses or ongoing maintenance responsibilities; and

WHEREAS, RINKVAULT proposes a three (3) year initial term, renewable for an additional 2-3 years by mutual agreement, to include the following provisions:

- 1) Revenue Share with the City at the rate of 5% of gross vending sales capped at \$100/month;
- 2) Either party may terminate upon 60-day written notice;
- 3) RINKVAULT maintains \$1 million general liability insurance naming City of Hendersonville as additional insured;
- 4) RINKVAULT responsible for all maintenance, restocking, repairs, and utilities (if applicable) for the vending machine;
- 5) The City shall not be liable for damage, theft, or vandalism to vending equipment; and

WHEREAS, the governing body of the City finds this proposal is in the best interests of the City and desires to authorize the Mayor to execute such an agreement:

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY HENDERSONVILLE, TENNESSEE, that the Mayor is hereby authorized to execute an agreement relative to the attached proposal, allowing RINKVAULT to install and manage an inline hockey supply vending machine in Volunteer Park at Arrowhead.

This Resolution shall take effect from and after its adoption, the public welfare requiring it.

Adopted this the ____ day of _____, 2026.

APPROVED:

JAMIE CLARY, Mayor

ATTEST:

TAMARA INGERSOLL, City Recorder

APPROVED AS TO FORM AND LEGALITY:

LANCE A. WRAY, City Attorney

LEGISLATIVE HISTORY
Resolution 2026-07

Sponsors: Clary

Committee: Public Works

Date of Committee Meeting: February 24, 2026

Committee Recommendation:



BUSINESS PROPOSAL FOR INLINE HOCKEY SUPPLY VENDING AT VOLUNTEER PARK

OVERVIEW

As regular users of the inline hockey rinks at Volunteer Park at Arrowhead, we've seen firsthand how often equipment issues come up during practices, league games, and tournaments. Wheels break, mouth guards get lost, and players sometimes show up without regulation inline pucks – which can lead to safety concerns and unnecessary damage to the facilities.

We recognize the Parks Department works hard to maintain these facilities, and this proposal is intended to support that effort. We're proposing a simple solution: installing one weather-resistant vending machine at the rink stocked with essential inline hockey equipment, including regulation pucks designed specifically for sport court surfaces. Having the right equipment available on-site makes it easier for players to stay safe and helps protect the facility at the same time.

RINKVAULT is owned and operated by Hendersonville residents who are active in the Hendersonville Inline Hockey Association (HIHA). We use these rinks ourselves and have kids and teammates who rely on them. We care about keeping them safe, functional, and well-maintained for the long term.

THE PROBLEM WE'RE SOLVING

Equipment Failures & Safety Gaps

Both youth and adult players at Volunteer Park regularly experience equipment failures during practices, games, and tournaments with no immediate solution:

- Broken or worn wheels that make skating unsafe
- Lost or damaged mouth guards compromising player safety
- Helmet hardware failures and cage repairs needed mid-session

- Protective gear issues that sideline players

Facility Damage & Safety Concerns

A significant issue facing the park is **recurrent glass panel breakage** often caused by players using ice hockey pucks instead of regulation inline hockey pucks. Ice hockey pucks are:

- Denser and heavier than inline pucks
- Designed for ice friction, not sport court surfaces
- Capable of generating significantly more impact force
- A primary cause of protective glass panel damage

Currently, players who arrive without proper pucks have limited options, leading to continued use of inappropriate equipment that damages park infrastructure.

Tournament, League & Player Experience

During practices, games, and tournaments, the lack of on-site supply access can cause frustration for both local players and visiting teams. More critically, when players don't have access to proper equipment – especially regulation inline hockey pucks – they resort to using inappropriate alternatives (ice hockey pucks) that risk significant damage to park facilities. This equipment accessibility issue diminishes Hendersonville's competitiveness as a tournament host destination and creates ongoing maintenance challenges for the Parks Department.

PROPOSED OPERATIONS

RINKVAULT will install a weatherproof merchandise vending machine at Volunteer Park at Arrowhead containing:

Inline Hockey Performance & Safety Equipment:

- Regulation inline hockey pucks (proper hardness and weight for sport court surfaces)
- Inline skate wheels (adult and youth sizes)
- Wheel bearings
- Mouth guards
- Inline skate laces
- Helmet repair kits and hardware
- Basic protective gear accessories
- Hockey tape (blade and shin)
- Additional items TBD

Equipment Specifications

We propose installing **one (1) AMS 39 Outsider Vending Machine**, a commercial-grade unit specifically engineered for outdoor placement, positioned for optimal player access without interfering with spectator areas or park traffic flow. Exact placement will be determined in consultation with Parks Department staff.

Key features of the machine include:

- Weather-resistant construction rated for all seasons
- Enhanced security features to prevent vandalism and theft
- Reinforced components designed for 24/7 outdoor operation
- Temperature management systems for product integrity
- **Card-only payment processing** (credit/debit), which eliminates cash handling risks and further deters theft and vandalism attempts

The vending machine will:

- Operate 24/7, during rink operating hours
- Require minimal footprint (approximately 6' x 3')
- Be maintained, restocked, and serviced by RINKVAULT

VALUE TO HENDERSONVILLE PARKS

1. Cost Savings Through Damage Reduction

The primary value proposition is preventing glass panel damage. By providing immediate access to proper inline hockey pucks at the point of need, we hope to significantly reduce incidents of glass breakage.

Conservative Financial Impact Estimate:

- 2025 total cost of glass repair incidents: \$13,390
- Average cost per glass panel replacement: \$2,111 (materials and installation)
- Estimate a 20% reduction in glass breakage incidents yearly
- Over a multi-year agreement, cumulative savings could exceed \$8,000-\$20,000

2. Enhanced Player Safety

Immediate access to safety equipment reduces injury risk:

- Helmet repairs prevent players from competing with compromised protection equipment
- Broken wheels can be swapped out before causing falls
- Players can replace damaged or lost mouth guards immediately

3. Improved Park Amenities & League Experience

Volunteer Park at Arrowhead can market this offering as an enhanced rink amenity to tournaments, leagues, and players:

- Offering on-site supply access is appealing to tournament directors
- Enhanced player experience increases repeat bookings
- Positive word-of-mouth in the regional hockey community
- Potential to offset player fee increases by reducing rink maintenance costs. Making access to league play more equitable and accessible.

4. Community Investment & Local Ownership

RINKVAULT is operated by Hendersonville residents who are active participants in the local hockey community. Revenue stays local, and we're personally invested in the success and safety of these facilities because our family and friends use them.

5. Minimal Infrastructure Requirements

The Parks Department incurs no capital costs, installation expenses, or ongoing maintenance responsibilities. RINKVAULT assumes all operational costs, risks, and liabilities associated with the vending machine. The only requirement from the Parks Department is access to a standard electrical outlet near the installation site for powering the vending machine. All other utilities, maintenance, and operational needs are handled entirely by RINKVAULT.

BUSINESS USE AGREEMENT TERMS

We propose a **3-year initial agreement** with the following terms:

Revenue Share Structure

Unlike high-volume beverage or snack vending machines, RINKVAULT operates under fundamentally different economics:

- **Limited, specialized audience:** The machine serves only inline hockey players and their families, not general park visitors. Additionally, outdoor rinks mean primarily seasonal usage with peak demand during the competitive season, further limiting sales volume.
- **Premium inventory costs:** Our products (wheels, bearings, pucks, safety equipment) carry significantly higher wholesale costs than traditional vending items like sodas or chips, resulting in lower profit margins per transaction
- **Service-oriented mission:** This machine exists primarily to solve safety and facility damage problems, not to generate high-volume sales revenue

RINKVAULT aims to deliver measurable value through reduced damage incidents and enhanced player safety. By providing immediate access to proper equipment, we prevent costly

facility repairs while ensuring players – from youth to adults competing in this high-contact sport – have the safety gear they need when equipment fails. The revenue share structure below reflects this service-first, damage-prevention model and aligns with the limited-volume, specialized nature of this operation.

Proposed Revenue Share:

- **5% of gross vending sales** with \$100 monthly cap
- Revenue remitted biannually (July 31, January 31)
- Glass breakage incidents tracked throughout the agreement period and compared against 2025 baseline data

Additional Terms:

- All vending equipment remains property of RINKVAULT
- RINKVAULT maintains \$1 million general liability insurance naming City of Hendersonville as additional insured
- Either party may terminate with 60-day written notice
- RINKVAULT responsible for all maintenance, restocking, repairs, and utilities (if applicable) for the vending machine
- City of Hendersonville not liable for damage, theft, or vandalism to vending equipment
- RINKVAULT provides biannual sales reports with all revenue share payments
- Annual glass breakage incident reports provided to Parks Department, compared against 2025 baseline data

Optional Renewal:

Following the initial 3-year term, the agreement may be renewed for an additional 2-3 years under mutually agreeable terms based on performance history.

INSTALLATION & OPERATIONS

Timeline:

- Upon approval: Site survey and final placement confirmation with Parks Department staff
- Installation: Within 1-3 weeks of approval
- Initial stocking and go-live: Immediately following installation
- Launch date goal: Install completed by March 31, 2026

Maintenance Schedule:

- Restocking: Minimum weekly, more frequently during tournaments and HIHA seasons
- Equipment inspection: Weekly
- Cleaning and maintenance: As needed, minimum monthly

Community Engagement:

- Coordinate with Parks Department and HIHA to promote proper equipment usage
- Educational signage near player areas and at vending machine explaining puck specifications
- Feedback mechanism for players to request additional products

INSURANCE & LIABILITY

RINKVAULT will maintain:

- Commercial General Liability: \$1,000,000 per occurrence
- Product Liability: \$1,000,000 aggregate
- Property Insurance: Covering all vending equipment
- City of Hendersonville named as additional insured on all policies

Certificates of Insurance will be provided prior to installation and renewed annually.

WHY RINKVAULT?

✓ **Local ownership by active HIHA community members** - We use these rinks with our own family and teammates

✓ **Direct cost savings through damage prevention** - Proper equipment availability reduces expensive glass repairs

✓ **Enhanced safety** - Immediate access to critical protective equipment

✓ **Zero capital investment required** - No upfront costs or ongoing maintenance burden for Parks Department

✓ **Improved competitive position** - Attractive offering to tournament and league organizers

✓ **Proven vending technology** - Reliable, secure, card-only automated service that deters theft

CONCLUSION

RINKVAULT offers a practical way to support player safety, protect park facilities, and enhance the overall experience at Volunteer Park's inline hockey rinks. By providing convenient access

to proper equipment, this small addition can contribute to better outcomes for players, leagues, and the Parks Department alike.

As local residents and active members of the hockey community, we are committed to being responsible, long-term partners. We appreciate the opportunity to present this proposal and look forward to working together to continue strengthening Volunteer Park as a valued community asset.

Contact Information:

Shadowclaw Supply Company LLC (dba RINKVAULT)
Adam and Dana Sones
182 Berrywood Drive
615-415-5115 / 615-668-3262
atsones@gmail.com / RINKVAULT@gmail.com

Appendices Available Upon Request:

- Detailed product inventory list
- Sample vending machine specifications and photos

DATE:	2/24/2026
ORDINANCE/RESOLUTION #	Resolution 2026-07
SPECIFIC REQUEST/ RECOMMENDATION:	Ask that BOMA consider for possible approval a proposal from a local citizen to operate a vending machine for in-line hockey supplies to be placed at the Volunteer Park concession and restroom building
REPORT PREPARED BY:	



BACKGROUND:	1
Adam and Dana Sones, local Hendersonville residents, approached Parks Staff about the placement of a “Rinkvault” vending machine to sell hockey supplies to parents and players at the in-line hockey rinks. The proposal received a positive recommendation from the Parks Board on 1/26/26.	

DISCUSSION:	2
In-Line Hockey is a specialty sport requiring all kinds of equipment. Often, parents are in a rush to pick up extra wheels for skates, proper hockey pucks and other items. The placement of this vending machine would provide that on-site rather than having to go without or rush to a local store to purchase on game or practice days.	

FISCAL IMPACT:	3
Rinkvault is proposing to give back to the city 5% of sales with a \$100 per month cap. These funds would go to the city’s general fund as is the case with other vendor fees and agreements. It should be noted that standard agreements across all vendors contain a 7.5% donation back to the city, so this would be a departure from that standard.	

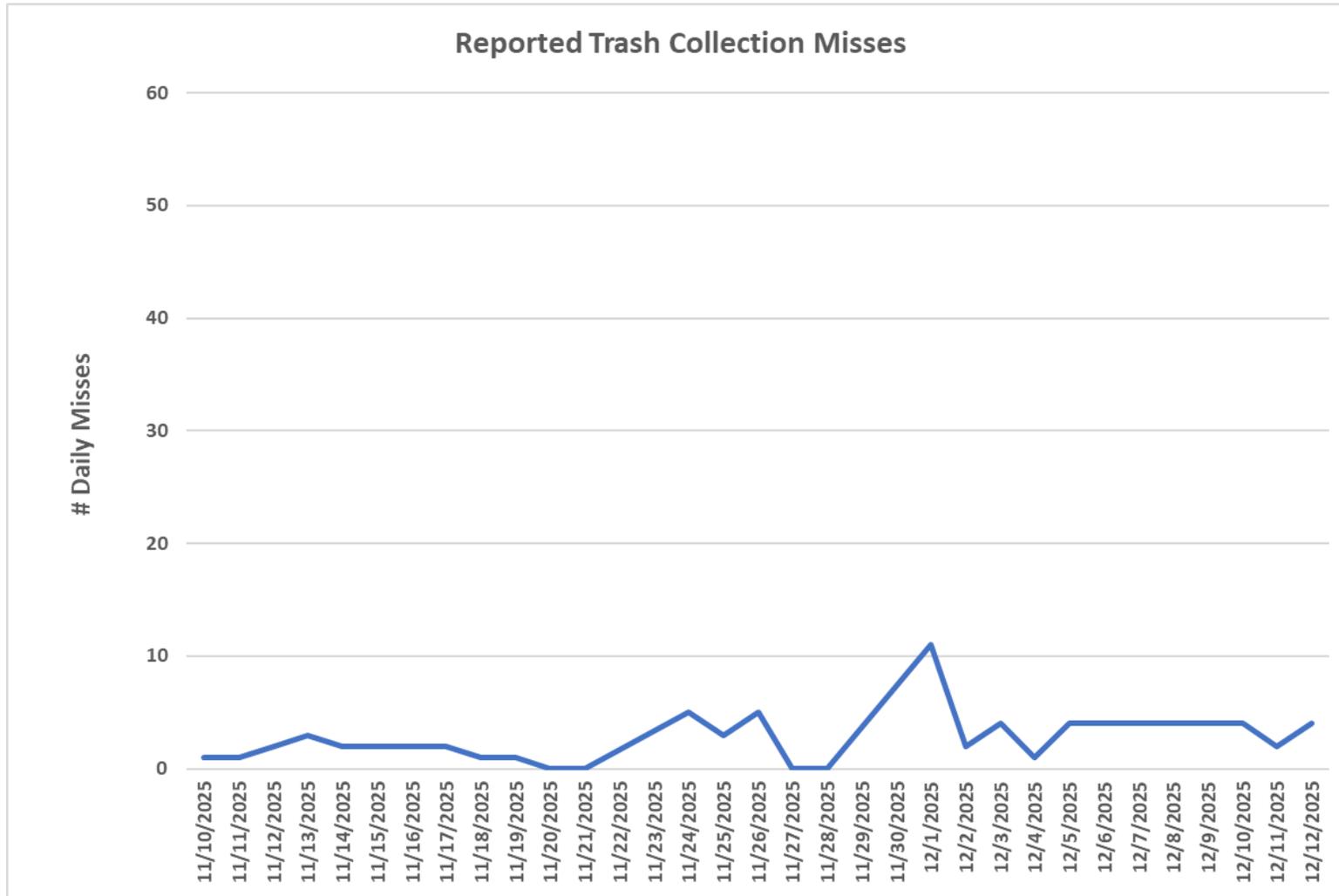
ADDITIONAL INFORMATION / PHOTOS:	4

ATTACHMENTS:	5
<ul style="list-style-type: none"> - Rinkvault Proposal 	

Trash Collection Update

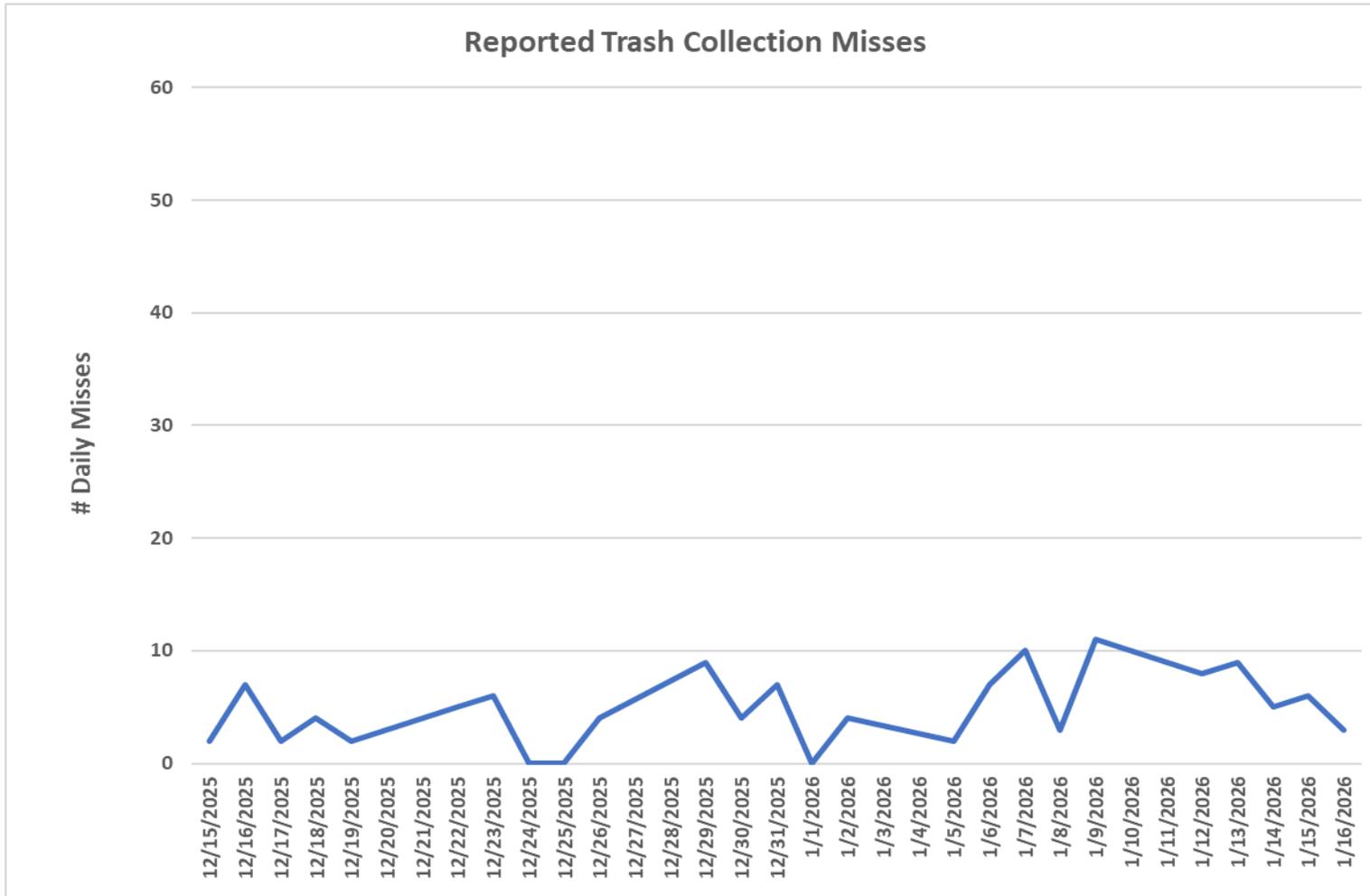
11/10/25 – 2/13/26

Trash Collection Misses 11/10/25 – 12/12/25



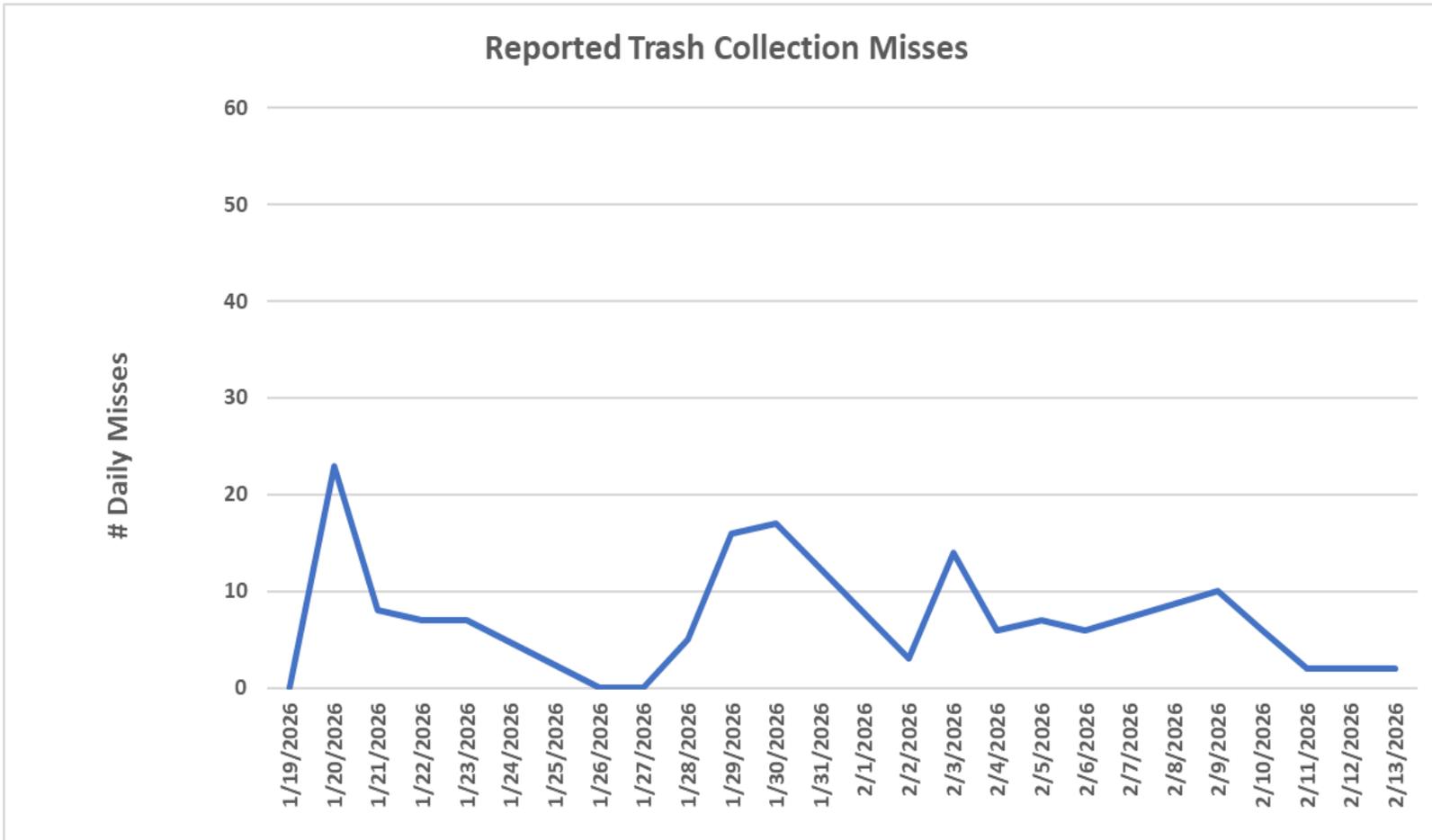
Date	Daily Reported Misses
11/10/2025	1
11/11/2025	1
11/12/2025	2
11/13/2025	3
11/14/2025	2
11/17/2025	2
11/18/2025	1
11/19/2025	1
11/20/2025	0
11/21/2025	0
11/24/2025	5
11/25/2025	3
11/26/2025	5
11/27/2025	0
11/28/2025	0
12/1/2025	11
12/2/2025	2
12/3/2025	4
12/4/2025	1
12/5/2025	4
12/8/2025	4
12/9/2025	4
12/10/2025	4
12/11/2025	2
12/12/2025	4
Total	66

Trash Collection Misses 12/15/25 – 1/16/26



Date	Daily Reported Misses
12/15/2025	2
12/16/2025	7
12/17/2025	2
12/18/2025	4
12/19/2025	2
12/22/2025	5
12/23/2025	6
12/24/2025	0
12/25/2025	0
12/26/2025	4
12/29/2025	9
12/30/2025	4
12/31/2025	7
1/1/2026	0
1/2/2026	4
1/5/2026	2
1/6/2026	7
1/7/2026	10
1/8/2026	3
1/9/2026	11
1/12/2026	8
1/13/2026	9
1/14/2026	5
1/15/2026	6
1/16/2026	3
Total	120

Trash Collection Misses 1/19/26 – 2/13/26



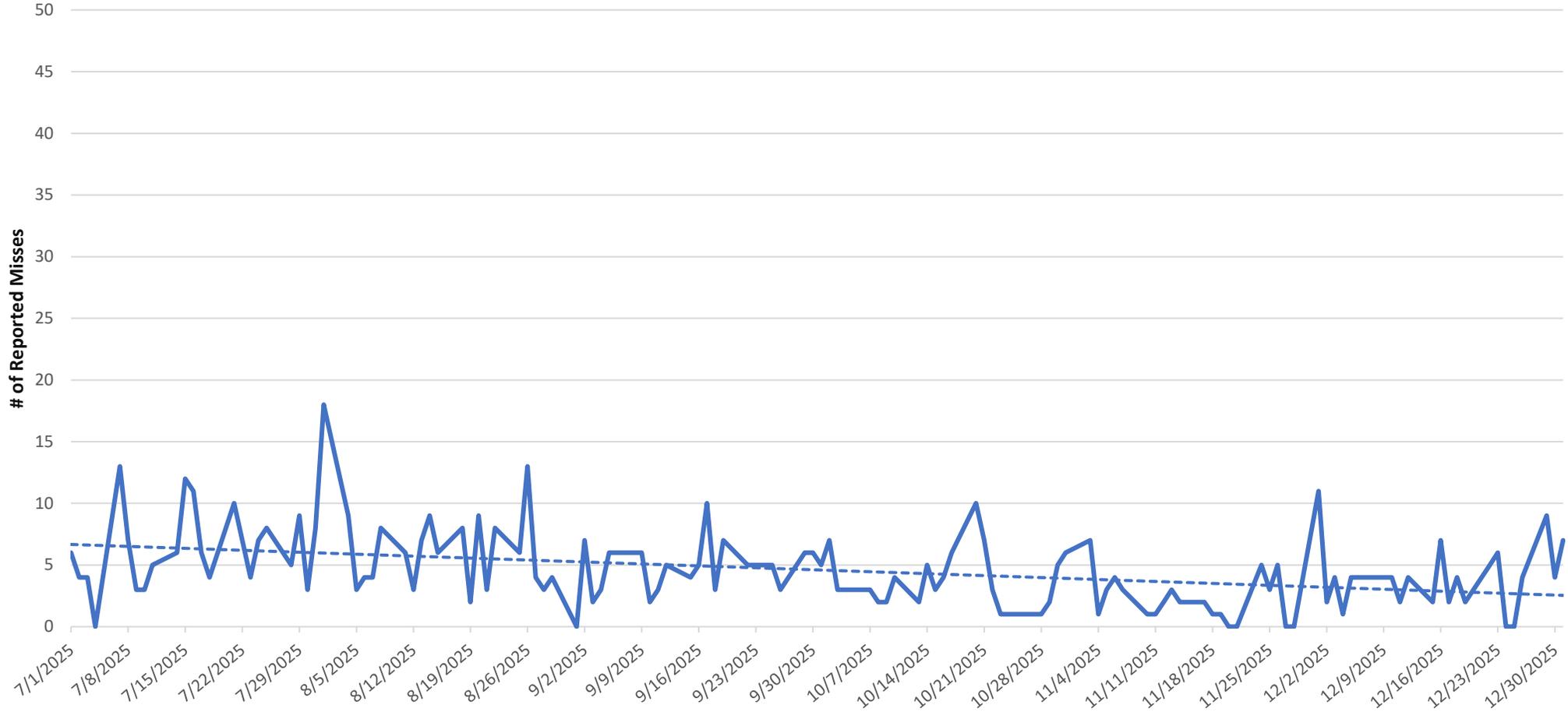
Date	Daily Reported Misses
1/19/2026	0
1/20/2026	23
1/21/2026	8
1/22/2026	7
1/23/2026	7
1/26/2026	0
1/27/2026	0
1/28/2026	5
1/29/2026	16
1/30/2026	17
2/2/2026	3
2/3/2026	14
2/4/2026	6
2/5/2026	7
2/6/2026	6
2/9/2026	10
2/10/2026	6
2/11/2026	2
2/12/2026	2
2/13/2026	2
Total	141

6-Month Trend

07/01/25 – 12/31/25

Trash Collection Misses 07/01/25 – 12/31/25

Trash Collection Misses 07/01/2025 - 12/31/2025
Daily Reported Misses



Trash Collection Misses 07/01/25 – 12/31/25

Date	Daily Reported Misses
7/1/2025	6
7/2/2025	4
7/3/2025	4
7/4/2025	0
7/7/2025	13
7/8/2025	7
7/9/2025	3
7/10/2025	3
7/11/2025	5
7/14/2025	6
7/15/2025	12
7/16/2025	11
7/17/2025	6
7/18/2025	4
7/21/2025	10
7/22/2025	7
7/23/2025	4
7/24/2025	7
7/25/2025	8
7/28/2025	5
7/29/2025	9
7/30/2025	3
7/31/2025	8
Total	145

Date	Daily Reported Misses
8/1/2025	18
8/4/2025	9
8/5/2025	3
8/6/2025	4
8/7/2025	4
8/8/2025	8
8/11/2025	6
8/12/2025	3
8/13/2025	7
8/14/2025	9
8/15/2025	6
8/18/2025	8
8/19/2025	2
8/20/2025	9
8/21/2025	3
8/22/2025	8
8/25/2025	6
8/26/2025	13
8/27/2025	4
8/28/2025	3
8/29/2025	4
Total	137

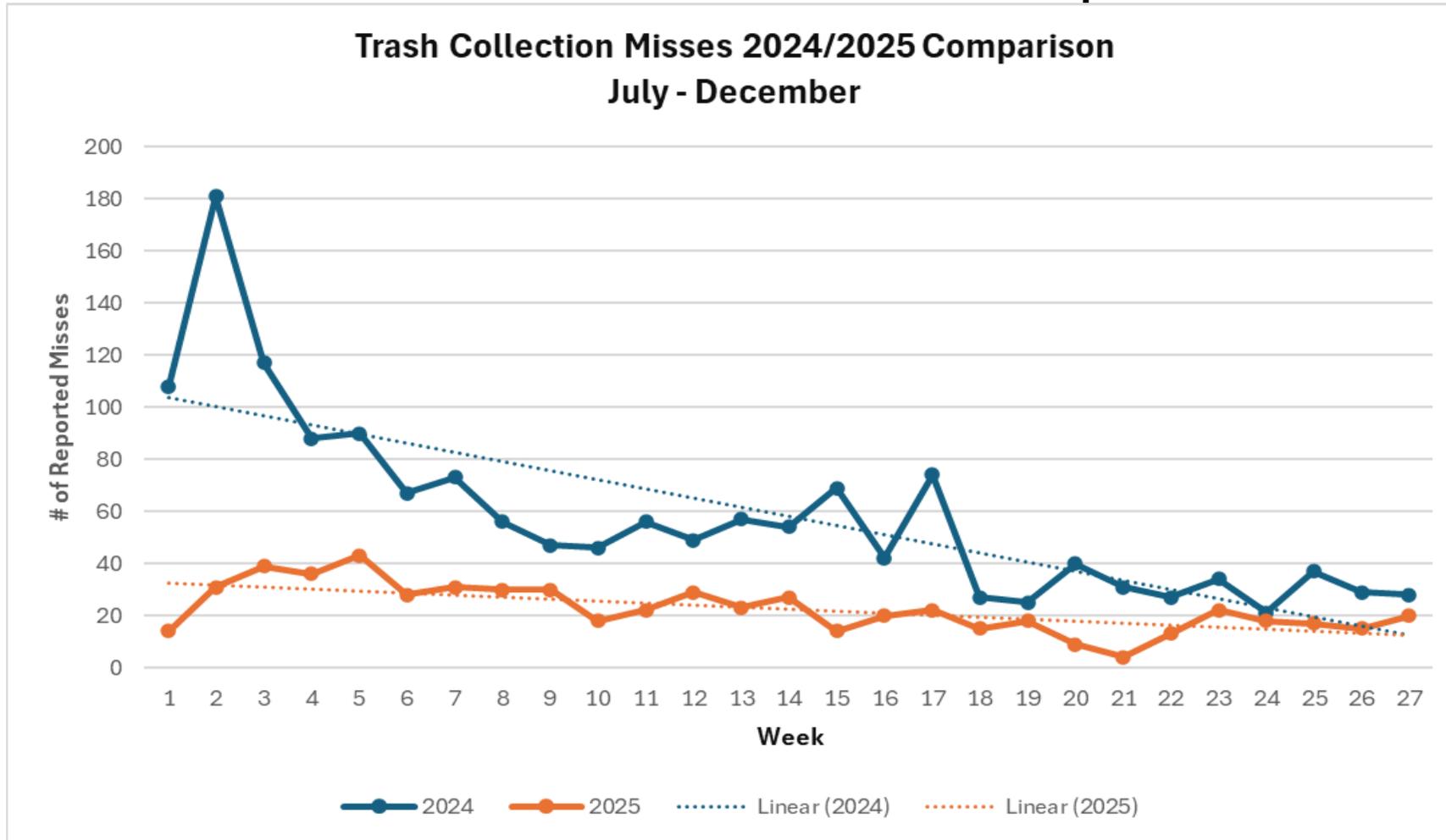
Date	Daily Reported Misses
9/1/2025	0
9/2/2025	7
9/3/2025	2
9/4/2025	3
9/5/2025	6
9/8/2025	6
9/9/2025	6
9/10/2025	2
9/11/2025	3
9/12/2025	5
9/15/2025	4
9/16/2025	5
9/17/2025	10
9/18/2025	3
9/19/2025	7
9/22/2025	5
9/23/2025	5
9/24/2025	5
9/25/2025	5
9/26/2025	3
9/29/2025	6
9/30/2025	6
Total	104

Date	Daily Reported Misses
10/1/2025	5
10/2/2025	7
10/3/2025	3
10/6/2025	3
10/7/2025	3
10/8/2025	2
10/9/2025	2
10/10/2025	4
10/13/2025	2
10/14/2025	5
10/15/2025	3
10/16/2025	4
10/17/2025	6
10/20/2025	10
10/21/2025	7
10/22/2025	3
10/23/2025	1
10/24/2025	1
10/27/2025	1
10/28/2025	1
10/29/2025	2
10/30/2025	5
10/31/2025	6
Total	86

Date	Daily Reported Misses
11/3/2025	7
11/4/2025	1
11/5/2025	3
11/6/2025	4
11/7/2025	3
11/10/2025	1
11/11/2025	1
11/12/2025	2
11/13/2025	3
11/14/2025	2
11/17/2025	2
11/18/2025	1
11/19/2025	1
11/20/2025	0
11/21/2025	0
11/24/2025	5
11/25/2025	3
11/26/2025	5
11/27/2025	0
11/28/2025	0
Total	20

Date	Daily Reported Misses
12/1/2025	11
12/2/2025	2
12/3/2025	4
12/4/2025	1
12/5/2025	4
12/8/2025	4
12/9/2025	4
12/10/2025	4
12/11/2025	2
12/12/2025	4
12/15/2025	2
12/16/2025	7
12/17/2025	2
12/18/2025	4
12/19/2025	2
12/22/2025	5
12/23/2025	6
12/24/2025	0
12/25/2025	0
12/26/2025	4
12/29/2025	9
12/30/2025	4
12/31/2025	7
Total	92

Trash Collection Misses 6-month Comparison



Week	2024 Misses per Week	2025 Misses per Week
1	108	14
2	181	31
3	117	39
4	88	36
5	90	43
6	67	28
7	73	31
8	56	30
9	47	30
10	46	18
11	56	22
12	49	29
13	57	23
14	54	27
15	69	14
16	42	20
17	74	22
18	27	15
19	47	18
20	25	9
21	40	4
22	31	13
23	27	22
24	34	18
25	21	17
26	37	15
27	29	20

FACILITIES ASSESSMENT



20
26



OVERVIEW

The City of Hendersonville owns and maintains 17 employee occupied facilities and 20 recreation and storage facilities. These have historically been individually maintained by the relative departments. However, a centralized assessment of the facilities is necessary to appropriately review facility needs and repairs across the city as a whole. This Facilities Assessment Plan provides a comprehensive evaluation of all the municipally owned and maintained facilities. The assessment reviews strengths, deficiencies and areas requiring maintenance, upgrades or replacement. These were determined through on-site inspections and department leadership input. This report aims to support strategic planning, prioritize capital improvements and ensure facilities continue to meet operational, safety and regulatory standards.





EVALUATING FACILITIES

The city facilities have been divided into three groups and will be evaluated on specific criteria applicable to each group: **Staff Occupied Facilities, Recreation and Storage Facilities and Community and Historic Buildings.**

Employee Occupied Facilities

The Employee Occupied Facilities have been assessed and ranked based on 5 key criteria: Work Conditions, Size and Capacity, Use, Condition, and Age.

Recreation and Storage Facilities

The recreation and storage facilities have been assessed and ranked based on 4 key criteria: Frequency of Use, Age, Annual Attendance, and Condition.

Community and Historic Buildings

These are buildings the city owns but does not occupy.

These criteria will be weighted to develop a scoring and ranking system that objectively identifies the relative need for investment. The primary goal of this assessment is to assist the Board of Mayor and Alderman in making informed, data-driven decisions regarding the allocation of resources and capital improvements. By prioritizing facilities that require the most urgent attention, the Plan will support effective long-term planning and responsible stewardship of municipal assets.

COST ESTIMATES

ADA Cost Estimates - All ADA cost estimates were derived from the ADA Self-Assessment and Transition Plan as shared by the ADA Coordinator. They include upgrades such as reconstruction of the entryways, new doors with the correct pound force requirements for opening and automatic open features, new service counters, elevators, new fixtures and handrails, etc. These repairs are being addressed gradually as a part of the comprehensive ADA plan.

Repair Cost Estimates - Staff evaluated necessary repairs such as roof replacements or repairs, new insulation, new HVAC systems with or without duct work, reconstruction of walls, framing, new paint, new flooring, new plumbing, new windows, electrical work. Estimates for this work is based on current industry rates. Minor repairs are excluded from estimates.

Replacement Cost Estimates - All replacement costs were extrapolated from recent new build cost per square foot of similar facility types in the region. They consider replacement of the same square footage.

Part 1

EMPLOYEE OCCUPIED FACILITY EVALUATIONS





RANKING CRITERIA

Weight	Category	Description
30%	Work Conditions & ADA Improvements	Considers any ADA barriers/accessibility and building condition impacts to productivity (lighting, HVAC, plumbing & other maintenance issues)
25%	Size and Capacity	Considers the total area/space versus available space, which translates to overall capacity and remaining capacity, if any.
20%	Use	Considers critical facilities and how much of the staff are stationed in the facility throughout their work shift.
15%	Condition	Considers overall condition of interior and exterior of the facility, including windows, lighting, drainage, electrical systems, structure and roof.
10%	Age of Building	Considers the approximate age of the facility, which can relate to condition and planning needs for maintenance and renovation.



RATINGS WITHIN EACH CATEGORY

Work Conditions – Safety and ADA - 30%

1	Severely deteriorated facility, major system failures, frequent work disruptions, many ADA issues
2	Significant maintenance issues, frequent comfort complaints, maintenance impacts daily operations, moderate ADA issues
3	Work environment is functional but shows noticeable wear, occasional comfort complaints, average ADA issues
4	Work environment is generally clean and has minor maintenance issues that do not impact productivity/operations, minimal ADA issues
5	Good condition, all building systems function properly, staff report high comfort and minimal disruptions, no ADA issues

Size and Capacity – 25%

1	No available space and shared offices
2	Minimal available space, shared offices
3	Average available space, some shared offices
4	Moderate available space, minimal shared offices
5	No shared offices, vacant spaces/offices



RATINGS WITHIN EACH CATEGORY

Use – 20%*

1	100% of Staff present for majority of day, critical facility
2	80% of staff present for majority of day
3	60% of staff present for majority of day
4	40% of staff present for majority of day
5	20% or less of staff present for the majority of the day, not a critical facility

*The percentage of staff present through the day is the primary determining factor for rating. Critical facilities such as City Hall, Fire Station #2, Police Station, Police Annex, Drakes Creek Maintenance Shop and Roads Maintenance Shop will go up one step in the ranking priority.

Condition – 15%

1	Needs major repairs or replacement
2	Needs moderate repair or replacement
3	Needs average repair or replacement
4	Needs minimal repair or replacement
5	New roof, no equipment or aesthetic issues



RATINGS WITHIN EACH CATEGORY

Age of Building – 10%

1	41+ Years Old
2	31- 40 Years Old
3	21-30 Years Old
4	11-20 Years Old
5	1-10 Years Old



FACILITIES RANKING SUMMARY

Using the rating system, all facilities that city staff occupy were evaluated and ranked based on their scores.

RANK	FACILITY
1	Police Annex
2	Drakes Creek Shop
3	Police Main Building
4	Roads Maintenance Shop
5	City Hall
6	Fire Station 3
7	Fire Station 1
8	Sanders Ferry Shop
9	Fire Station 4

RANK	FACILITY
10	Fire Station 5
11	Country Hills Pro Shop
12	Fire Station 6
13	Country Hills Golf Cart Barn
14	Police Barn
15	Fire Station 2
16	Fire Station 7
17	Drakes Creek Back Soccer Maintenance Building

POLICE ANNEX BUILDING

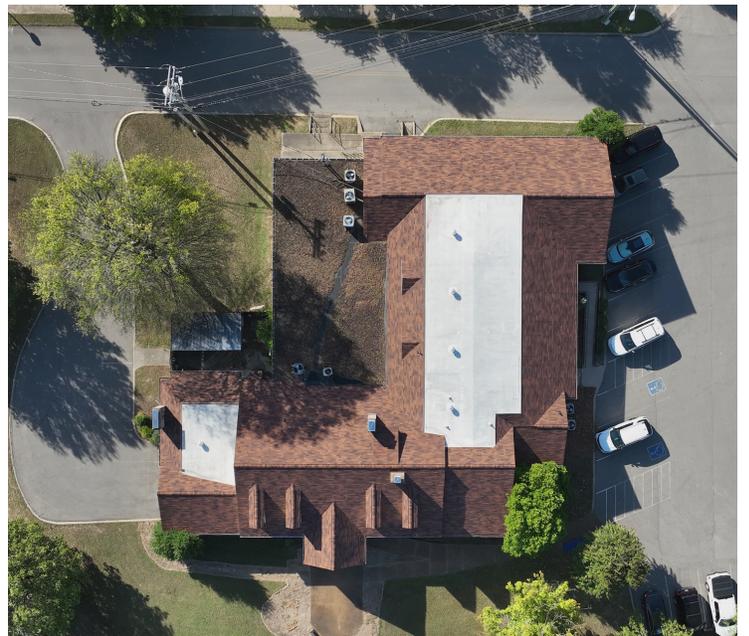
Ranking

Work Conditions	2
Size and Capacity	1
Use	1
Condition	1
Age	1
Weighted Total	1.3
Ranking	1



Facility Stats

Square Footage	11,633
Year Constructed	1951
Number of Employees	40
Open to Public	Yes
Near-Term ADA Upgrades	\$150,000
Near-Term Repair Estimates	\$4,000,000
Replacement Cost Estimates	\$20,000,000



DRAKES CREEK MAINTENANCE SHOP

Ranking

Work Conditions	2
Size and Capacity	2
Use	1
Condition	1
Age	1
Weighted Total	1.55
Ranking	2



Facility Stats

Square Footage	approx. 8,500
Year Constructed	1975
Number of Employees	38 (part and full time)
Open to Public	No
Near-Term ADA Upgrades	N/A
Near-Term Repair Estimates	N/A
Replacement Cost Estimate	\$1,500,000



POLICE MAIN BUILDING

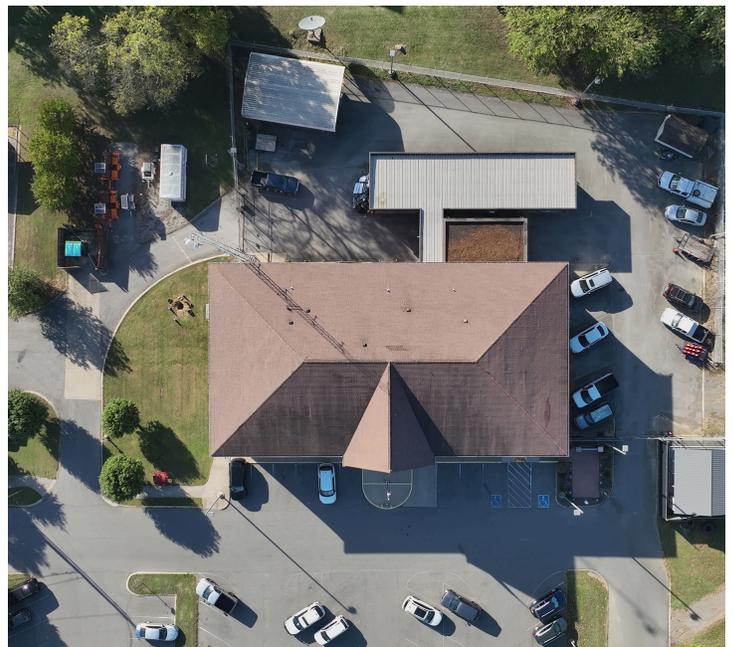
Ranking

Work Conditions	2
Size and Capacity	1
Use	3
Condition	1
Age	2
Weighted Total	1.8
Ranking	3



Facility Stats

Square Footage	17,740
Year Constructed	1992
Number of Employees	100
Open to Public	Yes
Near-Term ADA Upgrades	\$215,000
Near-Term Repair Estimates	\$4,000,000
Replacement Cost Estimates	\$30,000,000



ROADS MAINTENANCE SHOP

Ranking

Work Conditions	3
Size and Capacity	2
Use	1
Condition	2
Age	1
Weighted Total	2
Ranking	4



Facility Stats

Square Footage	6,500
Year Constructed	1980
Number of Employees	25
Open to Public	No
Near-Term ADA Upgrades	\$0
Near-Term Repair Estimates	\$500,000
Replacement Cost Estimates	\$750,000



CITY HALL

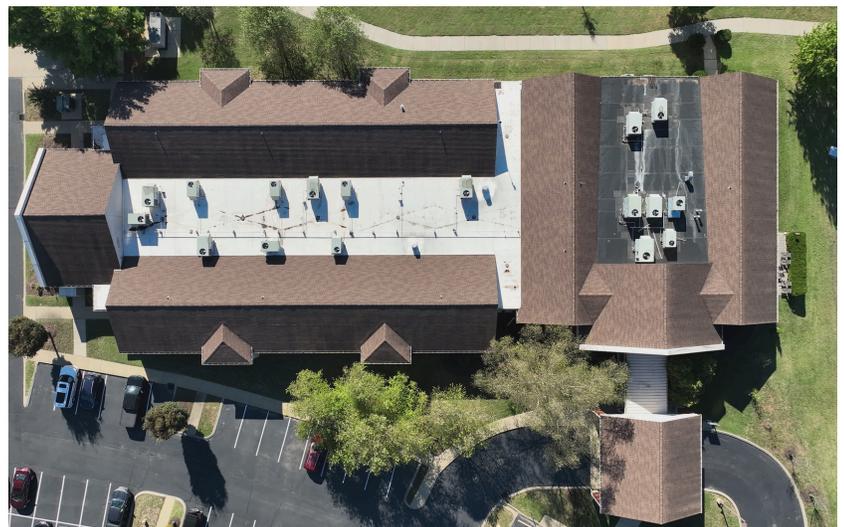
Ranking

Work Conditions	3
Size and Capacity	1
Use	1
Condition	3
Age	3
Weighted Total	2.1
Ranking	5



Facility Stats

Square Footage	25,038
Year Constructed	1995
Number of Employees	80
Open to Public	Yes
Near-Term ADA Upgrades	\$300,000
Near-Term Repair Estimates	\$750,000
Replacement Cost Estimates	\$25,000,00



FIRE STATION #3

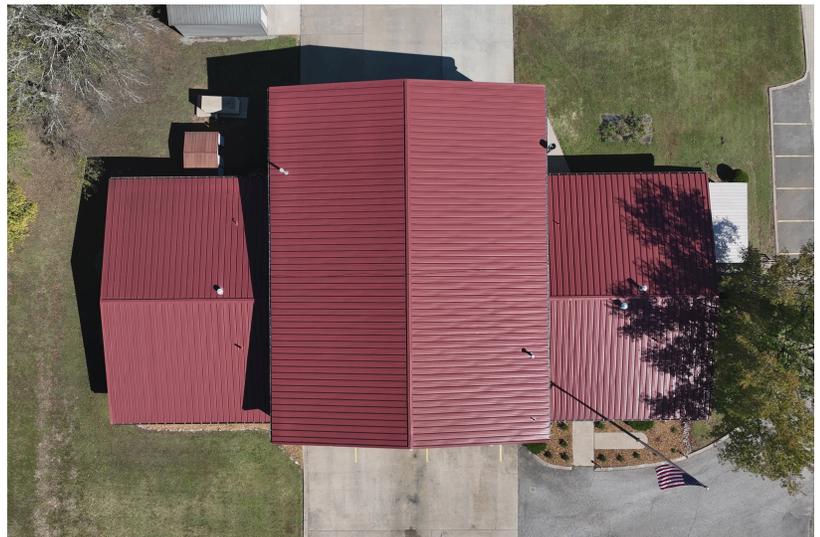
Ranking

Work Conditions	2
Size and Capacity	5
Use	5
Condition	1
Age	2
Weighted Total	3.2
Ranking	6



Facility Stats

Square Footage	7,661
Year Constructed	1985
Number of Employees	11
Open to Public	Yes
Near-Term ADA Upgrades	\$120,000
Near-Term Repair Estimates	\$500,000
Replacement Cost Estimates	\$6,000,000



FIRE STATION #1

Ranking

Work Conditions	2
Size and Capacity	5
Use	5
Condition	2
Age	1
Weighted Total	3.25
Ranking	7



Facility Stats

Square Footage	3,626
Year Constructed	1973
Number of Employees	6
Open to Public	Yes
Near-Term ADA Upgrades	\$80,000
Near-Term Repair Estimates	\$100,000
Replacement Cost Estimates	\$4,000,000



SANDERS FERRY SHOP

Ranking

Work Conditions	4
Size and Capacity	5
Use	3
Condition	2
Age	1
Weighted Total	3.45
Ranking	8



Facility Stats

Square Footage	4,090
Year Constructed	1975
Number of Employees	4
Open to Public	No
Near-Term ADA Upgrades	\$10,000
Near-Term Repair Estimates	\$25,000
Replacement Cost Estimates	\$2,500,000



FIRE STATION #4

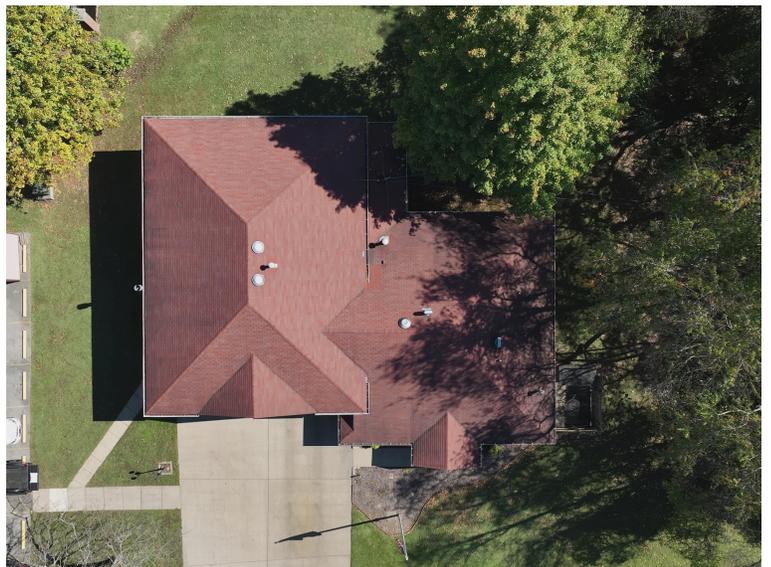
Ranking

Work Conditions	3
Size and Capacity	5
Use	5
Condition	3
Age	2
Weighted Total	3.8
Ranking	9



Facility Stats

Square Footage	3,784
Year Constructed	1991
Number of Employees	3
Open to Public	Yes
Near-Term ADA Upgrades	\$90,000
Near-Term Repair Estimates	\$250,000
Replacement Cost Estimates	\$4,000,000



FIRE STATION #5

Ranking

Work Conditions	3
Size and Capacity	5
Use	5
Condition	3
Age	2
Weighted Total	3.8
Ranking	10



Facility Stats

Square Footage	7,503
Year Constructed	2002
Number of Employees	10
Open to Public	Yes
Near-Term ADA Upgrades	\$75,000
Near-Term Repair Estimates	\$200,000
Replacement Cost Estimates	\$5,000,000



COUNTRY HILLS PRO SHOP

Ranking

Work Conditions	3
Size and Capacity	5
Use	5
Condition	3
Age	2
Weighted Total	3.8
Ranking	11



Facility Stats

Square Footage	6,572
Year Constructed	1990
Number of Employees	N/A
Open to Public	Yes
Near-Term ADA Upgrades	N/A
Near-Term Repair Estimates	\$80,000
Replacement Cost Estimates	\$3,000,000



FIRE STATION #6

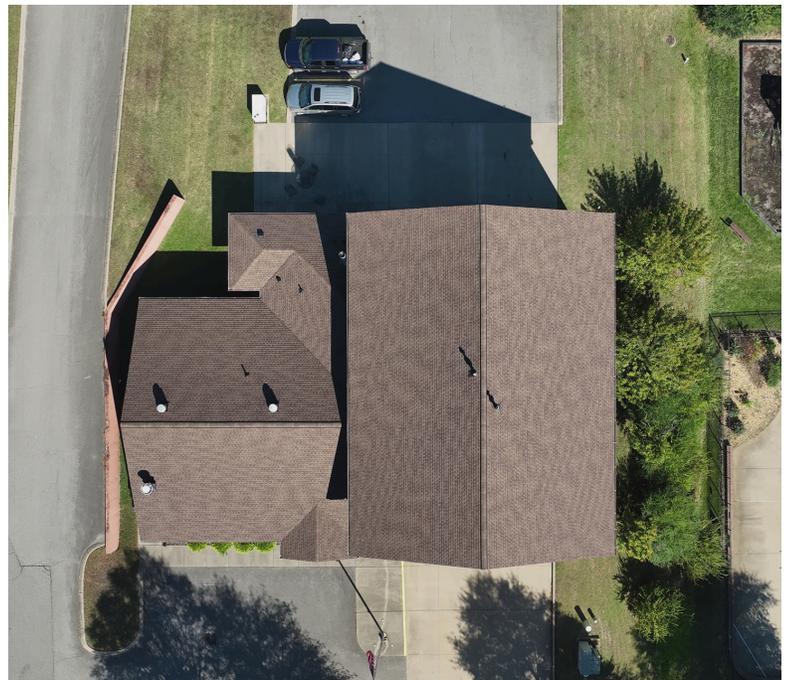
Ranking

Work Conditions	3
Size and Capacity	5
Use	5
Condition	4
Age	4
Weighted Total	4.15
Ranking	12



Facility Stats

Square Footage	5,728
Year Constructed	2008
Number of Employees	5
Open to Public	Yes
Near-Term ADA Upgrades	\$80,000
Near-Term Repair Estimates	\$100,000
Replacement Cost Estimates	\$4,000,000



COUNTRY HILLS - CART BARN

Ranking

Work Conditions	4
Size and Capacity	5
Use	5
Condition	4
Age	5
Weighted Total	4.55
Ranking	13



Facility Stats

Square Footage	8,000
Year Constructed	2024
Number of Employees	3
Open to Public	No
Near-Term ADA Upgrades	\$6,000
Near-Term Repair Estimates	\$10,000
Replacement Cost Estimates	\$300,000



POLICE BARN

Ranking

Work Conditions	4
Size and Capacity	5
Use	5
Condition	5
Age	5
Weighted Total	4.7
Ranking	14



Facility Stats

Square Footage	7,000
Year Constructed	2019
Number of Employees	3
Open to Public	No
Near-Term ADA Upgrades	\$0
Near-Term Repair Estimates	\$0
Replacement Cost Estimates	\$300,000



FIRE STATION # 2

Ranking

Work Conditions	5
Size and Capacity	5
Use	5
Condition	4
Age	5
Weighted Total	4.85
Ranking	15



Facility Stats

Square Footage	14,460
Year Constructed	2020
Number of Employees	15
Open to Public	Yes
Near-Term ADA Upgrades	\$75,000
Near-Term Repair Estimates	\$5,000
Replacement Cost Estimates	\$10,000,000



FIRE STATION #7

Ranking

Work Conditions	5
Size and Capacity	5
Use	5
Condition	5
Age	5
Weighted Total	5
Ranking	16



Facility Stats

Square Footage	11,000
Year Constructed	2024
Number of Employees	4
Open to Public	Yes
Near-Term ADA Upgrades	\$0
Near-Term Repair Estimates	\$0
Replacement Cost Estimates	\$6,000,000



DRAKES CREEK BACK SOCCER MAINTENANCE BUILDING

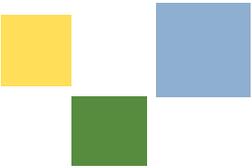


Facility Stats

Square Footage	900
Year Constructed	2025
Number of Employees	2+
Open to Public	No
Near-Term ADA Upgrades	\$0
Near-Term Repair Estimates	\$0
Replacement Cost Estimates	\$35,000

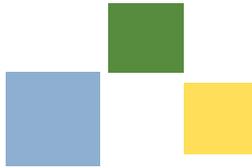
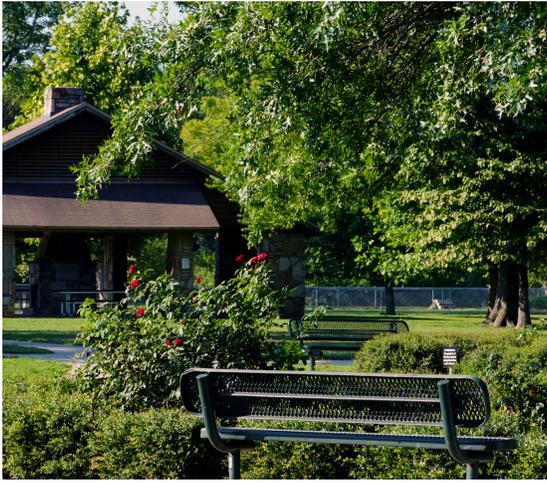
Ranking

Work Conditions	5
Size and Capacity	5
Use	5
Condition	5
Age	5
Weighted Total	5
Ranking	17



Part 2

RECREATION AND STORAGE FACILITY EVALUATIONS





RANKING CRITERIA

Weight	Category	Description
35%	Condition	Considers overall condition of interior and exterior of the facility, including windows, lighting, drainage, electrical systems, structure and roof.
30%	Attendance	Reviews Placer app data of annual visits to each park.
25%	Frequency of Use	Considers how often the facility has major events/tournaments annually from February to November.
10%	Age of Building	Considers the approximate age of the facility, which can relate to condition and planning needs for maintenance and renovation.

ESTIMATED REPAIR COST LEVELS

Minor	Less than \$10,000 in repairs
Moderate	Less than \$25,000 in repairs
Major	More than \$25,000 in repairs



RATINGS WITHIN EACH CATEGORY

Condition – 35%

1	Needs major repairs or replacement
2	Needs moderate repair or replacement
3	Needs average repair or replacement
4	Needs minimal repair or replacement
5	New roof, no equipment or aesthetic issues

Attendance – 30%

1	401,000 + annual visits
2	301,000 - 400,000 annual visits
3	201,000-300,000 annual visits
4	101,000-200,000 annual visits
5	0-100,000 annual visits



RATINGS WITHIN EACH CATEGORY

Frequency of Use – 25%

1	Major use of facilities, high frequency of events/tournaments
2	Moderate use of facilities
3	Average use of facility/seasonal
4	Minimal use of facility
5	Low frequency of use/minimal to no major events

Age of Building – 10%

1	41+ Years Old
2	31- 40 Years Old
3	21-30 Years Old
4	11-20 Years Old
5	1-10 Years Old



FACILITIES RANKING SUMMARY

Using the rating system all recreation and storage facilities were evaluated and ranked accordingly.

RANK	FACILITY
1	Drakes Creek Main Quad Restrooms/Concessions
2	Mary's Magical Place/Pickleball Restrooms
3	Sanders Ferry Boat Ramp Restrooms
4	Drakes Creek Front Soccer Restrooms/Concessions
5	Drakes Creek Football Pressbox
6	Drakes Creek Soccer Storage
7	Drakes Creek Civitan Baseball Restrooms/Concessions
8	Drakes Creek Football Restrooms/Concessions
9	Sanders Ferry Shelters 1-3 Restrooms
10	Veterans Park Ballfield Restrooms/Concessions

RANK	FACILITY
11	Memorial Park Tennis Office/Restrooms
12	Drakes Creek Soccer/Trailhead Restrooms
13	Drakes Creek Back Soccer Restrooms/Concessions
14	Drakes Creek Field 12/13 Restrooms
15	Memorial Park Lacrosse Field/Dog Park Restrooms
16	Heritage Park Barn
17	Heritage Park House
18	Archive Building
19	Volunteer Park Restrooms/Concessions
20	Rugby Complex Restrooms/Concessions

DRAKES CREEK PARK



Facility Types	Restrooms, Concessions, Storage
Approx. Annual Attendance	751,000 visits
Uses	Baseball, Soccer, Softball and Football fields for leagues and tournaments Greenway trails Community events and large festivals

MAIN QUAD RESTROOMS AND CONCESSIONS



Facility Stats

Square Footage	2,524
Year Constructed	1978
Near-Term Repair Estimates	
Major: > \$25,000	

Ranking

Condition	1
Attendance	1
Frequency	1
Age	1
Weighted Total	1
Overall Ranking	1

This facility is currently funded under an LPRF grant for replacement to begin as soon as possible.

FRONT SOCCER RESTROOMS & CONCESSIONS



Facility Stats

Square Footage	2800
Year Constructed	1990s
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	3
Attendance	1
Frequency	1
Age	1
Weighted Total	1.7
Overall Ranking	4

FOOTBALL PRESSBOX



Facility Stats

Square Footage	936
Year Constructed	2005
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	1
Attendance	1
Frequency	3
Age	3
Weighted Total	1.7
Overall Ranking	5

SOCCKER STORAGE BUILDING



Facility Stats

Square Footage	1800
Year Constructed	1998
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	2
Attendance	1
Frequency	3
Age	1
Weighted Total	1.85
Overall Ranking	6

FOOTBALL RESTROOMS AND CONCESSIONS



Facility Stats

Square Footage	2800
Year Constructed	2000s
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	3
Attendance	1
Frequency	1
Age	3
Weighted Total	1.9
Overall Ranking	7

CVITAN BASEBALL RESTROOM AND CONCESSIONS



Facility Stats

Square Footage	5000
Year Constructed	2000
Near-Term Repair Estimates	
Moderate: < \$25,000	

Ranking

Condition	3
Attendance	1
Frequency	1
Age	3
Weighted Total	1.9
Overall Ranking	8

SOCCKER/TRAILHEAD RESTROOMS



Facility Stats

Square Footage	1200
Year Constructed	2000s
Near-Term Repair Estimates	
Moderate: < \$25,000	

Ranking

Condition	3
Attendance	1
Frequency	3
Age	3
Weighted Total	2.4
Overall Ranking	12

BACK SOCCER RESTROOMS AND CONCESSIONS



Facility Stats

Square Footage	1920
Year Constructed	2001
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	4
Attendance	1
Frequency	3
Age	1
Weighted Total	2.55
Overall Ranking	13

FIELDS 12/13 RESTROOMS



Facility Stats

Square Footage	600
Year Constructed	2000s

Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	4
Attendance	1
Frequency	3
Age	3
Weighted Total	2.75
Overall Ranking	15

VETERANS PARK



Facility Types	Restrooms, Concessions
Approx. Annual Attendance	317,000 visits
Park Uses	Baseball, Softball, Inclusive Playground, Tournaments, Community Events and Festivals

MARY'S MAGICAL PLACE & PICKLEBALL RESTROOMS



Facility Stats

Square Footage	1200
Year Constructed	2004
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	1
Attendance	2
Frequency	1
Age	3
Weighted Total	1.5
Overall Ranking	2

BASEBALL RESTROOMS AND CONCESSIONS



Facility Stats

Square Footage	2025
Year Constructed	2004
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	3
Attendance	2
Frequency	1
Age	3
Weighted Total	2.2
Overall Ranking	10

SANDERS FERRY PARK



Facility Types	Restrooms
Approx. Annual Attendance	300,000 visits
Park Uses	Shelter rentals Boat dock Fishing tournaments Large community events & festivals Disc golf course Cross county track races

SANDERS FERRY BOAT RAMP RESTROOMS



Facility Stats

Square Footage	1625
Year Constructed	1975
Near-Term Repair Estimates	
Moderate: < \$25,000	

Ranking

Condition	1
Attendance	3
Frequency	1
Age	1
Weighted Total	1.6
Overall Ranking	3

SANDERS FERRY SHELTER 1 -3 RESTROOMS



Facility Stats

Square Footage	900
Year Constructed	1980s
Near-Term Repair Estimates	
Moderate: < \$25,000	

Ranking

Condition	1
Attendance	3
Frequency	3
Age	1
Weighted Total	2.1
Overall Ranking	9

MEMORIAL PARK



Facility Types	Restrooms, Tennis Office, Storage
Approx. Annual Attendance	200,000 visits
Park Uses	Tennis courts for recreation and league play Playground Community events Kayak rentals Fishing Greenway trails

TENNIS OFFICE AND RESTROOMS



Facility Stats

Square Footage	1474
Year Constructed	2000
Near-Term Repair Estimates	
Moderate: < \$25,000	

Ranking

Condition	2
Attendance	4
Frequency	1
Age	1
Weighted Total	2.25
Overall Ranking	11

LACROSSE FIELD & DOG PARK RESTROOMS



Facility Stats

Square Footage	900
Year Constructed	1980s
Near-Term Repair Estimates	
Moderate: < \$25,000	

Ranking

Condition	2
Attendance	4
Frequency	3
Age	1
Weighted Total	2.75
Overall Ranking	16

VOLUNTEER PARK



Facility Types	Restrooms, Concessions
Approx. Annual Attendance	179,000 visits
Uses	In-line hockey rink Flag football fields for league and recreation play Community events

CONCESSIONS AND RESTROOMS



Facility Stats	
Square Footage	2500
Year Constructed	2019
Near-Term Repair Estimates	
Minor: < \$10,000	

Ranking

Condition	5
Attendance	4
Frequency	1
Age	5
Weighted Total	3.7
Overall Ranking	20

HERITAGE PARK

Facility Types	N/A - Not currently open, planned updates via LPRF Grant underway
Approx. Annual Attendance	N/A - Not currently open
Uses	Plans include walking trails, event space and playground

This park is currently funded under an LPRF grant for replacement to begin as soon as possible. Both facilities below are scheduled for demo and will be replaced by updated facilities under the park plan.



**New Facilities
Coming Soon!**

PARK BARN

Facility Stats

Square Footage	2000
Year Constructed	1940s

Ranking

Condition	1
Attendance	4
Frequency	3
Age	5
Weighted Total	2.8
Ranking	17

PARK HOUSE

Facility Stats

Square Footage	3600
Year Constructed	1970s

Ranking

Condition	1
Attendance	4
Frequency	3
Age	5
Weighted Total	2.8
Ranking	17

HENDERSONVILLE RUGBY COMPLEX



Facility Types	Restrooms, Concessions
Approx. Annual Attendance	74,000
Uses	Rugby and Flag Football Fields, Sports Tournaments and Special Events

RUGBY COMPLEX RESTROOM AND CONCESSION BUILDING



Facility Stats

Square Footage	900
Year Constructed	2022
Estimated Repair Costs	No repairs needed

Ranking

Condition	5
Attendance	5
Frequency	5
Age	1
Weighted Total	4
Ranking	21

CITY ARCHIVE AND STORAGE BUILDING



Facility Stats

Square Footage	2,274
Year Built	1950
Uses	City Storage Facility
Near-Term Repair Estimates	Minor: < \$10,000

Ranking

Condition	1
Attendance	5
Frequency	5
Age	1
Weighted Total	3.2
Ranking	19

Part 3

HISTORIC AND COMMUNITY BUILDINGS

These facilities are city owned buildings not occupied or used by city staff for city service. Two of them are currently being leased and/or used by community groups.

MONTHAVEN ART BUILDING



Ratings

Work Conditions	2
Size and Capacity	5
Use	5
Condition	2
Age	1
Weighted Total	4.7

Facility Stats

Square Footage	6,173
Year Constructed	1860
Open to Public	Yes
Near-Term ADA Upgrades	TBD
Near-Term Repair Estimates	\$150,000
Replacement Cost Estimates	unknown/ historic

SENIOR CENTER

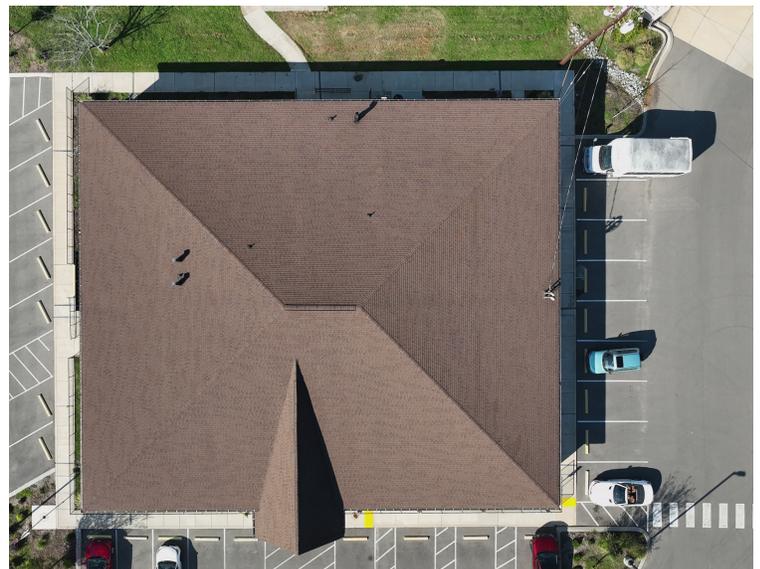
Ratings

Size and Capacity	5
Work Conditions	4
Use	5
Condition	5
Age	2
Weighted Total	4.4



Facility Stats

Square Footage	9,540
Year Constructed	1960/2023
Open to Public	Yes
Near-term ADA Upgrade Estimate	\$180,000
Near-term Repair Estimates	\$0
Replacement Estimates	\$3,000,000



BRADFORD BERRY HOUSE

Ratings

Size and Capacity	5
Work Conditions	1
Use	5
Condition	1
Age	1
Weighted Total	2.8



Facility Stats

Square Footage	4,000
Year Constructed	aprox 1795
Number of Employees	0
Open to Public	No
Near-term ADA Upgrade Estimates	Unknown
Near-term Repair Estimates	\$1,500,000
Replacement Estimates	Unknown - Historic



NEIGHBORHOOD TRAFFIC CALMING PROGRAM (NTCP)

INTRODUCTION

Application

This policy applies to local, residential streets. Collector and arterial streets and streets that are located in commercial zoning districts will not be considered for traffic calming.

PROCESS

Projects that are being considered for the NTCP must follow the procedure that is outlined below.

Step 1: Request Traffic Calming

A homeowner's association (or a group comprised of a minimum of two (2) homeowners if no association exists) must submit a written request for traffic calming on a specific street segment or segments to the Public Works Department to the attention of the Traffic Engineer. The request must identify the perceived traffic problem and must include contact information for a representative (the requester) of the association/group. Individual citizens are not eligible to initiate project requests for the NTCP.

Step 2: Conduct Petition

Upon receipt of the written request, Engineering staff will define the petition area. The petition area will typically include the following:

- Properties along the street that is being considered for traffic calming measures
- Properties along streets where access is substantially dependent upon the street that is proposed to be calmed
- Properties along any street that is expected to receive significant increases, as determined by Engineering staff, in traffic volumes or types as a result of the traffic calming installation

Engineering staff will prepare a petition packet that includes the petition form, a copy of the NTCP policy, a map of the study area, and the names and addresses of the property owners within the petition area. The petition packet will be given to the requester, who will be responsible for conducting the petition. Prior to conducting the petition, the traffic calming request and petition should be presented at a neighborhood meeting that is publicized by homeowners' association or homeowners' group. After the meeting, the requester must obtain supporting signatures, or "yes" votes, that represent 51 percent of the households within the petition area. Missing signatures will be counted as "no" votes. The requester will have 90 days after the date of the neighborhood meeting to submit the petition results to the Engineering Department. If the petition is successful, then the project request will proceed to Step 3. If the petition fails, or if the petition is not returned by the petition deadline, then the project request is terminated, and the neighborhood will be ineligible to submit another request for traffic calming for a period of one year.

Step 3: Evaluate Problems and Identify Possible Solutions

Engineering staff will evaluate the project to determine the need for traffic calming measures. This evaluation will typically include a site visit and the collection of data, such as traffic volumes and traffic speeds. In order for a project to be considered for traffic calming measures, the following criteria must generally be met:

- The Average Daily Traffic (ADT) volume is greater than or equal to 500 vehicles per day (vpd).
- The 85th percentile speed is at least 6 mph faster than the posted speed limit.
- The posted speed limit is 35 mph or less.

If Engineering staff determine that the street segment does not have a traffic volume or a traffic speed problem, then the project will be terminated. The project will be ineligible for the NTCP for a period of two years unless Engineering staff determine that changing conditions have resulted in a traffic volume or speeding problem.

If Engineering staff determine that a street segment has a traffic volume or a traffic speed problem, but the above criteria are not met, then Engineering staff will work with the Hendersonville Police Department and the neighborhood association/group to address the problem with education and enforcement efforts. However, the street will not be considered for other traffic calming measures at this time. Also, the project will be ineligible for the NTCP for a period of two years unless Engineering staff determine that changing conditions during this time have resulted in a traffic volume or speeding problem.

If Engineering staff determine that a street segment has a traffic volume or a traffic speed problem, and if the above criteria are met, then the project request will be included in the NTCP. Engineering staff will identify feasible and appropriate traffic calming solutions to address the identified traffic problem. Examples of traffic calming techniques approved by the City of Hendersonville Board of Mayor and Aldermen are provided in Appendix A. Engineering staff will then either meet at City Hall with a representative(s) of the homeowner's association or homeowner's group to present the results of the analyses and identified solutions or mail/email the information. The homeowner's association or homeowner's group must then hold a publicized, neighborhood meeting to present the results of the analyses and the identified solutions. Based on comments received at the meeting, Engineering staff will revise the solutions as appropriate. The project will then proceed to Step 4.

Step 4: Conduct Education and Enforcement Efforts

All projects in the NTCP will begin with education and enforcement efforts, which will involve the coordinated efforts of Engineering staff, the Hendersonville Police Department, and the neighborhood association/group. The neighborhood association/group must actively participate in this process in order for the project to continue in the NTCP. Education and enforcement efforts will be applied for a period of not less than three months and not more than six months. If Engineering staff determine that these efforts have not sufficiently addressed the identified problem, then the project will proceed to Step 5.

If Engineering staff determine that the education and enforcement efforts have addressed the identified problem, then the project will be considered complete. Engineering staff will

continue to monitor the project for a period of one year. If the identified problem returns during this time, then the requester will be notified, and the project will proceed to Step 5. If the identified problem does not develop during this one-year period, then the project will continue to be considered complete. If the identified problem returns after this one-year period, or if a new traffic volume or traffic speeding problem develops after this one-year period, the homeowner's association/group must return to Step 1 in order to be considered for the NTCP again.

Step 5: Prioritize the Project

Projects that reach Step 5 will be prioritized by Engineering staff based on a variety of factors, such as traffic speeds, traffic volumes, estimated implementation costs and available funding. Engineering staff will notify the requester of the project's status at this time. This prioritization will be used by Engineering staff to develop schedules for the projects based on available funding.

Step 6: Install the Proposed Traffic Calming Measures

Projects will be implemented according to priority and the availability of funding. Projects that have the highest priority will be implemented first. If sufficient funding is not available for the highest priority project, then the highest priority project that can be implemented with the amount of funding that is available will be implemented first. A lower-priority project can be implemented ahead of schedule if the neighborhood association/group elects to pay 100 percent of the implementation costs and as long as doing so does not affect the construction schedules of higher-priority projects. Implementation of a project will not occur until all associated maintenance/landscape/payment agreements have been finalized. Installation of the traffic calming measures will be performed by City crews or by a contractor that is selected by the City.

Step 7: Monitor the Effectiveness of the Traffic Calming Measures

Approximately three months after the proposed traffic calming devices have been installed, Engineering staff will evaluate the project to determine if the traffic calming devices have sufficiently addressed the traffic problem identified during Step 3. If the traffic problem has been resolved, then the project will be considered complete. If the traffic problem has not been resolved, then Engineering staff will consider other solutions that were identified during Step 3. If an alternate solution is selected by Engineering staff, then the project will return to Step 5. If Engineering staff determine that there are no feasible alternatives, then the project will be terminated and will not be considered for inclusion in the NTCP again unless changing conditions have resulted in a feasible alternative. If this is the case, it will be the responsibility of the neighborhood association/group to submit another written request for traffic calming to the Engineering Department, and the entire NTCP process must be repeated.

MODIFICATION OR REMOVAL OF A TRAFFIC CALMING DEVICE

Process

If Engineering staff determine that a traffic calming device should be modified or removed due to public health/safety reasons, then Engineering staff, with assistance from the Street Department, shall modify or remove the device. If the neighborhood association/group wishes to remove or significantly alter a traffic calming device, then the neighborhood must conduct the same petitioning process outlined in Step 2. If the petition supporting the removal/modification is successful, then the neighborhood must pay for the costs that are associated with the removal/modification. A traffic calming device will not be removed until all payment agreements have been finalized. If the removal/modification is initiated by the neighborhood association/group, then the neighborhood will be ineligible to participate in the NTCP in the future.

**APPENDIX A
TRAFFIC CALMING TECHNIQUES**

There are a variety of techniques that can be used to calm traffic on local, residential streets. Techniques that are specifically permitted in the City of Hendersonville are described below. Techniques that are specifically permitted are summarized in Table A1, which also identifies the potential benefits and disadvantages of each.

**TABLE A1
POTENTIAL IMPACTS OF TRAFFIC CALMING TECHNIQUES THAT MAY BE USED
IN THE CITY OF HENDERSONVILLE**

Measure	Potential Benefits			Potential Disadvantages		Cost
	Speed Reduction	Volume Reduction	Conflict Reduction	Increases Emergency Response Time	Extent of Maintenance Required	
Education	**	*	**	*	*	\$
Enforcement	**	*	**	*	*	\$ - \$\$
Radar Speed Limit Sign	**	*	*	*	*	\$ - \$\$
Lower Speed Limit	**	*	*	*	*	\$
Road Diet	**	*	**	*	**	\$ - \$\$
Rumble Strips	**	*	**	*	***	\$-\$\$
Speed Table/Hump	***	**	*	**	**	\$\$-\$\$\$
Traffic Circle	***	**	***	**	**	\$\$ - \$\$\$

*** Substantial Benefits/Disadvantages
\$ Low Cost

** Minor Benefits/Disadvantages
\$\$ Moderate Cost

* No Benefits/Disadvantages
\$\$\$ High Cost

TECHNIQUES THAT ARE SPECIFICALLY PERMITTED IN THE NTCP

Education is a key component of all traffic calming projects in the City of Hendersonville. Before implementing physical traffic calming measures, the City of Hendersonville Engineering Department will work with participating neighborhoods to educate their residents regarding safe, on-street, vehicular travel. Engineering staff will assist the neighborhood associations/groups in developing educational programs for the residents. However, it will be the responsibility of the neighborhood associations/groups to implement the education programs.

Enforcement efforts will be combined with neighborhood education as a first step in all traffic calming projects in the City of Hendersonville. The Hendersonville Police Department will work with Engineering staff to help resolve traffic problems, such as speeding. Enforcement efforts may involve the use of speed trailers and may include tickets for violators.



Figure 1 Speed trailers may be used as part of the enforcement efforts to control speeding in neighborhoods that request traffic calming.

Radar speed limit signs may be used as a permanent speed control measure in residential neighborhoods. Studies have shown that the use of these feedback signs can reduce speeds by 10-20%.



Figure 2 Solar radar speed limit signs may help to reduce speeds by up to 20%.

Establishing **lower speed limits** may help to reduce speeding and cut-through traffic in residential neighborhoods. Some local, residential roadways have speed limits that are posted at 30 mph or more. It may be desirable to lower the speed limits on these roadways to 25 mph for local, residential streets.

Reducing the number of travel lanes, or the width of travel lanes, on a roadway can be an effective technique for calming traffic on that street. This “**road diet**”, can help to reduce vehicular speeds, reduce the number of conflict points for right-of-way users, and can help make streets more bicycle and pedestrian-friendly. Within the City of Hendersonville, the “road diet” is accomplished by reducing lane widths and/or by adding bike lanes utilizing pavement markings.



Figure 3 The addition of a bike lane on this street helps to create a narrow travel lane for motorists.

Rumble strips are raised buttons, bars, or groves that are closely placed on a roadway at regular intervals. They cause both noise and vibration in vehicles as motorists drive over them. Typically, rumble strips are used to alert motorists of unusual conditions ahead, such as crosswalks. As motorists get used to the rumble strips, the strips can become less effective over time. Rumble strips can result in increased noise levels for nearby residents. Rumble strips require a high amount of maintenance.



Figure 4 Rumble Strips are typically used to alert motorists of unusual conditions, like crosswalks.

A **speed table/hump** is a wide and flat undulation that is placed on a street, typically across the width of the roadway, to reduce vehicular speeds. They have a height of three to four inches and a length of 12 or 22 feet. Speed humps should be distinguished from speed bumps, which are much shorter (six to 12 inches long) and have been associated with maintenance, safety, and liability concerns.



Figure 5 The speed table/hump that may be used in the City of Hendersonville is 22 feet long and 3 inches deep.

A **traffic circle** is a raised, circular island that is typically placed in the center of a residential street intersection to allow traffic to flow through the intersection without being controlled by a stop sign or a traffic signal. The design of a traffic circle requires motorists to travel through the intersection in a counter-clockwise direction around the island, which reduces the number of conflict points and reduces vehicular speeds.



Figure 6 A traffic circle creates a horizontal deflection in the roadway, which causes motorists to slow down as they travel through the intersection

Technical Report

Saundersville Road Traffic Study for Intersection Improvement At Myrtlewood Lane and Innsbrooke Avenue Hendersonville, Tennessee

PREPARED BY

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January 14, 2026



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1.0 EXECUTIVE SUMMARY

1.1 Purpose & Scope

The purpose of this Technical Report is to perform a traffic study at the intersection of Saundersville Road and Myrtlewood Lane/Innsbrooke Avenue to evaluate existing and future operational performance, assess intersection improvement concepts, and identify recommended improvements that best address anticipated traffic demands.

As part of the study, traffic counts were conducted at the intersection to establish a baseline of existing traffic conditions. This data was used to evaluate intersection operation and capacity under existing conditions and to analyze potential roundabout and signalized improvement concepts. A previous technical report was submitted in 2017 along Saundersville Road from Avondale Road to Lower Station Camp Creek Road evaluating geometrical and operational deficiencies. While the original scope included a broader corridor review, the study was refined in coordination with the City of Hendersonville to focus specifically on the intersection with Myrtlewood Lane/Innsbrooke Avenue and its future operating conditions.

It is important to note that trip generation and distribution for existing and future developments along Saundersville Road are not within the scope of this report. Projected traffic volumes are based on updated traffic counts at the intersection and development-related traffic information provided by the City of Hendersonville.

1.2 Existing Conditions

Saundersville Road is an urban major collector providing important local and regional connectivity. The roadway transitions from four lanes with a variable median near Avondale Road to a two-lane section just north of the intersection with Myrtlewood Lane and Innsbrooke Avenue. Posted speeds along the corridor are 35 MPH.

Analysis of the existing intersection configuration indicates Saundersville Road maintains Level of Service (LOS) A, reflecting free-flow conditions, while the side-street approaches operate at LOS C/D with occasional higher peak hour performance, which is typical for a two-way stop-controlled (TWSC) intersection where minor approaches must yield to mainline traffic.

1.3 Projected Growth

Traffic along Saundersville Road is expected to increase as ongoing residential developments and upcoming projects, including the Forest Park development, are completed. The Forest Park development alone is anticipated to contribute approximately 3,783 new daily trips through the study area.

Historical growth rates from TDOT count stations were used to project traffic conditions for the base year 2030 and the design year 2050. Analysis of projected traffic indicates that, under the existing roadway configuration, side-street approaches at the intersection of Saundersville Road with Myrtlewood Lane and Innsbrooke Avenue are expected to operate at LOS F by 2030, reflecting excess delays and poor driver experience highlighting the need for operational improvements.

1.4 Concepts

Based on the Projected Traffic Volumes and discussions with the City of Hendersonville, the following improvement concepts for the intersection of Saundersville Road at Myrtlewood Lane and Innsbrooke Avenue were developed:

Concept 1

The No Build alternative maintains the existing two-way stop control (TWSC) on Myrtlewood Lane and Innsbrooke Avenue. Under future traffic conditions, operations on the side-street approaches are expected to degrade to LOS F with substantial peak-hour delay. This alternative is included primarily to establish a baseline for comparison with improvement concepts.

Concept 2

A two-lane modern roundabout concept is anticipated to improve side-street access, reduce overall delay, and enhance safety through lower operating speeds and fewer conflict points. The evaluation considers performance under 2030 and 2050 traffic projections and incorporates related improvements, including a right-turn lane at Dayflower Drive.

Concept 3

A signalized intersection is a feasible alternative, providing controlled access for side-street movements and allowing green time to be allocated based on demand. Signalization is expected to improve side-street LOS relative to the No Build scenario; however, it introduces additional delays for Saundersville Road traffic and does not reduce conflict points. The evaluation considers 2030 and 2050 traffic conditions and includes supporting improvements, such as a right-turn lane at Dayflower Drive.

1.5 Conclusions

In coordination with the City of Hendersonville Public Works and Planning departments, this study evaluated existing and future operating conditions at the Saundersville Road and Myrtlewood Lane/Innsbrooke Avenue intersection. Current delays on the side-street approaches are expected to worsen as surrounding development continues, resulting in unacceptable operations under the No Build scenario.

The roundabout concept provides the greatest overall benefit, offering improved Level of Service, reduced delays, and enhanced safety compared with the other alternatives. Based on these findings, the roundabout is recommended as the preferred improvement to accommodate projected growth while meeting the project's operational and safety objectives.

2.0 PROJECT BACKGROUND

2.1 Project Purpose and Scope

This Technical Report documents a modified scope of work developed in coordination with the City of Hendersonville. The purpose of the report is to evaluate the operational performance of the intersection of Saundersville Road and Myrtlewood Lane/Innsbrooke Avenue and to identify improvement concepts that address existing and anticipated traffic deficiencies. The study focuses on intersection operations under both existing and future traffic conditions to assess capacity constraints and overall functionality. The modified scope includes the collection and analysis of existing (2025) traffic data to establish baseline (2030) conditions at the subject intersection, as well as the development of future-year (2050) traffic projections for the immediate vicinity. These projections were used to evaluate intersection performance and compare potential improvement concepts, including a no-build condition, a roundabout, and a signalized intersection.

Trip generation and detailed traffic distribution for existing and future developments along Saundersville Road are not included within this scope. Projected traffic volumes were developed using available Site Plans, Traffic Impact Studies (TIS), and development information provided by the City of Hendersonville.

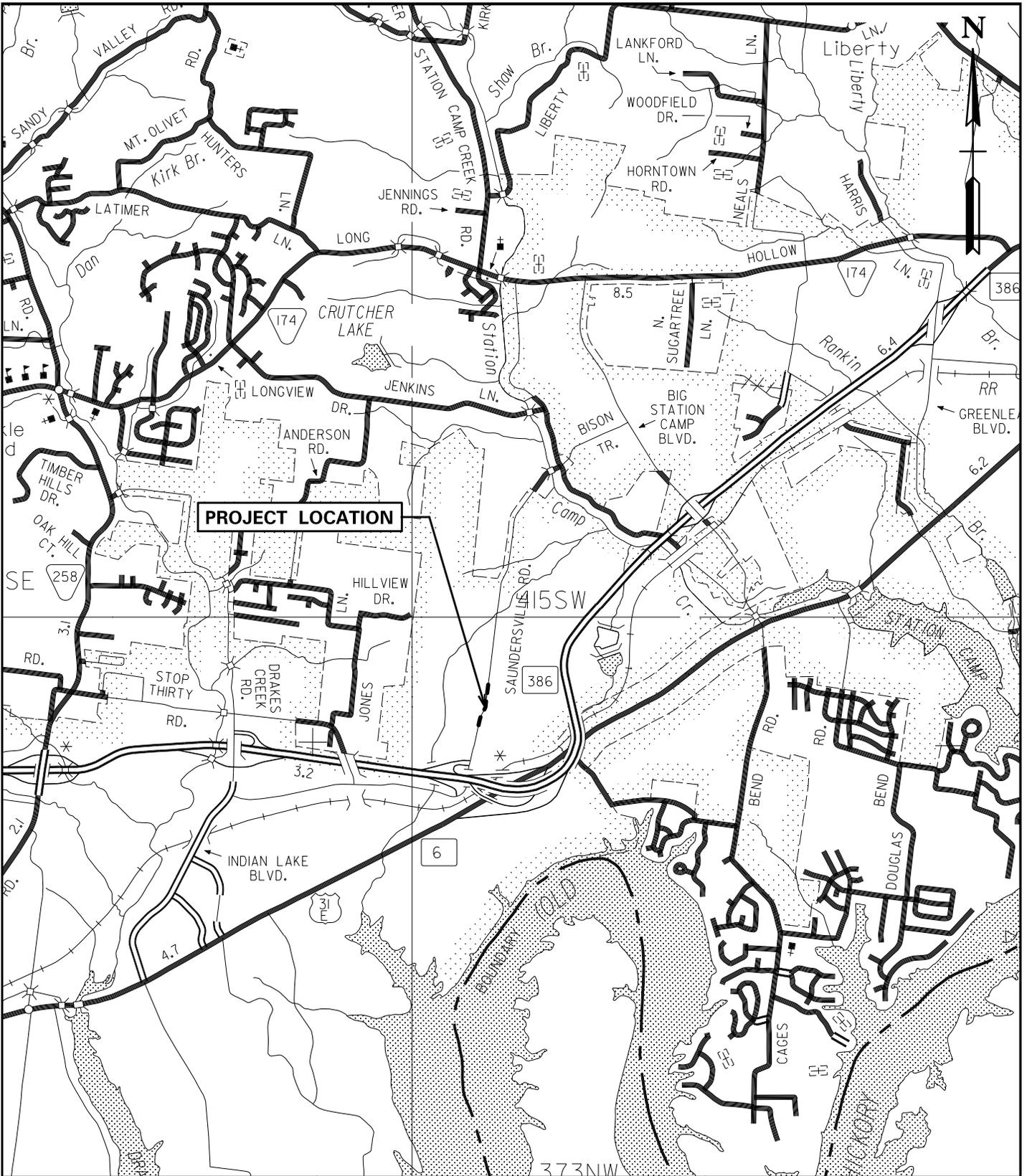
Pedestrian activity within the study area is minimal, with limited pedestrian crossings observed across Saundersville Road. A sidewalk is present along the east side of Saundersville Road north of Innsbrooke Avenue as part of the Millstone subdivision; however, continuous sidewalk connectivity along the corridor is not provided.

The proposed intersection improvement concepts include accommodation for pedestrian movements consistent with applicable standards. Evaluation and design of broader sidewalk connectivity beyond the immediate intersection area are outside the scope of this study.

2.2 Location and Study Area

The study area is located in Hendersonville, Tennessee, and focuses on the intersection of Saundersville Road with Myrtlewood Lane (west) and Innsbrooke Avenue (east). Saundersville Road runs in a generally north–south direction and connects Indian Lake Boulevard to Bison Trail and Big Station Camp Boulevard. The roadway also provides a key access point to State Route 386 (Vietnam Veterans Boulevard), a highly traveled regional corridor connecting the cities of Hendersonville and Gallatin with north Nashville.

Land use along Saundersville Road is predominantly residential, with multiple subdivisions either completed or currently under construction. Three (3) schools—Station Camp Elementary School, Station Camp Middle School, and Station Camp High School—are located near the northern end of the route at the intersection with Big Station Camp Boulevard. In addition, Country Hills Golf Club is located north of the subject intersection between Country Hills Drive and Cannon’s Crossing.



PROJECT LOCATION

<h1>LOCATION MAP</h1>	COUNTY:	SUMNER	CITY:	HENDERSONVILLE
	SAUNDERSVILLE ROAD			
	FIGURE 1			
	SCALE:	1" = 1 MILE		DATE:

3.0 EXISTING CONDITIONS

3.1 Route Information

Saundersville Road is an urban major collector varying from four (4) to two (2) lanes along the study area. The four-lane section beginning at Avondale Road widens to include a variable median near Wyncrest Way before tapering to a two-lane median-divided roadway north of Myrtlewood Lane/Innsbrooke Avenue. Typical lane widths are twelve (12) feet, shoulder widths vary, and the posted speed is 35 MPH. Existing right-of-way widths also vary throughout the area between approximately 78 feet to 90 feet. Drainage consists of a combination of pipe culverts and enclosed systems.

At the study intersection, Saundersville Road includes four (4) travel lanes with dedicated left-turn lanes. Myrtlewood Lane operates with a single ingress lane and a single egress lane separated by a landscaped median. Innsbrooke Avenue consists of two (2) travel lanes for ingress and egress movements leading to a landscaped median.

3.2 Existing Traffic Volumes

To establish existing traffic volumes along Saundersville Road, morning (6:00–9:00 AM) and afternoon/evening (2:00–7:00 PM) peak period turning movement counts were conducted at the intersection of Saundersville Road and Myrtlewood Lane/Innsbrooke Avenue. In addition, 24-hour directional volume counts were collected at the Myrtlewood Lane/Innsbrooke Avenue and Glencrest Drive/Dayflower Drive intersections along Saundersville Road. All traffic data was collected on Thursday, November 13, 2025.

Video recording equipment was utilized to ensure that all traffic data was collected consistently during the same time periods on the same day, thereby minimizing potential discrepancies between count locations. The collected traffic data was used to develop Average Daily Traffic (ADT) volumes for the study area and Design Hour Volumes (DHV) for the morning and afternoon peak hours.

The raw traffic count data is provided in the Appendix. Corresponding figures illustrate the 2025 ADT volumes and the 2025 DHV turning movement volumes for the AM and PM peak periods on the following pages.

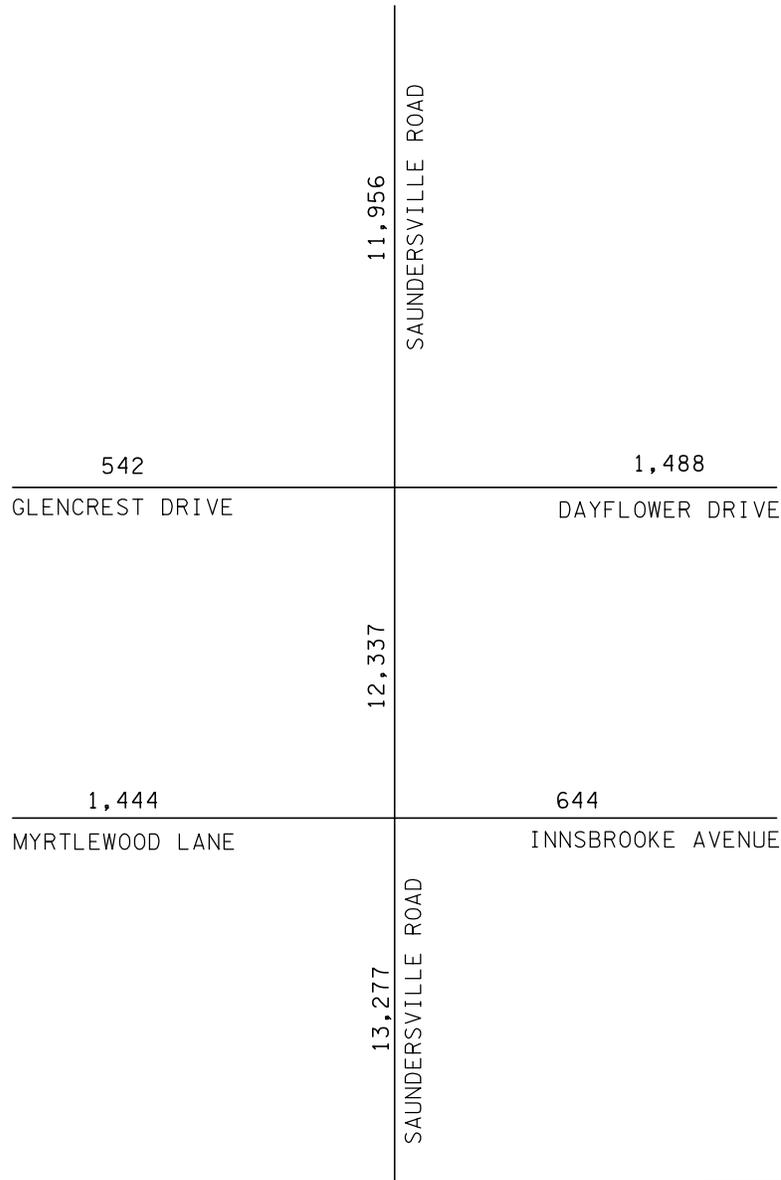


FIGURE 2
2025 ADT

SAUNDERSVILLE ROAD
AT MYRTLEWOOD LN /
INNSBROOKE AVE
& GLENCREST DR /
DAYFLOWER DR
HENDERSONVILLE, TN
N.T.S.

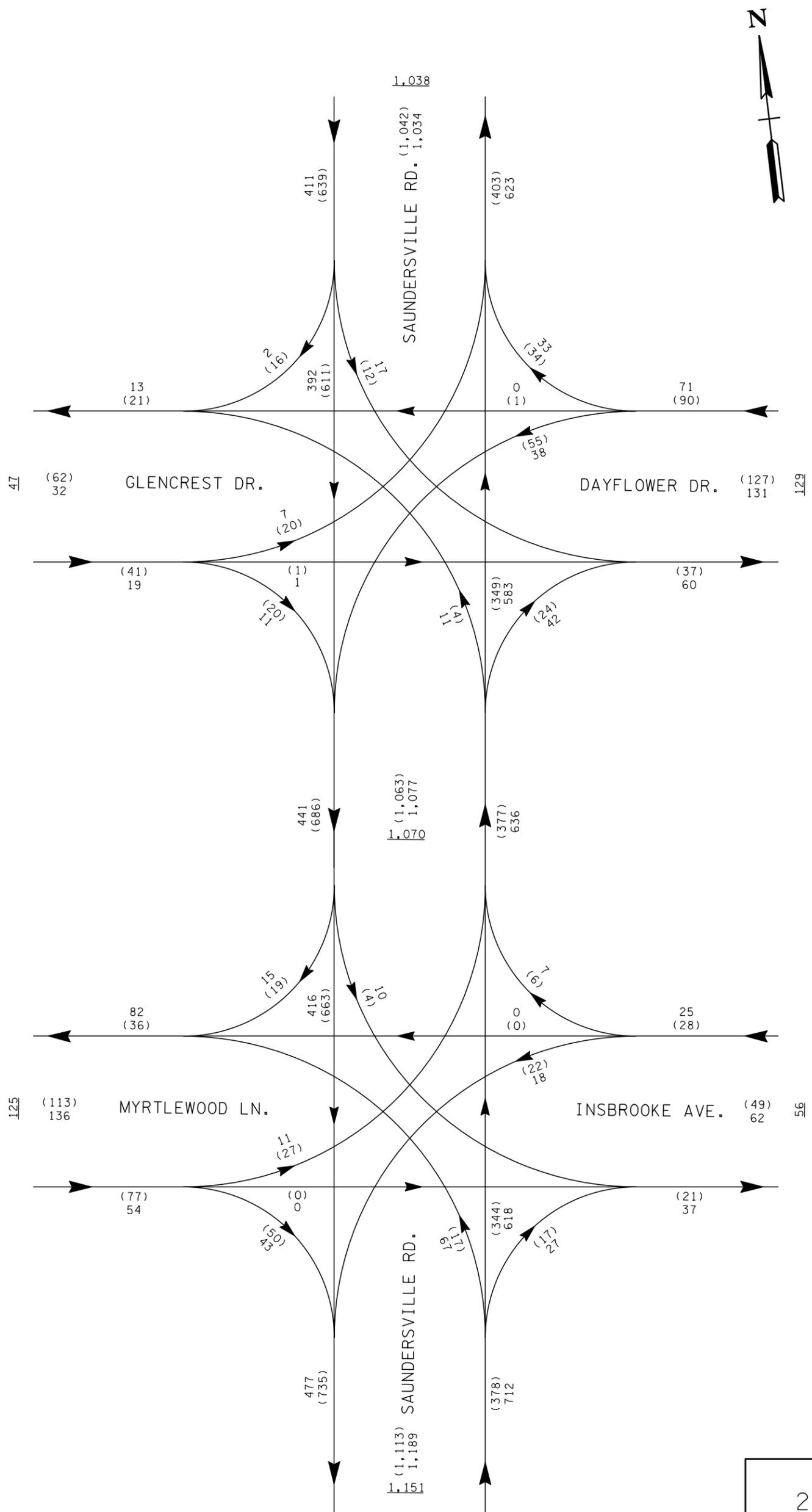


FIGURE 3
 2025 DHV
 EXISTING
 SAUNDERSVILLE
 ROAD
 @ MYRTLEWOOD
 & DAYFLOWER
 PM
 (AM)
 N.T.S.

4.0 PROJECTED GROWTH

4.1 Site Developments

There are multiple developments along Saundersville Road, between Avondale Road and Lower Station Camp Creek Road, that are either currently under construction or in the design phase. These subdivision developments will increase the traffic for the area and are the main contributors to future traffic growth along the route. The developments currently under construction are Stonecrest Phase 3, Millstone and Saundersville Station. Other potential future developments are Stonecrest Phase 5 and Forest Park. A layout of these sites can be found in Figure 4 on the next page.

4.2 Projected Traffic Growth

As indicated in the previous sections of this report, 2025 traffic volumes were developed based on the turning movement counts conducted in November of 2025. In order to evaluate future traffic conditions, it is necessary to establish a historic growth rate (% per year) for the route. This growth rate was determined through a review of existing TDOT count stations along the route summarized in Table 1 below.

Table 1. Project Area Growth

Station	Location	2020 *	2021	2022	2023	2024	Average Growth
TDOT 262	South of Wyncrest Way	7,311	12,514 35.58%	13,066 2.21%	13,870 3.08%	13,454 -1.50%	1.26%
TDOT 245	South of Lower Station Camp Creek Road	3,786	7,106 43.85%	7,245 0.98%	7,741 3.42%	7,429 -2.02%	0.80%
TDOT 263	North of Lower Station Camp Creek Road	2,466	5,899 69.61%	6,436 4.55%	6,560 0.96%	6,363 -1.50%	1.34%
* 2020 volumes not included as they were impacted by COVID				Area Average Growth			1.13%

Saundersville Road is expected to continue experiencing traffic growth driven primarily by ongoing and planned residential development, as well as potential changes in regional travel patterns that may increase use of the corridor as an alternate route. Substantial subdivision development exists or is underway along Saundersville Road, and additional build-out is anticipated to contribute to sustained increases in traffic volumes. Among the planned developments, the Forest Park development is a key traffic generator and is expected to add approximately 3,783 daily trips along Saundersville Road.

Historic growth rates were combined with known development-related traffic and applied to the existing 2025 turning movement volumes, which were developed from traffic counts conducted in November 2025. This approach was used to estimate future traffic conditions for the base year 2030 and the design year 2050. The projected ADTs are shown in Figure 5 on page 10, and projected DHVs are shown in Figures 6 and 7 on pages 11 and 12 respectively. Traffic counts were conducted at the intersection of Glencrest Drive and Dayflower Drive for coordination purposes between adjacent projects; however, analysis of projected traffic performance is beyond the scope of this project.

Figure 4 Site Developments Layout

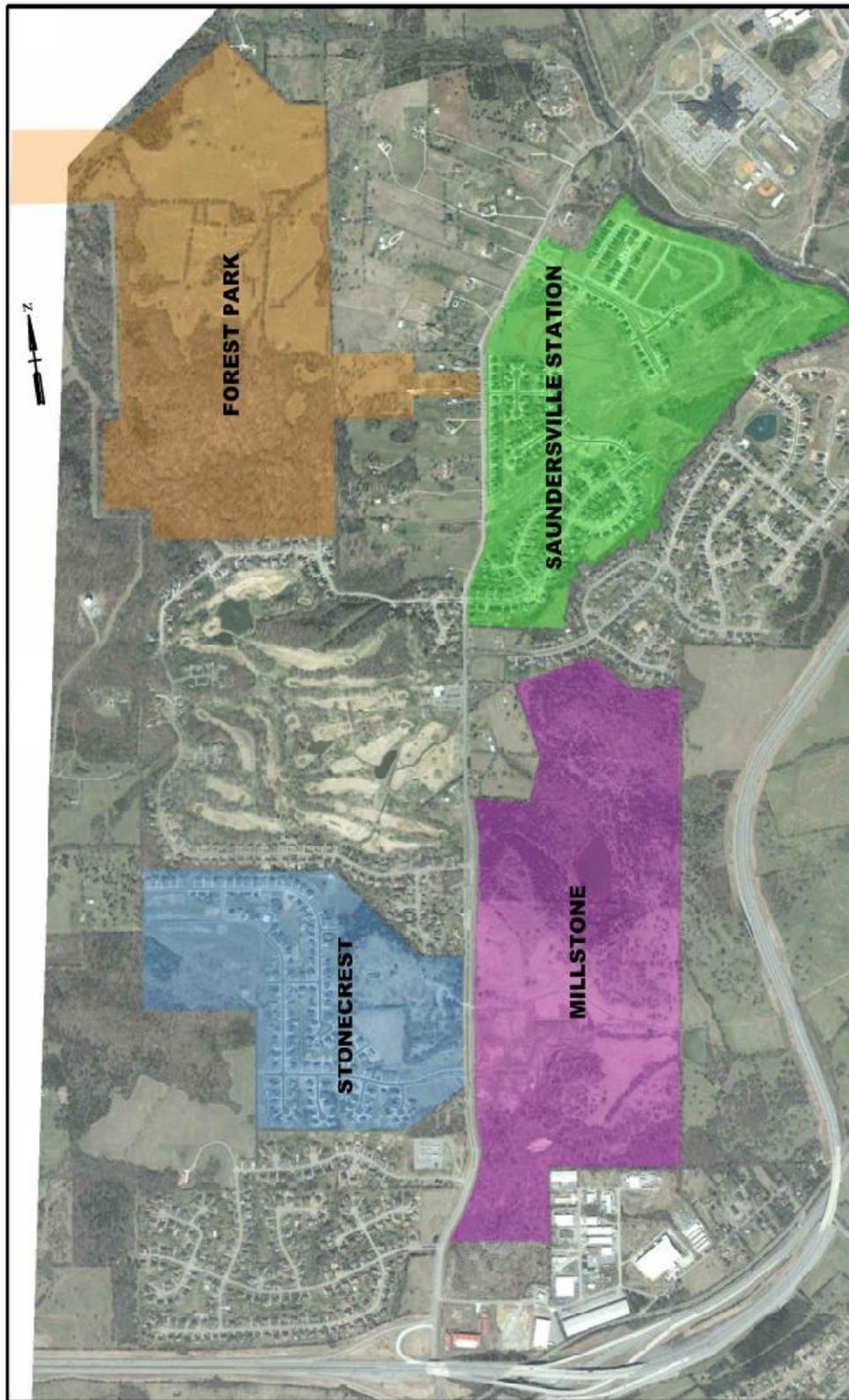




FIGURE 5
PROJECTED ADT
WITH FOREST PARK
SAUNDERSVILLE ROAD
AT MYRTLEWOOD LN /
INNSBROOKE AVE
& GLENCREST DR /
DAYFLOWER DR
2030
(2050)
HENDERSONVILLE, TN
N.T.S.

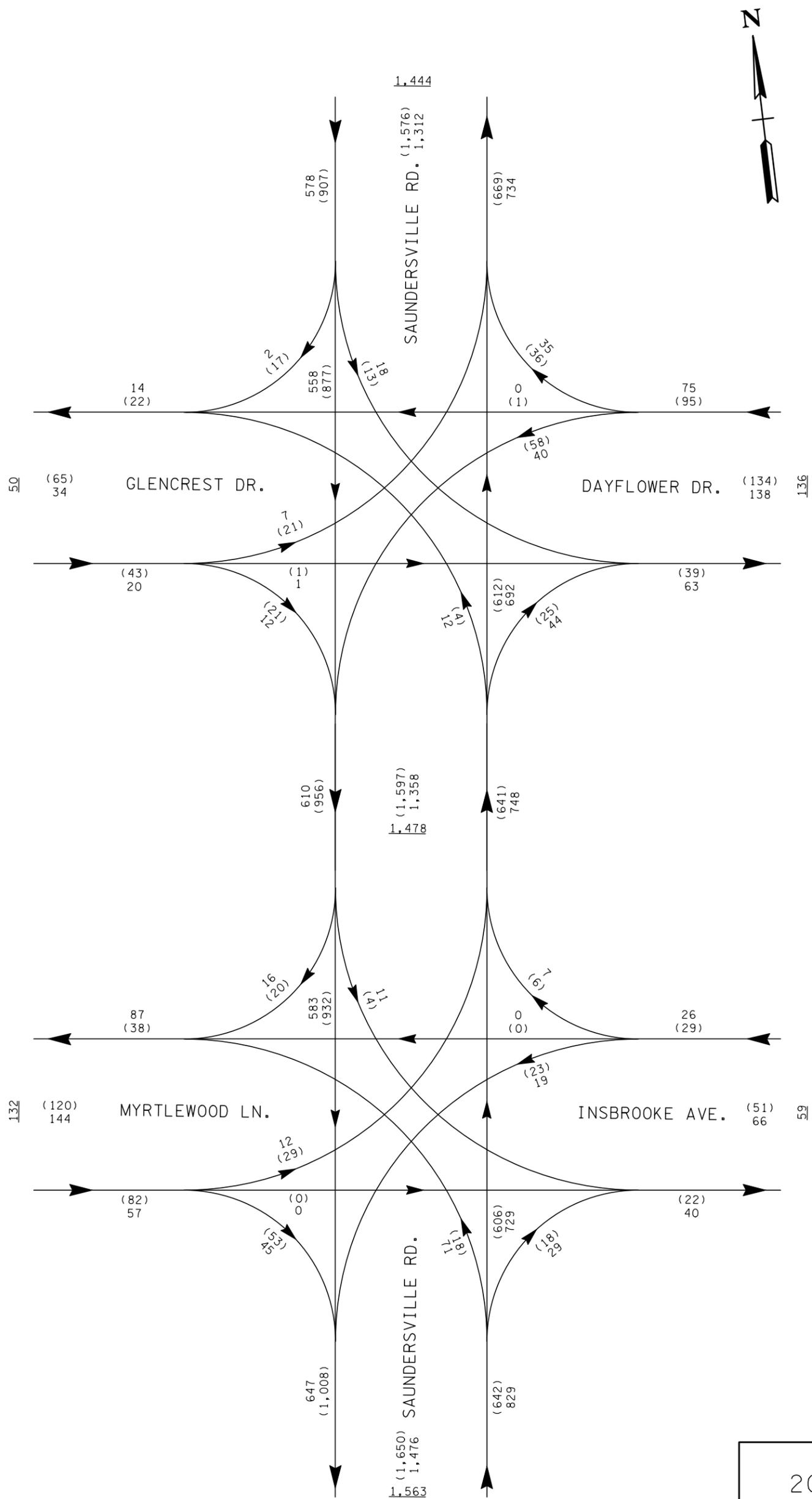


FIGURE 6
 2030 DHV
 PROJECTED
 WITH FOREST PARK

SAUNDERSVILLE
 ROAD
 @ MYRTLEWOOD
 & DAYFLOWER
 PM
 (AM)
 N.T.S.

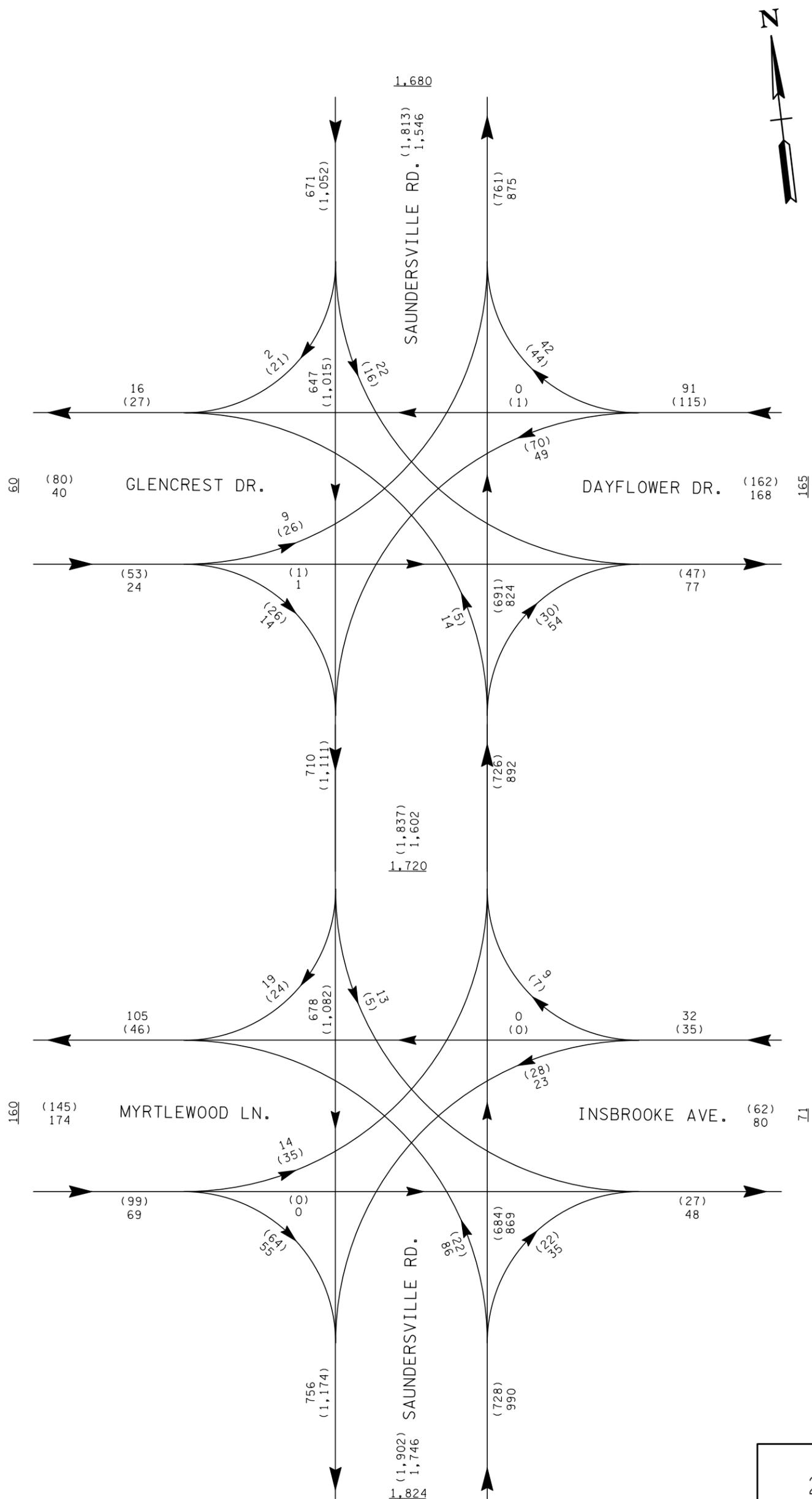


FIGURE 7
 2050 DHV
 PROJECTED
 WITH FOREST PARK

SAUNDERSVILLE
 ROAD
 @ MYRTLEWOOD
 & DAYFLOWER
 PM
 (AM)
 N.T.S.

5.0 TRAFFIC ANALYSIS

5.1 Methodology

Intersection performance was evaluated using methodologies from the Highway Capacity Manual 6th (HCM), supplemented with a SIDRA model for comparison. The primary measure of effectiveness was Level of Service (LOS), a qualitative index describing traffic conditions related to speed, travel time, freedom to maneuver, and operational interruptions. LOS ranges from “A” (best) to “F” (worst), with each level representing a range of operating conditions and driver comfort.

Table 2. Level of Service Descriptions

LOS	Traffic Flow Conditions
A	Very low delays, most vehicles do not stop.
B	Low delays resulting from good progression, short cycle lengths, or both.
C	Higher delays with fair progression, longer cycle lengths, or both.
D	Noticeable congestion with many vehicles stopping; individual cycle failures occur.
E	High delay with poor progression, long cycle lengths, high volume:capacity ratios, and frequent cycle failures.
F	Very long delays considered unacceptable by most drivers, often resulting from oversaturated conditions or poor signal timing.

Capacity and operational evaluations were conducted for the morning (AM) and afternoon/evening (PM) peak hours, which represent the highest traffic volumes in the project area.

5.2 Existing Conditions

Using 2025 observed traffic volumes, intersection analyses were completed to determine the current Level of Service (LOS) at the subject intersections along Saundersville Road. Results indicate that Saundersville Road through movements operate efficiently, while the side-street approaches at Myrtlewood Lane and Innsbrooke Avenue experience acceptable delays. The existing two-way stop-controlled intersection restricts minor street movements during peak periods, resulting in LOS C/D with occasional performance of LOS B. The associated queue length is also a factor to consider when evaluating the operational performance and practical feasibility within the configuration. The results for the analysis of the existing condition in 2025 are summarized in Tables 3 and 4 below.

Table 3. 2025 Level of Service

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Saundersville Rd & Innsbrooke Ave	Stop-Control	EB	C	22.1	B	14.4
			WB	C	22.4	D	30.0
			NBL	A	9.3	A	8.6
			SBL	A	8.2	A	9.1

Table 4. 2025 Queue Length

ID	Intersection	Control	Movement	Storage Length (ft)	Queue Length (ft)	
					AM	PM
1	Saundersville Rd & Innsbrooke Ave	Stop-Control	EB	-	58	44
			WB	-	51	46
			NBL	200	24	36
			NBT	-	0	0
			SBL	100	10	20
			SBT	-	4	0
			SBTR	100	2	0

5.3 Projected Conditions

Projected traffic volumes for the base year 2030 and design year 2050 were applied to the intersection model to evaluate future operations. Under the No Build scenario, side-street approaches at Myrtlewood Lane and Innsbrooke Avenue are expected to degrade to LOS F beginning in 2030, while Saundersville Road through movements are anticipated to reduce to LOS B by 2050. The results of the analysis of the existing conditions in 2030 and 2050 are summarized in Tables 5 – 8 on the next page.

Table 5. 2030 Projected Level of Service (No Build)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Saundersville Rd & Innsbrooke Ave	Stop-Control	EB	F	80.7	C	21.0
			WB	F	67.3	F	51.7
			NBL	B	10.6	A	9.4
			SBL	A	9.3	A	9.6

Table 6. 2030 Projected Queue Length (No Build)

ID	Intersection	Control	Movement	Storage Length (ft)	Queue Length (ft)	
					AM	PM
1	Saundersville Rd & Innsbrooke Ave	Stop-Control	EB	-	74	46
			WB	-	54	47
			NBL	200	36	52
			NBT	-	0	0
			SBL	100	10	25
			SBT	-	7	0
			SBTR	100	0	0

Table 7. 2050 Projected Level of Service (No Build)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Saundersville Rd & Innsbrooke Ave	Stop-Control	EB	F	303.7	D	32.3
			WB	F	174.7	F	123.2
			NBL	B	11.7	B	10.0
			SBL	A	9.7	B	10.3

Table 8. 2050 Projected Queue Length (No Build)

ID	Intersection	Control	Movement	Storage Length (ft)	Queue Length (ft)	
					AM	PM
1	Saundersville Rd & Innsbrooke Ave	Stop-Control	EB	-	137	93
			WB	-	65	69
			NBL	200	35	50
			NBT	-	3	0
			SBL	100	12	23
			SBT	-	9	7
			SBTR	100	0	0

While additional traffic from surrounding developments was applied to the through movements along Saundersville Road, the intersections are two-way stop-controlled, meaning increased volumes primarily affect delays on the side streets. These results highlight the need for operational improvements at the intersection to maintain acceptable performance.

6.0 IMPROVEMENT CONCEPTS

6.1 Concept 1 – No Build

The No Build alternative represents the continuation of existing two-way stop control at the Saundersville Road intersections with Myrtlewood Lane and Innsbrooke Avenue. Under the No Build condition, projected traffic growth is expected to result in substantial delays for side-street movements, while Saundersville Road would continue to operate at a higher LOS as described previously. This scenario was modeled to establish a baseline for comparison with improvement alternatives under 2030 and 2050 traffic conditions.

6.2 Concept 2 – Two-Lane Roundabout

A two-lane modern roundabout was evaluated as the preferred improvement alternative to address future traffic operations at the study intersections. The roundabout was modeled under 2030 and 2050 traffic conditions and includes supporting improvements, such as a right-turn lane at Dayflower Drive

The roundabout is expected to improve side-street access, reduce overall delay, and enhance safety for motorists and pedestrians through lower operating speeds and fewer conflict points. Some queueing is anticipated along Saundersville Road; however, these queues are expected to remain minimal and within acceptable limits. The results of the roundabout analysis are summarized in Tables 9 – 12 on the following page. Under both 2030 and 2050 conditions, Saundersville Road through movements are projected to maintain LOS A, while the Myrtlewood Lane and Innsbrooke Avenue approaches are expected to operate at LOS A, representing a substantial improvement over the No Build condition.

Table 9. 2030 Projected Level of Service (Roundabout)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Saundersville Rd & Innsbrooke Ave	Round-About	Overall	A	6.7	A	5.7
			EB	B	10.9	A	7.3
			WB	A	7.5	A	6.9
			NB	A	5.7	A	5.6
			SB	A	6.8	A	5.6

Table 10. 2030 Projected Queue Length (Roundabout)

ID	Intersection	Control	Movement	Storage Length (ft)	Queue Length (ft)	
					AM	PM
1	Saundersville Rd & Innsbrooke Ave	Round-About	EB	-	10	12
			WB	-	3	6
			NBTL	-	60	62
			NBTR	-	60	62
			SBTL	225	82	46
			SBTR	-	82	46

Table 11. 2050 Projected Level of Service (Roundabout)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Saundersville Rd & Innsbrooke Ave	Round-About	Overall	A	7.8	A	6.5
			EB	B	14.1	A	8.3
			WB	A	8.4	A	7.8
			NB	A	6.3	A	6.4
			SB	A	7.9	A	6.4

Table 12. 2050 Projected Queue Length (Roundabout)

ID	Intersection	Control	Movement	Storage Length (ft)	Queue Length (ft)	
					AM	PM
1	Saundersville Rd & Innsbrooke Ave	Round-About	EB	-	43	16
			WB	-	10	7
			NBTL	-	74	82
			NBTR	-	74	82
			SBTL	225	107	58
			SBTR	-	107	58

6.3 Concept 3 – Signal

A signalized intersection was evaluated as a comparison alternative under 2030 and 2050 traffic conditions. The signalized concept includes supporting improvements, such as a right-turn lane at Dayflower Drive, and provides controlled access for side-street movements through the allocation of green time based on demand.

Signalization is expected to improve side-street operations compared to the No Build condition; however, it would introduce additional delay for Saundersville Road traffic and would not reduce conflict points. Significant increases in queuing are expected under the signalized condition and may approach or exceed available storage for some movements, particularly along Saundersville Road. The results of the signalized intersection analysis are summarized in Tables 13 – 16. Under both 2030 and 2050 conditions, Saundersville Road through movements are projected to operate at LOS A, while the Myrtlewood Lane and Innsbrooke Avenue approaches are expected to improve to LOS B.

Table 13. 2030 Projected Level of Service (Signal)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Saundersville Rd & Innsbrooke Ave	Signal	Overall	A	9.6	A	9.9
			EB	B	16.9	B	13.6
			WB	B	15.3	B	13.1
			NB	A	8.0	A	9.4
			SB	A	9.5	B	10.1

Table 14. 2030 Projected Queue Length (Signal)

ID	Intersection	Control	Movement	Storage Length (ft)	Queue Length (ft)	
					AM	PM
1	Saundersville Rd & Innsbrooke Ave	Signal	EB	-	63	31
			WB	-	50	38
			NBL	200	33	59
			NBT	-	136	105
			NBTR	-	65	34
			SBL	100	35	20
			SBT	-	208	151
			SBTR	100	125	55

Table 15. 2050 Projected Level of Service (Signal)

ID	Intersection	Control	Movement	AM		PM	
				LOS	Delay	LOS	Delay
1	Saundersville Rd & Innsbrooke Ave	Signal	Overall	A	9.6	A	9.9
			EB	B	16.9	B	13.6
			WB	B	15.3	B	13.1
			NB	A	8.0	A	9.4
			SB	A	9.5	B	10.1

Table 16. 2050 Projected Queue Length (Signal)

ID	Intersection	Control	Movement	Storage Length (ft)	Queue Length (ft)	
					AM	PM
1	Saundersville Rd & Innsbrooke Ave	Signal	EB	-	60	41
			WB	-	46	51
			NBL	200	32	67
			NBT	-	138	125
			NBTR	-	92	49
			SBL	100	14	27
			SBT	-	200	176
			SBTR	100	132	71

7.0 CONCLUSIONS

In conclusion, after discussions with the City of Hendersonville Public Works and Planning departments, the study confirms that the intersection of Saundersville Road and Myrtlewood Lane/Innsbrooke Avenue will require operational improvements to accommodate both existing and future traffic demands. The purpose of this project was to evaluate intersection performance, identify deficiencies, and develop feasible concepts that improve safety and operations while supporting anticipated growth along the corridor.

Existing analyses show that the intersection currently experiences increasing delays on the side-street approaches, even as Saundersville Road continues to operate efficiently under the existing two-way stop control. Projected traffic volumes for 2030 and 2050 indicate continued growth driven by surrounding development and corridor activity. Under a No Build scenario, side-street operations degrade to LOS F by 2030, resulting in unacceptable delay and reduced functionality.

Based on the comparative results, the two-lane modern roundabout best meets the purpose and need of the project by improving current operations, addressing long-term capacity needs, and supporting a safer intersection configuration as development continues in the area. The roundabout is therefore recommended as the preferred improvement concept for future implementation at the intersection.

APPENDIX

Traffic Count Data

Bi-Directional Class Count || Location Overview

Hendersonville TN

Site 1

Saundersville Rd,
north of Myrtlewood Ln

Lat/Long
36.338313°, -86.560455°



[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (All Dates)

Location Overview

Description	Time Interval	Visible	Tabs
Bi-Directional Class Count	15min	<input type="checkbox"/>	4
Bi-Directional Class Count	60min	<input type="checkbox"/>	4
Graphical Analysis	-	<input type="checkbox"/>	3
Base Data	15min	<input type="checkbox"/>	2
Base Data	60min	<input type="checkbox"/>	2

Daily & Monthly Factors



Thu	1.00
11/13	1.00
DF	1.00
MF	1.00
DF*MF	1.00

Bi-Directional Class Count || NB EB 15min

Hendersonville TN



Site 1
Saundersville Rd,
north of Myrtlewood Ln

Date
Thursday, November 13, 2025

Weather
Fair
50°F

Lat/Long
36.338313°, -86.560455°

[Click here for Detailed Weather](#)



0000 - 2400 (Weekday 24h Session) (11-13-2025)
NB EB 15min

Time	Northbound (Movement 1.1)				15min Total	60min Total
	1-3	4-7	8-13	Bicycles		
0000 - 0015	1	0	0	0	1	
0015 - 0030	4	0	0	0	4	
0030 - 0045	4	0	0	0	4	
0045 - 0100	2	0	0	0	2	11
0100 - 0115	3	0	0	0	3	
0115 - 0130	5	0	0	0	5	
0130 - 0145	1	0	0	0	1	
0145 - 0200	1	0	0	0	1	10
0200 - 0215	0	0	0	0	0	
0215 - 0230	1	0	0	0	1	
0230 - 0245	0	0	0	0	0	
0245 - 0300	1	0	0	0	1	2
0300 - 0315	0	0	0	0	0	
0315 - 0330	1	0	0	0	1	
0330 - 0345	0	0	0	0	0	
0345 - 0400	1	0	0	0	1	2
0400 - 0415	1	0	0	0	1	
0415 - 0430	0	0	0	0	0	
0430 - 0445	1	0	0	0	1	
0445 - 0500	2	0	0	0	2	4
0500 - 0515	1	0	0	0	1	
0515 - 0530	5	0	0	0	5	
0530 - 0545	20	0	0	0	20	
0545 - 0600	16	1	0	0	17	43
0600 - 0615	29	2	0	0	31	
0615 - 0630	36	0	0	0	36	
0630 - 0645	37	1	0	0	38	
0645 - 0700	42	1	0	0	43	148
0700 - 0715	74	1	1	0	76	
0715 - 0730	63	2	0	0	65	
0730 - 0745	84	3	0	0	87	
0745 - 0800	126	2	0	0	128	356
0800 - 0815	93	3	1	0	97	
0815 - 0830	53	6	0	0	59	
0830 - 0845	50	3	0	0	53	
0845 - 0900	59	4	1	0	64	273
0900 - 0915	60	2	1	0	63	
0915 - 0930	48	3	0	0	51	
0930 - 0945	54	0	0	0	54	
0945 - 1000	44	2	0	0	46	214
1000 - 1015	61	3	1	0	65	
1015 - 1030	47	3	3	0	53	
1030 - 1045	56	1	0	0	57	
1045 - 1100	60	4	0	0	64	239
1100 - 1115	63	2	1	0	66	
1115 - 1130	64	1	1	0	66	
1130 - 1145	69	6	1	0	76	
1145 - 1200	60	4	0	0	64	272
1200 - 1215	65	0	0	0	65	
1215 - 1230	85	1	0	0	86	
1230 - 1245	76	0	1	0	77	
1245 - 1300	75	3	0	0	78	306
1300 - 1315	79	5	0	0	84	
1315 - 1330	91	6	1	0	98	
1330 - 1345	86	4	0	0	90	
1345 - 1400	96	1	0	0	97	369
1400 - 1415	97	1	0	0	98	
1415 - 1430	109	1	0	0	110	
1430 - 1445	95	2	0	0	97	
1445 - 1500	106	1	0	0	107	412
1500 - 1515	124	5	1	0	130	
1515 - 1530	130	3	0	0	133	
1530 - 1545	120	3	0	0	123	
1545 - 1600	114	3	0	0	117	503
1600 - 1615	149	8	0	0	157	
1615 - 1630	118	6	0	0	124	
1630 - 1645	125	4	0	0	129	
1645 - 1700	147	1	0	0	148	558
1700 - 1715	145	1	0	0	146	
1715 - 1730	175	1	0	0	176	
1730 - 1745	166	0	0	0	166	
1745 - 1800	141	0	0	0	141	629
1800 - 1815	113	0	0	0	113	
1815 - 1830	129	0	0	0	129	
1830 - 1845	101	0	0	0	101	
1845 - 1900	88	0	0	0	88	431
1900 - 1915	93	0	0	0	93	
1915 - 1930	87	0	0	0	87	
1930 - 1945	82	0	0	0	82	
1945 - 2000	58	0	0	0	58	320
2000 - 2015	80	0	0	0	80	
2015 - 2030	65	0	0	0	65	
2030 - 2045	65	0	0	0	65	
2045 - 2100	66	0	0	0	66	276
2100 - 2115	50	1	0	0	51	
2115 - 2130	42	0	0	0	42	
2130 - 2145	31	0	0	0	31	
2145 - 2200	19	0	0	0	19	143
2200 - 2215	31	0	0	0	31	
2215 - 2230	20	0	0	0	20	
2230 - 2245	14	0	0	0	14	
2245 - 2300	22	0	0	0	22	87
2300 - 2315	15	0	0	0	15	
2315 - 2330	9	0	0	0	9	
2330 - 2345	5	0	0	0	5	
2345 - 0000	6	0	0	0	6	35
Session Total	5508	121	14	0	5643	
Session Average	57.38	1.26	0.15	0.00	58.78	
Session Percentage	97.61	2.14	0.25	0.00		
AM Peak Hour	0715 - 0815	0800 - 0900	0930 - 1030	-	0715 - 0815	
AM Peak Volume	366	16	4	0	377	
AM Peak %age	97.08	4.24	1.06	0.00		
Noon Peak Hour	1445 - 1545	1245 - 1345	1000 - 1100	-	1445 - 1545	
Noon Peak Volume	480	18	4	0	493	
Noon Peak %age	97.36	3.65	0.81	0.00		
PM Peak Hour	1645 - 1745	1545 - 1645	1500 - 1600	-	1645 - 1745	
PM Peak Volume	633	21	1	0	636	
PM Peak %age	99.53	3.30	0.16	0.00		
User Peak Volume	11	0	0	0	11	
User Peak %age	100.00	0.00	0.00	0.00		

Bi-Directional Class Count || SB WB 15min

Hendersonville TN



Site 1
Saundersville Rd,
north of Myrtlewood Ln

Date
Thursday, November 13, 2025

Weather
Fair
50°F

Lat/Long
36.338313°, -86.560455°

[Click here for Detailed Weather](#)



0000 - 2400 (Weekday 24h Session) (11-13-2025)
SB WB 15min

Time	Southbound (Movement 1,2)				15min Total	60min Total
	1-3	4-7	8-13	Bicycles		
0000 - 0015	6	0	0	0	6	
0015 - 0030	2	0	0	0	2	
0030 - 0045	1	0	0	0	1	
0045 - 0100	2	0	0	0	2	11
0100 - 0115	2	0	0	0	2	
0115 - 0130	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	2
0200 - 0215	2	0	0	0	2	
0215 - 0230	0	0	0	0	0	
0230 - 0245	1	0	0	0	1	
0245 - 0300	4	0	0	0	4	7
0300 - 0315	2	0	0	0	2	
0315 - 0330	2	0	0	0	2	
0330 - 0345	3	0	0	0	3	
0345 - 0400	3	0	0	0	3	10
0400 - 0415	3	0	0	0	3	
0415 - 0430	8	0	0	0	8	
0430 - 0445	16	0	0	0	16	
0445 - 0500	29	0	0	0	29	56
0500 - 0515	23	0	0	0	23	
0515 - 0530	29	0	0	0	29	
0530 - 0545	39	0	0	0	39	
0545 - 0600	42	1	0	0	43	134
0600 - 0615	59	5	0	0	64	
0615 - 0630	64	7	0	0	71	
0630 - 0645	76	3	0	0	79	
0645 - 0700	135	1	0	0	136	350
0700 - 0715	111	1	0	0	112	
0715 - 0730	158	1	1	0	160	
0730 - 0745	189	4	0	0	193	
0745 - 0800	163	2	0	0	165	630
0800 - 0815	167	0	0	0	167	
0815 - 0830	138	0	0	0	138	
0830 - 0845	124	3	0	0	127	
0845 - 0900	110	1	0	0	111	543
0900 - 0915	87	3	0	0	90	
0915 - 0930	64	2	1	0	67	
0930 - 0945	84	1	0	0	85	
0945 - 1000	62	3	0	0	65	307
1000 - 1015	72	3	0	0	75	
1015 - 1030	82	2	1	0	85	
1030 - 1045	62	1	0	0	63	
1045 - 1100	69	1	0	0	70	293
1100 - 1115	77	6	2	0	85	
1115 - 1130	66	3	0	0	69	
1130 - 1145	89	1	0	0	90	
1145 - 1200	87	3	2	0	92	336
1200 - 1215	65	2	2	0	69	
1215 - 1230	74	2	0	0	76	
1230 - 1245	60	3	0	0	63	
1245 - 1300	80	1	0	0	81	289
1300 - 1315	72	4	1	0	77	
1315 - 1330	75	3	1	0	79	
1330 - 1345	89	7	1	0	97	
1345 - 1400	93	4	2	0	99	352
1400 - 1415	80	5	0	0	85	
1415 - 1430	79	0	1	0	80	
1430 - 1445	100	4	0	0	104	
1445 - 1500	105	7	1	0	113	382
1500 - 1515	107	0	0	0	107	
1515 - 1530	139	4	0	0	143	
1530 - 1545	101	3	0	0	104	
1545 - 1600	136	5	1	0	142	496
1600 - 1615	120	0	0	0	120	
1615 - 1630	111	2	0	0	113	
1630 - 1645	107	2	0	0	109	
1645 - 1700	125	3	0	0	128	470
1700 - 1715	118	1	0	0	119	
1715 - 1730	98	1	0	0	99	
1730 - 1745	82	1	0	0	83	
1745 - 1800	91	0	1	0	92	393
1800 - 1815	77	0	0	0	77	
1815 - 1830	67	0	0	0	67	
1830 - 1845	79	0	0	0	79	
1845 - 1900	93	0	0	0	93	316
1900 - 1915	57	1	0	0	58	
1915 - 1930	43	1	0	0	44	
1930 - 1945	50	0	0	0	50	
1945 - 2000	31	0	0	0	31	183
2000 - 2015	39	0	0	0	39	
2015 - 2030	48	0	0	0	48	
2030 - 2045	39	0	0	0	39	
2045 - 2100	21	0	0	0	21	147
2100 - 2115	22	0	0	0	22	
2115 - 2130	16	0	0	0	16	
2130 - 2145	8	0	0	0	8	
2145 - 2200	14	0	0	0	14	60
2200 - 2215	8	0	0	0	8	
2215 - 2230	7	0	0	0	7	
2230 - 2245	6	0	0	0	6	
2245 - 2300	6	0	0	0	6	27
2300 - 2315	0	0	0	0	0	
2315 - 2330	2	0	0	0	2	
2330 - 2345	2	0	0	0	2	
2345 - 0000	1	0	0	0	1	5

Session Total	5657	124	18	0
Session Average	58.93	1.29	0.19	0.00
Session Percentage	97.55	2.14	0.31	0.00

AM Peak Hour	0715 - 0815	0545 - 0645	0630 - 0730	-
AM Peak Volume	677	16	1	0
AM Peak %age	98.83	2.34	0.15	0.00

Noon Peak Hour	1445 - 1545	1315 - 1415	1300 - 1400	-
Noon Peak Volume	452	19	5	0
Noon Peak %age	96.79	4.07	1.07	0.00

PM Peak Hour	1515 - 1615	1500 - 1600	1500 - 1600	-
PM Peak Volume	496	12	1	0
PM Peak %age	97.45	2.36	0.20	0.00

User Peak Volume	11	0	0	0
User Peak %age	100.00	0.00	0.00	0.00

5799
60.41

0715 - 0815
685

1430 - 1530
467

1515 - 1615
509

11

Bi-Directional Class Count || Bi-Directional 15min

Hendersonville TN



Site 1
Saundersville Rd,
north of Myrtlewood Ln

Date
Thursday, November 13, 2025
Lat/Long
36.338313°, -86.560455°

Weather
Fair
50°F
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0000 - 2400 (Weekday 24h Session) (11-13-2025)
Bi-Directional 15min

Time	Bi-Directional 15min				Bicycles	15min Total	60min Total
	1-3	4-7	8-13	14-17			
0000 - 0015	7	0	0	0	0	7	
0015 - 0030	6	0	0	0	0	6	
0030 - 0045	5	0	0	0	0	5	
0045 - 0100	4	0	0	0	0	4	22
0100 - 0115	5	0	0	0	0	5	
0115 - 0130	5	0	0	0	0	5	
0130 - 0145	1	0	0	0	0	1	
0145 - 0200	1	0	0	0	0	1	12
0200 - 0215	2	0	0	0	0	2	
0215 - 0230	1	0	0	0	0	1	
0230 - 0245	1	0	0	0	0	1	
0245 - 0300	5	0	0	0	0	5	9
0300 - 0315	2	0	0	0	0	2	
0315 - 0330	3	0	0	0	0	3	
0330 - 0345	3	0	0	0	0	3	
0345 - 0400	4	0	0	0	0	4	12
0400 - 0415	4	0	0	0	0	4	
0415 - 0430	8	0	0	0	0	8	
0430 - 0445	17	0	0	0	0	17	
0445 - 0500	31	0	0	0	0	31	60
0500 - 0515	24	0	0	0	0	24	
0515 - 0530	34	0	0	0	0	34	
0530 - 0545	59	0	0	0	0	59	
0545 - 0600	58	2	0	0	0	60	177
0600 - 0615	88	7	0	0	0	95	
0615 - 0630	100	7	0	0	0	107	
0630 - 0645	113	4	0	0	0	117	
0645 - 0700	177	2	0	0	0	179	498
0700 - 0715	185	2	1	0	0	188	
0715 - 0730	221	3	1	0	0	225	
0730 - 0745	273	7	0	0	0	280	
0745 - 0800	289	4	0	0	0	293	986
0800 - 0815	260	3	1	0	0	264	
0815 - 0830	191	6	0	0	0	197	
0830 - 0845	174	6	0	0	0	180	
0845 - 0900	169	5	1	0	0	175	816
0900 - 0915	147	5	1	0	0	153	
0915 - 0930	112	5	1	0	0	118	
0930 - 0945	138	1	0	0	0	139	
0945 - 1000	106	5	0	0	0	111	521
1000 - 1015	133	6	1	0	0	140	
1015 - 1030	129	5	4	0	0	138	
1030 - 1045	118	2	0	0	0	120	
1045 - 1100	129	5	0	0	0	134	532
1100 - 1115	140	8	3	0	0	151	
1115 - 1130	130	4	1	0	0	135	
1130 - 1145	158	7	1	0	0	166	
1145 - 1200	147	7	2	0	0	156	608
1200 - 1215	130	2	2	0	0	134	
1215 - 1230	159	3	0	0	0	162	
1230 - 1245	136	3	1	0	0	140	
1245 - 1300	155	4	0	0	0	159	595
1300 - 1315	151	9	1	0	0	161	
1315 - 1330	166	9	2	0	0	177	
1330 - 1345	175	11	1	0	0	187	
1345 - 1400	189	5	2	0	0	196	721
1400 - 1415	177	6	0	0	0	183	
1415 - 1430	188	1	1	0	0	190	
1430 - 1445	195	6	0	0	0	201	
1445 - 1500	211	8	1	0	0	220	794
1500 - 1515	231	5	1	0	0	237	
1515 - 1530	269	7	0	0	0	276	
1530 - 1545	221	6	0	0	0	227	
1545 - 1600	250	8	1	0	0	259	999
1600 - 1615	269	8	0	0	0	277	
1615 - 1630	229	8	0	0	0	237	
1630 - 1645	232	6	0	0	0	238	
1645 - 1700	272	4	0	0	0	276	1028
1700 - 1715	263	2	0	0	0	265	
1715 - 1730	273	2	0	0	0	275	
1730 - 1745	248	1	0	0	0	249	
1745 - 1800	232	0	1	0	0	233	1022
1800 - 1815	190	0	0	0	0	190	
1815 - 1830	196	0	0	0	0	196	
1830 - 1845	180	0	0	0	0	180	
1845 - 1900	181	0	0	0	0	181	747
1900 - 1915	150	1	0	0	0	151	
1915 - 1930	130	1	0	0	0	131	
1930 - 1945	132	0	0	0	0	132	
1945 - 2000	89	0	0	0	0	89	503
2000 - 2015	119	0	0	0	0	119	
2015 - 2030	113	0	0	0	0	113	
2030 - 2045	104	0	0	0	0	104	
2045 - 2100	87	0	0	0	0	87	423
2100 - 2115	72	1	0	0	0	73	
2115 - 2130	58	0	0	0	0	58	
2130 - 2145	39	0	0	0	0	39	
2145 - 2200	33	0	0	0	0	33	203
2200 - 2215	39	0	0	0	0	39	
2215 - 2230	27	0	0	0	0	27	
2230 - 2245	20	0	0	0	0	20	
2245 - 2300	28	0	0	0	0	28	114
2300 - 2315	15	0	0	0	0	15	
2315 - 2330	11	0	0	0	0	11	
2330 - 2345	7	0	0	0	0	7	
2345 - 0000	7	0	0	0	0	7	40
Session Total	11165	245	32	0		11442	
Session Average	116.30	2.55	0.33	0.00		119.19	
Session Percentage	97.58	2.14	0.28	0.00			
AM Peak Hour	0715 - 0815	0815 - 0915	0930 - 1030	-		0715 - 0815	
AM Peak Volume	1043	22	5	0		1062	
AM Peak %age	98.21	2.07	0.47	0.00			
Noon Peak Hour	1445 - 1545	1300 - 1400	1015 - 1115	-		1445 - 1545	
Noon Peak Volume	932	34	7	0		960	
Noon Peak %age	97.08	3.54	0.73	0.00			
PM Peak Hour	1645 - 1745	1530 - 1630	1500 - 1600	-		1645 - 1745	
PM Peak Volume	1056	30	2	0		1065	
PM Peak %age	99.15	2.82	0.19	0.00			
User Peak Volume	22	0	0	0		22	
User Peak %age	100.00	0.00	0.00	0.00			

Bi-Directional Class Count || Volume Summary 15min



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Hendersonville TN

Site 1

Saundersville Rd,
north of Myrtlewood Ln

Date

Thursday, November 13, 2025

Weather

Fair
50°F



Lat/Long

36.338313°, -86.560455°

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0000 - 2400 (Weekday 24h Session) (11-13-2025)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	1	6	7	
0015 - 0030	4	2	6	
0030 - 0045	4	1	5	
0045 - 0100	2	2	4	22
0100 - 0115	3	2	5	
0115 - 0130	5	0	5	
0130 - 0145	1	0	1	
0145 - 0200	1	0	1	12
0200 - 0215	0	2	2	
0215 - 0230	1	0	1	
0230 - 0245	0	1	1	
0245 - 0300	1	4	5	9
0300 - 0315	0	2	2	
0315 - 0330	1	2	3	
0330 - 0345	0	3	3	
0345 - 0400	1	3	4	12
0400 - 0415	1	3	4	
0415 - 0430	0	8	8	
0430 - 0445	1	16	17	
0445 - 0500	2	29	31	60
0500 - 0515	1	23	24	
0515 - 0530	5	29	34	
0530 - 0545	20	39	59	
0545 - 0600	17	43	60	177
0600 - 0615	31	64	95	
0615 - 0630	36	71	107	
0630 - 0645	38	79	117	
0645 - 0700	43	136	179	498
0700 - 0715	76	112	188	
0715 - 0730	65	160	225	
0730 - 0745	87	193	280	
0745 - 0800	128	165	293	986
0800 - 0815	97	167	264	
0815 - 0830	59	138	197	
0830 - 0845	53	127	180	
0845 - 0900	64	111	175	816
0900 - 0915	63	90	153	
0915 - 0930	51	67	118	
0930 - 0945	54	85	139	
0945 - 1000	46	65	111	521
1000 - 1015	65	75	140	
1015 - 1030	53	85	138	
1030 - 1045	57	63	120	
1045 - 1100	64	70	134	532
1100 - 1115	66	85	151	
1115 - 1130	66	69	135	
1130 - 1145	76	90	166	
1145 - 1200	64	92	156	608

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	65	69	134	
1215 - 1230	86	76	162	
1230 - 1245	77	63	140	
1245 - 1300	78	81	159	595
1300 - 1315	84	77	161	
1315 - 1330	98	79	177	
1330 - 1345	90	97	187	
1345 - 1400	97	99	196	721
1400 - 1415	98	85	183	
1415 - 1430	110	80	190	
1430 - 1445	97	104	201	
1445 - 1500	107	113	220	794
1500 - 1515	130	107	237	
1515 - 1530	133	143	276	
1530 - 1545	123	104	227	
1545 - 1600	117	142	259	999
1600 - 1615	157	120	277	
1615 - 1630	124	113	237	
1630 - 1645	129	109	238	
1645 - 1700	148	128	276	1028
1700 - 1715	146	119	265	
1715 - 1730	176	99	275	
1730 - 1745	166	83	249	
1745 - 1800	141	92	233	1022
1800 - 1815	113	77	190	
1815 - 1830	129	67	196	
1830 - 1845	101	79	180	
1845 - 1900	88	93	181	747
1900 - 1915	93	58	151	
1915 - 1930	87	44	131	
1930 - 1945	82	50	132	
1945 - 2000	58	31	89	503
2000 - 2015	80	39	119	
2015 - 2030	65	48	113	
2030 - 2045	65	39	104	
2045 - 2100	66	21	87	423
2100 - 2115	51	22	73	
2115 - 2130	42	16	58	
2130 - 2145	31	8	39	
2145 - 2200	19	14	33	203
2200 - 2215	31	8	39	
2215 - 2230	20	7	27	
2230 - 2245	14	6	20	
2245 - 2300	22	6	28	114
2300 - 2315	15	0	15	
2315 - 2330	9	2	11	
2330 - 2345	5	2	7	
2345 - 0000	6	1	7	40

Session Total	5643	5799	11442
Session Average	58.78	60.41	119.19
Session Percentage	49.32	50.68	

Bi-Directional Class Count || NB EB 60min



Hendersonville TN

Site 1
Saundersville Rd,
north of Myrtlewood Ln

Date
Thursday, November 13, 2025

Lat/Long
36.338313°, -86.560455°

Weather
Fair
50°F

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0000 - 2400 (Weekday 24h Session) (11-13-2025)

NB EB 60min

Northbound (Movement 1.1)					Total
TIME	1-3	4-7	8-13	Bicycles	
0000 - 0100	11	0	0	0	11
0100 - 0200	10	0	0	0	10
0200 - 0300	2	0	0	0	2
0300 - 0400	2	0	0	0	2
0400 - 0500	4	0	0	0	4
0500 - 0600	42	1	0	0	43
0600 - 0700	144	4	0	0	148
0700 - 0800	347	8	1	0	356
0800 - 0900	255	16	2	0	273
0900 - 1000	206	7	1	0	214
1000 - 1100	224	11	4	0	239
1100 - 1200	256	13	3	0	272
1200 - 1300	301	4	1	0	306
1300 - 1400	352	16	1	0	369
1400 - 1500	407	5	0	0	412
1500 - 1600	488	14	1	0	503
1600 - 1700	539	19	0	0	558
1700 - 1800	627	2	0	0	629
1800 - 1900	431	0	0	0	431
1900 - 2000	320	0	0	0	320
2000 - 2100	276	0	0	0	276
2100 - 2200	142	1	0	0	143
2200 - 2300	87	0	0	0	87
2300 - 2400	35	0	0	0	35
Session Total	5508	121	14	0	5643
Session Average	229.50	5.04	0.58	0.00	235.13
Session Percentage	97.61	2.14	0.25	0.00	
AM Peak Hour	0700 - 0800	0800 - 0900	0800 - 0900	-	0700 - 0800
AM Peak Volume	347	16	2	0	356
AM Peak %age	97.47	4.49	0.56	0.00	
Noon Peak Hour	1400 - 1500	1300 - 1400	1000 - 1100	-	1400 - 1500
Noon Peak Volume	407	16	4	0	412
Noon Peak %age	98.79	3.88	0.97	0.00	
PM Peak Hour	1700 - 1800	1600 - 1700	1500 - 1600	-	1700 - 1800
PM Peak Volume	627	19	1	0	629
PM Peak %age	99.68	3.02	0.16	0.00	

Bi-Directional Class Count || SB WB 60min



Hendersonville TN

Site 1
Saundersville Rd,
north of Myrtlewood Ln

Date
Thursday, November 13, 2025

Lat/Long
36.338313°, -86.560455°

Weather
Fair
50°F

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0000 - 2400 (Weekday 24h Session) (11-13-2025)

SB WB 60min

Southbound (Movement 1.2)					Total
TIME	1-3	4-7	8-13	Bicycles	
0000 - 0100	11	0	0	0	11
0100 - 0200	2	0	0	0	2
0200 - 0300	7	0	0	0	7
0300 - 0400	10	0	0	0	10
0400 - 0500	56	0	0	0	56
0500 - 0600	133	1	0	0	134
0600 - 0700	334	16	0	0	350
0700 - 0800	621	8	1	0	630
0800 - 0900	539	4	0	0	543
0900 - 1000	297	9	1	0	307
1000 - 1100	285	7	1	0	293
1100 - 1200	319	13	4	0	336
1200 - 1300	279	8	2	0	289
1300 - 1400	329	18	5	0	352
1400 - 1500	364	16	2	0	382
1500 - 1600	483	12	1	0	496
1600 - 1700	463	7	0	0	470
1700 - 1800	389	3	1	0	393
1800 - 1900	316	0	0	0	316
1900 - 2000	181	2	0	0	183
2000 - 2100	147	0	0	0	147
2100 - 2200	60	0	0	0	60
2200 - 2300	27	0	0	0	27
2300 - 2400	5	0	0	0	5

Session Total	5657	124	18	0	5799
Session Average	235.71	5.17	0.75	0.00	241.63
Session Percentage	97.55	2.14	0.31	0.00	

AM Peak Hour	0700 - 0800	0600 - 0700	0700 - 0800	-	0700 - 0800
AM Peak Volume	621	16	1	0	630
AM Peak %age	98.57	2.54	0.16	0.00	

Noon Peak Hour	1400 - 1500	1300 - 1400	1300 - 1400	-	1400 - 1500
Noon Peak Volume	364	18	5	0	382
Noon Peak %age	95.29	4.71	1.31	0.00	

PM Peak Hour	1500 - 1600	1500 - 1600	1500 - 1600	-	1500 - 1600
PM Peak Volume	483	12	1	0	496
PM Peak %age	97.38	2.42	0.20	0.00	

Bi-Directional Class Count || Bi-Directional 60min



Hendersonville TN

Site 1
Saundersville Rd,
north of Myrtlewood Ln

Date
Thursday, November 13, 2025

Lat/Long
36.338313°, -86.560455°

Weather
Fair
50°F

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0000 - 2400 (Weekday 24h Session) (11-13-2025)

Bi-Directional 60min

Bi-Directional 60min					
TIME	1-3	4-7	8-13	Bicycles	Total
0000 - 0100	22	0	0	0	22
0100 - 0200	12	0	0	0	12
0200 - 0300	9	0	0	0	9
0300 - 0400	12	0	0	0	12
0400 - 0500	60	0	0	0	60
0500 - 0600	175	2	0	0	177
0600 - 0700	478	20	0	0	498
0700 - 0800	968	16	2	0	986
0800 - 0900	794	20	2	0	816
0900 - 1000	503	16	2	0	521
1000 - 1100	509	18	5	0	532
1100 - 1200	575	26	7	0	608
1200 - 1300	580	12	3	0	595
1300 - 1400	681	34	6	0	721
1400 - 1500	771	21	2	0	794
1500 - 1600	971	26	2	0	999
1600 - 1700	1002	26	0	0	1028
1700 - 1800	1016	5	1	0	1022
1800 - 1900	747	0	0	0	747
1900 - 2000	501	2	0	0	503
2000 - 2100	423	0	0	0	423
2100 - 2200	202	1	0	0	203
2200 - 2300	114	0	0	0	114
2300 - 2400	40	0	0	0	40
Session Total	11165	245	32	0	11442
Session Average	465.21	10.21	1.33	0.00	476.75
Session Percentage	97.58	2.14	0.28	0.00	
AM Peak Hour	0700 - 0800	0600 - 0700	0700 - 0800	-	0700 - 0800
AM Peak Volume	968	20	2	0	986
AM Peak %age	98.17	2.03	0.20	0.00	
Noon Peak Hour	1400 - 1500	1300 - 1400	1100 - 1200	-	1400 - 1500
Noon Peak Volume	771	34	7	0	794
Noon Peak %age	97.10	4.28	0.88	0.00	
PM Peak Hour	1700 - 1800	1500 - 1600	1500 - 1600	-	1600 - 1700
PM Peak Volume	1016	26	2	0	1028
PM Peak %age	98.83	2.53	0.19	0.00	

Bi-Directional Class Count || Volume Summary 60min

Hendersonville TN

Site 1

Saundersville Rd,
north of Myrtlewood Ln

Date

Thursday, November 13, 2025

Weather

Fair
50°F



Lat/Long

36.338313°, -86.560455°

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0000 - 2400 (Weekday 24h Session) (11-13-2025)

Volume Summary 60min

Volume Summary 60min			
TIME	NB	SB	Total
0000 - 0100	11	11	22
0100 - 0200	10	2	12
0200 - 0300	2	7	9
0300 - 0400	2	10	12
0400 - 0500	4	56	60
0500 - 0600	43	134	177
0600 - 0700	148	350	498
0700 - 0800	356	630	986
0800 - 0900	273	543	816
0900 - 1000	214	307	521
1000 - 1100	239	293	532
1100 - 1200	272	336	608

Volume Summary 60min			
Time	NB	SB	Total
1200 - 1300	306	289	595
1300 - 1400	369	352	721
1400 - 1500	412	382	794
1500 - 1600	503	496	999
1600 - 1700	558	470	1028
1700 - 1800	629	393	1022
1800 - 1900	431	316	747
1900 - 2000	320	183	503
2000 - 2100	276	147	423
2100 - 2200	143	60	203
2200 - 2300	87	27	114
2300 - 2400	35	5	40

Session Total	5643	5799	11442
Session Average	235.13	241.63	476.75
Session Percentage	49.32	50.68	

Bi-Directional Class Count || Graphical Analysis NB EB

Hendersonville TN

Site 1

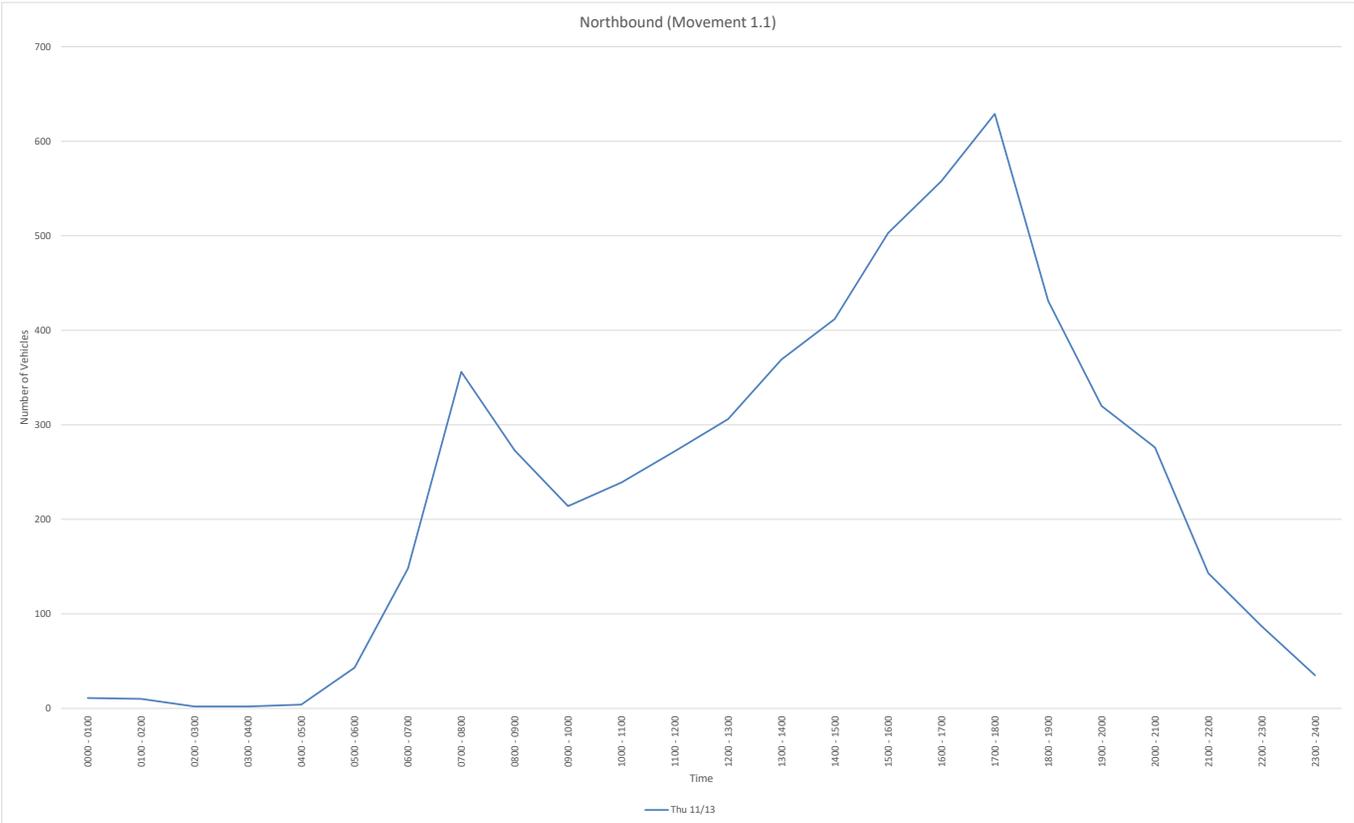
Saundersville Rd,
north of Myrtlewood Ln

Lat/Long

36.338313°, -86.560455°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Thu 11/13				
0000 - 0100	11				
0100 - 0200	10				
0200 - 0300	2				
0300 - 0400	2				
0400 - 0500	4				
0500 - 0600	43				
0600 - 0700	148				
0700 - 0800	356				
0800 - 0900	273				
0900 - 1000	214				
1000 - 1100	239				
1100 - 1200	272				
1200 - 1300	306				
1300 - 1400	369				
1400 - 1500	412				
1500 - 1600	503				
1600 - 1700	558				
1700 - 1800	629				
1800 - 1900	431				
1900 - 2000	320				
2000 - 2100	276				
2100 - 2200	143				
2200 - 2300	87				
2300 - 2400	35				
Daily Total	5643				

Bi-Directional Class Count || Graphical Analysis SB WB

Hendersonville TN

Site 1

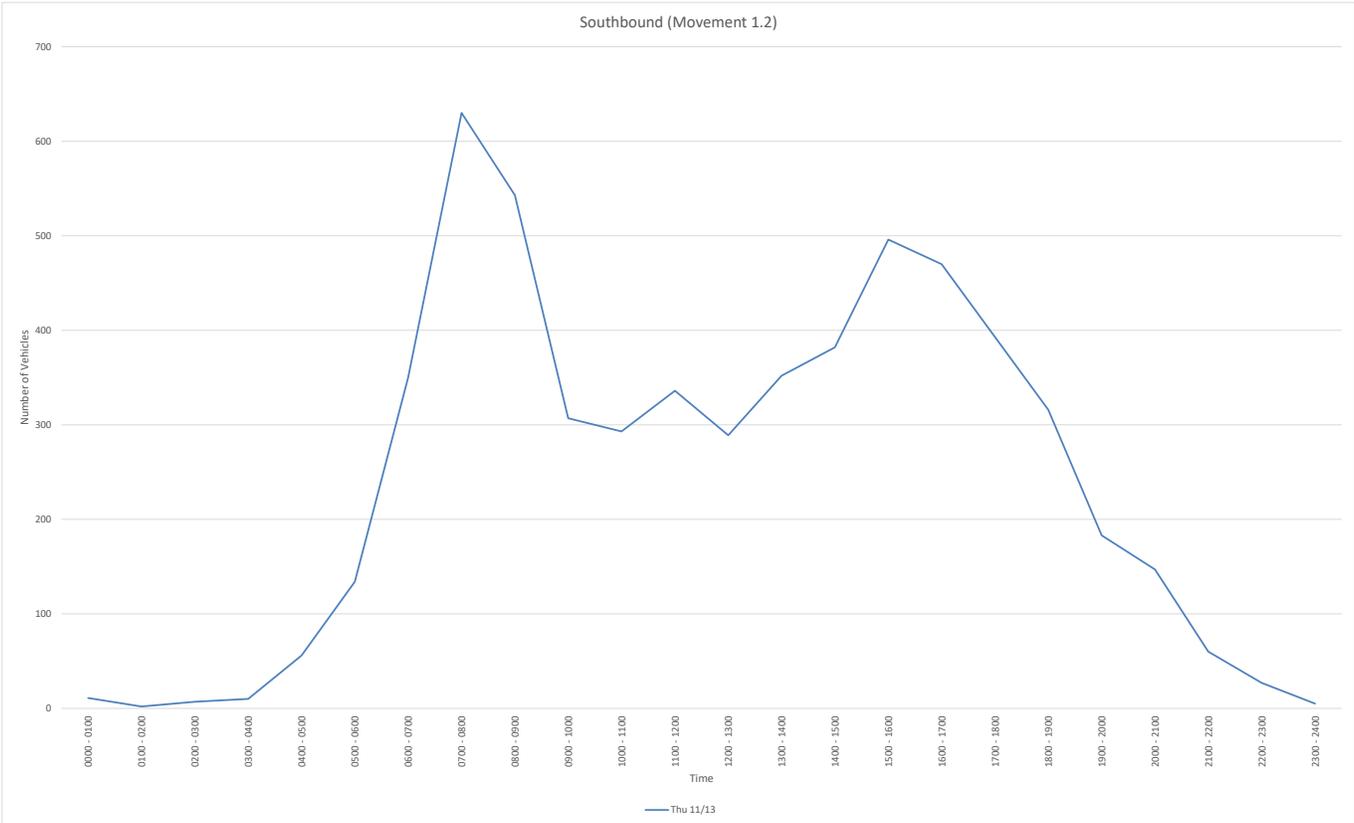
Saundersville Rd,
north of Myrtlewood Ln

Lat/Long

36.338313°, -86.560455°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Thu 11/13					
0000 - 0100	11					
0100 - 0200	2					
0200 - 0300	7					
0300 - 0400	10					
0400 - 0500	56					
0500 - 0600	134					
0600 - 0700	350					
0700 - 0800	630					
0800 - 0900	543					
0900 - 1000	307					
1000 - 1100	293					
1100 - 1200	336					
1200 - 1300	289					
1300 - 1400	352					
1400 - 1500	382					
1500 - 1600	496					
1600 - 1700	470					
1700 - 1800	393					
1800 - 1900	316					
1900 - 2000	183					
2000 - 2100	147					
2100 - 2200	60					
2200 - 2300	27					
2300 - 2400	5					
Daily Total	5799					

Bi-Directional Class Count || Graphical Analysis BiDir

Hendersonville TN

Site 1

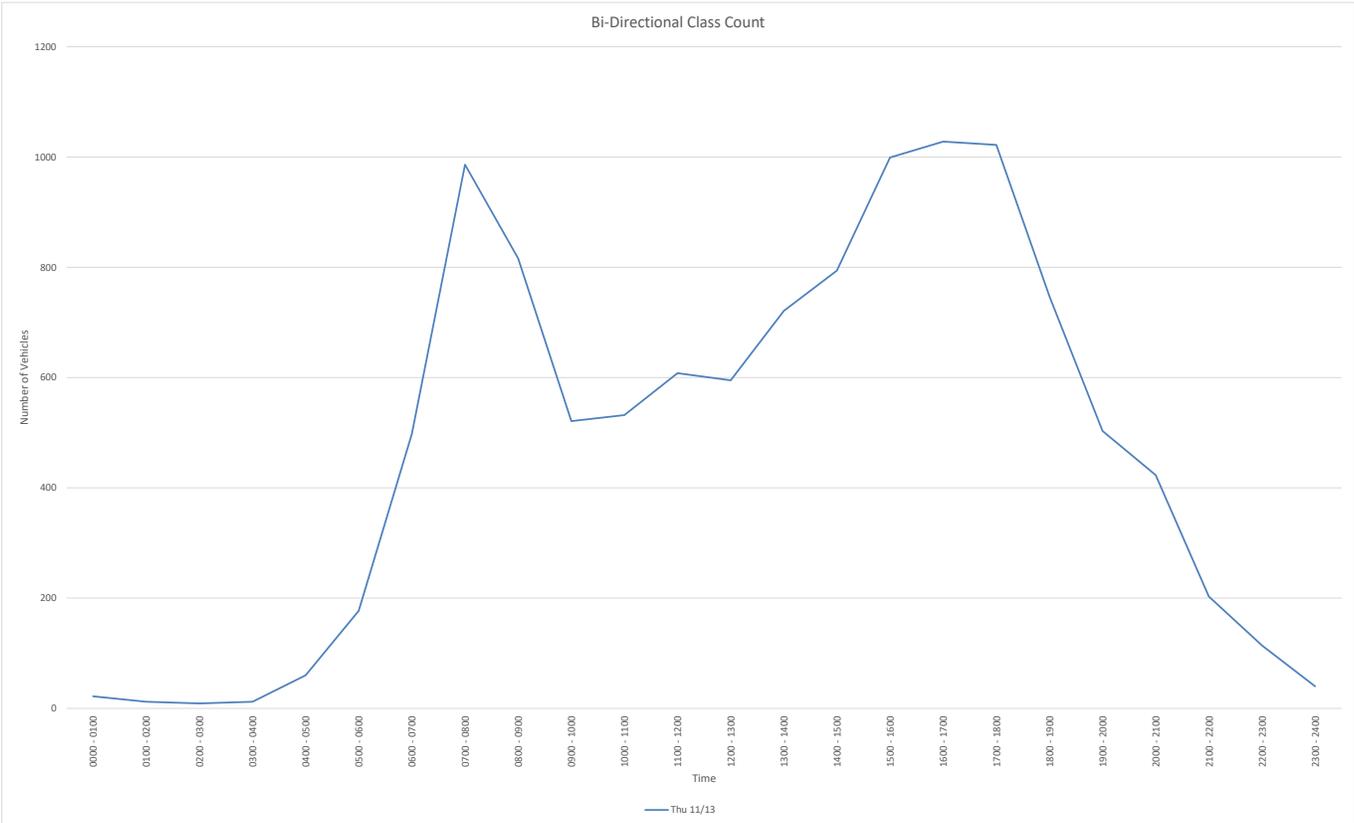
Saundersville Rd,
north of Myrtlewood Ln

Lat/Long

36.338313°, -86.560455°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Thu 11/13					
0000 - 0100	22					
0100 - 0200	12					
0200 - 0300	9					
0300 - 0400	12					
0400 - 0500	60					
0500 - 0600	177					
0600 - 0700	498					
0700 - 0800	986					
0800 - 0900	816					
0900 - 1000	521					
1000 - 1100	532					
1100 - 1200	608					
1200 - 1300	595					
1300 - 1400	721					
1400 - 1500	794					
1500 - 1600	999					
1600 - 1700	1028					
1700 - 1800	1022					
1800 - 1900	747					
1900 - 2000	503					
2000 - 2100	423					
2100 - 2200	203					
2200 - 2300	114					
2300 - 2400	40					
Daily Total	11442					

NB
 File Name:
 Start Date: 11/13/2025
 Start Time: 0
 Site Code: 1
 Station ID: 1
 Location 1: Saundersville Rd, north of Myrtlewood Ln
 Location 2:

Date	Time	1-3	4-7	8-13	Bicycles
11/13/2025	12:00 AM	1	0	0	0
11/13/2025	12:15 AM	4	0	0	0
11/13/2025	12:30 AM	4	0	0	0
11/13/2025	12:45 AM	2	0	0	0
11/13/2025	01:00 AM	3	0	0	0
11/13/2025	01:15 AM	5	0	0	0
11/13/2025	01:30 AM	1	0	0	0
11/13/2025	01:45 AM	1	0	0	0
11/13/2025	02:00 AM	0	0	0	0
11/13/2025	02:15 AM	1	0	0	0
11/13/2025	02:30 AM	0	0	0	0
11/13/2025	02:45 AM	1	0	0	0
11/13/2025	03:00 AM	0	0	0	0
11/13/2025	03:15 AM	1	0	0	0
11/13/2025	03:30 AM	0	0	0	0
11/13/2025	03:45 AM	1	0	0	0
11/13/2025	04:00 AM	1	0	0	0
11/13/2025	04:15 AM	0	0	0	0
11/13/2025	04:30 AM	1	0	0	0
11/13/2025	04:45 AM	2	0	0	0
11/13/2025	05:00 AM	1	0	0	0
11/13/2025	05:15 AM	5	0	0	0
11/13/2025	05:30 AM	20	0	0	0
11/13/2025	05:45 AM	16	1	0	0
11/13/2025	06:00 AM	29	2	0	0
11/13/2025	06:15 AM	36	0	0	0
11/13/2025	06:30 AM	37	1	0	0
11/13/2025	06:45 AM	42	1	0	0
11/13/2025	07:00 AM	74	1	1	0
11/13/2025	07:15 AM	63	2	0	0
11/13/2025	07:30 AM	84	3	0	0
11/13/2025	07:45 AM	126	2	0	0
11/13/2025	08:00 AM	93	3	1	0
11/13/2025	08:15 AM	53	6	0	0
11/13/2025	08:30 AM	50	3	0	0
11/13/2025	08:45 AM	59	4	1	0
11/13/2025	09:00 AM	60	2	1	0
11/13/2025	09:15 AM	48	3	0	0
11/13/2025	09:30 AM	54	0	0	0
11/13/2025	09:45 AM	44	2	0	0
11/13/2025	10:00 AM	61	3	1	0
11/13/2025	10:15 AM	47	3	3	0
11/13/2025	10:30 AM	56	1	0	0
11/13/2025	10:45 AM	60	4	0	0
11/13/2025	11:00 AM	63	2	1	0
11/13/2025	11:15 AM	64	1	1	0
11/13/2025	11:30 AM	69	6	1	0
11/13/2025	11:45 AM	60	4	0	0
11/13/2025	12:00 PM	65	0	0	0
11/13/2025	12:15 PM	85	1	0	0
11/13/2025	12:30 PM	76	0	1	0
11/13/2025	12:45 PM	75	3	0	0
11/13/2025	01:00 PM	79	5	0	0
11/13/2025	01:15 PM	91	6	1	0
11/13/2025	01:30 PM	86	4	0	0
11/13/2025	01:45 PM	96	1	0	0
11/13/2025	02:00 PM	97	1	0	0
11/13/2025	02:15 PM	109	1	0	0
11/13/2025	02:30 PM	95	2	0	0
11/13/2025	02:45 PM	106	1	0	0
11/13/2025	03:00 PM	124	5	1	0
11/13/2025	03:15 PM	130	3	0	0
11/13/2025	03:30 PM	120	3	0	0
11/13/2025	03:45 PM	114	3	0	0
11/13/2025	04:00 PM	149	8	0	0
11/13/2025	04:15 PM	118	6	0	0
11/13/2025	04:30 PM	125	4	0	0
11/13/2025	04:45 PM	147	1	0	0
11/13/2025	05:00 PM	145	1	0	0
11/13/2025	05:15 PM	175	1	0	0
11/13/2025	05:30 PM	166	0	0	0
11/13/2025	05:45 PM	141	0	0	0
11/13/2025	06:00 PM	113	0	0	0
11/13/2025	06:15 PM	129	0	0	0
11/13/2025	06:30 PM	101	0	0	0
11/13/2025	06:45 PM	88	0	0	0
11/13/2025	07:00 PM	93	0	0	0
11/13/2025	07:15 PM	87	0	0	0
11/13/2025	07:30 PM	82	0	0	0
11/13/2025	07:45 PM	58	0	0	0
11/13/2025	08:00 PM	80	0	0	0
11/13/2025	08:15 PM	65	0	0	0
11/13/2025	08:30 PM	65	0	0	0
11/13/2025	08:45 PM	66	0	0	0
11/13/2025	09:00 PM	50	1	0	0
11/13/2025	09:15 PM	42	0	0	0
11/13/2025	09:30 PM	31	0	0	0
11/13/2025	09:45 PM	19	0	0	0
11/13/2025	10:00 PM	31	0	0	0
11/13/2025	10:15 PM	20	0	0	0
11/13/2025	10:30 PM	14	0	0	0
11/13/2025	10:45 PM	22	0	0	0
11/13/2025	11:00 PM	15	0	0	0
11/13/2025	11:15 PM	9	0	0	0
11/13/2025	11:30 PM	5	0	0	0
11/13/2025	11:45 PM	6	0	0	0

SB
 File Name:
 Start Date: 11/13/2025
 Start Time: 0
 Site Code: 1
 Station ID: 1
 Location 1: Saundersville Rd, north of Myrtlewood Ln
 Location 2:

Date	Time	1-3	4-7	8-13	Bicycles
11/13/2025	12:00 AM	6	0	0	0
11/13/2025	12:15 AM	2	0	0	0
11/13/2025	12:30 AM	1	0	0	0
11/13/2025	12:45 AM	2	0	0	0
11/13/2025	01:00 AM	2	0	0	0
11/13/2025	01:15 AM	0	0	0	0
11/13/2025	01:30 AM	0	0	0	0
11/13/2025	01:45 AM	0	0	0	0
11/13/2025	02:00 AM	2	0	0	0
11/13/2025	02:15 AM	0	0	0	0
11/13/2025	02:30 AM	1	0	0	0
11/13/2025	02:45 AM	4	0	0	0
11/13/2025	03:00 AM	2	0	0	0
11/13/2025	03:15 AM	2	0	0	0
11/13/2025	03:30 AM	3	0	0	0
11/13/2025	03:45 AM	3	0	0	0
11/13/2025	04:00 AM	3	0	0	0
11/13/2025	04:15 AM	8	0	0	0
11/13/2025	04:30 AM	16	0	0	0
11/13/2025	04:45 AM	29	0	0	0
11/13/2025	05:00 AM	23	0	0	0
11/13/2025	05:15 AM	29	0	0	0
11/13/2025	05:30 AM	39	0	0	0
11/13/2025	05:45 AM	42	1	0	0
11/13/2025	06:00 AM	59	5	0	0
11/13/2025	06:15 AM	64	7	0	0
11/13/2025	06:30 AM	76	3	0	0
11/13/2025	06:45 AM	135	1	0	0
11/13/2025	07:00 AM	111	1	0	0
11/13/2025	07:15 AM	158	1	1	0
11/13/2025	07:30 AM	189	4	0	0
11/13/2025	07:45 AM	163	2	0	0
11/13/2025	08:00 AM	167	0	0	0
11/13/2025	08:15 AM	138	0	0	0
11/13/2025	08:30 AM	124	3	0	0
11/13/2025	08:45 AM	110	1	0	0
11/13/2025	09:00 AM	87	3	0	0
11/13/2025	09:15 AM	64	2	1	0
11/13/2025	09:30 AM	84	1	0	0
11/13/2025	09:45 AM	62	3	0	0
11/13/2025	10:00 AM	72	3	0	0
11/13/2025	10:15 AM	82	2	1	0
11/13/2025	10:30 AM	62	1	0	0
11/13/2025	10:45 AM	69	1	0	0
11/13/2025	11:00 AM	77	6	2	0
11/13/2025	11:15 AM	66	3	0	0
11/13/2025	11:30 AM	89	1	0	0
11/13/2025	11:45 AM	87	3	2	0
11/13/2025	12:00 PM	65	2	2	0
11/13/2025	12:15 PM	74	2	0	0
11/13/2025	12:30 PM	60	3	0	0
11/13/2025	12:45 PM	80	1	0	0
11/13/2025	01:00 PM	72	4	1	0
11/13/2025	01:15 PM	75	3	1	0
11/13/2025	01:30 PM	89	7	1	0
11/13/2025	01:45 PM	93	4	2	0
11/13/2025	02:00 PM	80	5	0	0
11/13/2025	02:15 PM	79	0	1	0
11/13/2025	02:30 PM	100	4	0	0
11/13/2025	02:45 PM	105	7	1	0
11/13/2025	03:00 PM	107	0	0	0
11/13/2025	03:15 PM	139	4	0	0
11/13/2025	03:30 PM	101	3	0	0
11/13/2025	03:45 PM	136	5	1	0
11/13/2025	04:00 PM	120	0	0	0
11/13/2025	04:15 PM	111	2	0	0
11/13/2025	04:30 PM	107	2	0	0
11/13/2025	04:45 PM	125	3	0	0
11/13/2025	05:00 PM	118	1	0	0
11/13/2025	05:15 PM	98	1	0	0
11/13/2025	05:30 PM	82	1	0	0
11/13/2025	05:45 PM	91	0	1	0
11/13/2025	06:00 PM	77	0	0	0
11/13/2025	06:15 PM	67	0	0	0
11/13/2025	06:30 PM	79	0	0	0
11/13/2025	06:45 PM	93	0	0	0
11/13/2025	07:00 PM	57	1	0	0
11/13/2025	07:15 PM	43	1	0	0
11/13/2025	07:30 PM	50	0	0	0
11/13/2025	07:45 PM	31	0	0	0
11/13/2025	08:00 PM	39	0	0	0
11/13/2025	08:15 PM	48	0	0	0
11/13/2025	08:30 PM	39	0	0	0
11/13/2025	08:45 PM	21	0	0	0
11/13/2025	09:00 PM	22	0	0	0
11/13/2025	09:15 PM	16	0	0	0
11/13/2025	09:30 PM	8	0	0	0
11/13/2025	09:45 PM	14	0	0	0
11/13/2025	10:00 PM	8	0	0	0
11/13/2025	10:15 PM	7	0	0	0
11/13/2025	10:30 PM	6	0	0	0
11/13/2025	10:45 PM	6	0	0	0
11/13/2025	11:00 PM	0	0	0	0
11/13/2025	11:15 PM	2	0	0	0
11/13/2025	11:30 PM	2	0	0	0
11/13/2025	11:45 PM	1	0	0	0

NB
 File Name:
 Start Date: 11/13/2025
 Start Time: 0
 Site Code: 1
 Station ID: 1
 Location 1: Saundersville Rd, north of Myrtlewood Ln
 Location 2:

Date	Time	1-3	4-7	8-13	Bicycles
11/13/2025	12:00 AM	11	0	0	0
11/13/2025	12:15 AM	13	0	0	0
11/13/2025	12:30 AM	14	0	0	0
11/13/2025	12:45 AM	11	0	0	0
11/13/2025	01:00 AM	10	0	0	0
11/13/2025	01:15 AM	7	0	0	0
11/13/2025	01:30 AM	3	0	0	0
11/13/2025	01:45 AM	2	0	0	0
11/13/2025	02:00 AM	2	0	0	0
11/13/2025	02:15 AM	2	0	0	0
11/13/2025	02:30 AM	2	0	0	0
11/13/2025	02:45 AM	2	0	0	0
11/13/2025	03:00 AM	2	0	0	0
11/13/2025	03:15 AM	3	0	0	0
11/13/2025	03:30 AM	2	0	0	0
11/13/2025	03:45 AM	3	0	0	0
11/13/2025	04:00 AM	4	0	0	0
11/13/2025	04:15 AM	4	0	0	0
11/13/2025	04:30 AM	9	0	0	0
11/13/2025	04:45 AM	28	0	0	0
11/13/2025	05:00 AM	42	1	0	0
11/13/2025	05:15 AM	70	3	0	0
11/13/2025	05:30 AM	101	3	0	0
11/13/2025	05:45 AM	118	4	0	0
11/13/2025	06:00 AM	144	4	0	0
11/13/2025	06:15 AM	189	3	1	0
11/13/2025	06:30 AM	216	5	1	0
11/13/2025	06:45 AM	263	7	1	0
11/13/2025	07:00 AM	347	8	1	0
11/13/2025	07:15 AM	366	10	1	0
11/13/2025	07:30 AM	356	14	1	0
11/13/2025	07:45 AM	322	14	1	0
11/13/2025	08:00 AM	255	16	2	0
11/13/2025	08:15 AM	222	15	2	0
11/13/2025	08:30 AM	217	12	2	0
11/13/2025	08:45 AM	221	9	2	0
11/13/2025	09:00 AM	206	7	1	0
11/13/2025	09:15 AM	207	8	1	0
11/13/2025	09:30 AM	206	8	4	0
11/13/2025	09:45 AM	208	9	4	0
11/13/2025	10:00 AM	224	11	4	0
11/13/2025	10:15 AM	226	10	4	0
11/13/2025	10:30 AM	243	8	2	0
11/13/2025	10:45 AM	256	13	3	0
11/13/2025	11:00 AM	256	13	3	0
11/13/2025	11:15 AM	258	11	2	0
11/13/2025	11:30 AM	279	11	1	0
11/13/2025	11:45 AM	286	5	1	0
11/13/2025	12:00 PM	301	4	1	0
11/13/2025	12:15 PM	315	9	1	0
11/13/2025	12:30 PM	321	14	2	0
11/13/2025	12:45 PM	331	18	1	0
11/13/2025	01:00 PM	352	16	1	0
11/13/2025	01:15 PM	370	12	1	0
11/13/2025	01:30 PM	388	7	0	0
11/13/2025	01:45 PM	397	5	0	0
11/13/2025	02:00 PM	407	5	0	0
11/13/2025	02:15 PM	434	9	1	0
11/13/2025	02:30 PM	455	11	1	0
11/13/2025	02:45 PM	480	12	1	0
11/13/2025	03:00 PM	488	14	1	0
11/13/2025	03:15 PM	513	17	0	0
11/13/2025	03:30 PM	501	20	0	0
11/13/2025	03:45 PM	506	21	0	0
11/13/2025	04:00 PM	539	19	0	0
11/13/2025	04:15 PM	535	12	0	0
11/13/2025	04:30 PM	592	7	0	0
11/13/2025	04:45 PM	633	3	0	0
11/13/2025	05:00 PM	627	2	0	0
11/13/2025	05:15 PM	595	1	0	0
11/13/2025	05:30 PM	549	0	0	0
11/13/2025	05:45 PM	484	0	0	0
11/13/2025	06:00 PM	431	0	0	0
11/13/2025	06:15 PM	411	0	0	0
11/13/2025	06:30 PM	369	0	0	0
11/13/2025	06:45 PM	350	0	0	0
11/13/2025	07:00 PM	320	0	0	0
11/13/2025	07:15 PM	307	0	0	0
11/13/2025	07:30 PM	285	0	0	0
11/13/2025	07:45 PM	268	0	0	0
11/13/2025	08:00 PM	276	0	0	0
11/13/2025	08:15 PM	246	1	0	0
11/13/2025	08:30 PM	223	1	0	0
11/13/2025	08:45 PM	189	1	0	0
11/13/2025	09:00 PM	142	1	0	0
11/13/2025	09:15 PM	123	0	0	0
11/13/2025	09:30 PM	101	0	0	0
11/13/2025	09:45 PM	84	0	0	0
11/13/2025	10:00 PM	87	0	0	0
11/13/2025	10:15 PM	71	0	0	0
11/13/2025	10:30 PM	60	0	0	0
11/13/2025	10:45 PM	51	0	0	0
11/13/2025	11:00 PM	35	0	0	0
11/13/2025	11:15 PM	20	0	0	0
11/13/2025	11:30 PM	11	0	0	0
11/13/2025	11:45 PM	6	0	0	0

SB
 File Name:
 Start Date: 11/13/2025
 Start Time: 0
 Site Code: 1
 Station ID: 1
 Location 1: Saundersville Rd, north of Myrtlewood Ln
 Location 2:

Date	Time	1-3	4-7	8-13	Bicycles
11/13/2025	12:00 AM	11	0	0	0
11/13/2025	12:15 AM	7	0	0	0
11/13/2025	12:30 AM	5	0	0	0
11/13/2025	12:45 AM	4	0	0	0
11/13/2025	01:00 AM	2	0	0	0
11/13/2025	01:15 AM	2	0	0	0
11/13/2025	01:30 AM	2	0	0	0
11/13/2025	01:45 AM	3	0	0	0
11/13/2025	02:00 AM	7	0	0	0
11/13/2025	02:15 AM	7	0	0	0
11/13/2025	02:30 AM	9	0	0	0
11/13/2025	02:45 AM	11	0	0	0
11/13/2025	03:00 AM	10	0	0	0
11/13/2025	03:15 AM	11	0	0	0
11/13/2025	03:30 AM	17	0	0	0
11/13/2025	03:45 AM	30	0	0	0
11/13/2025	04:00 AM	56	0	0	0
11/13/2025	04:15 AM	76	0	0	0
11/13/2025	04:30 AM	97	0	0	0
11/13/2025	04:45 AM	120	0	0	0
11/13/2025	05:00 AM	133	1	0	0
11/13/2025	05:15 AM	169	6	0	0
11/13/2025	05:30 AM	204	13	0	0
11/13/2025	05:45 AM	241	16	0	0
11/13/2025	06:00 AM	334	16	0	0
11/13/2025	06:15 AM	386	12	0	0
11/13/2025	06:30 AM	480	6	1	0
11/13/2025	06:45 AM	593	7	1	0
11/13/2025	07:00 AM	621	8	1	0
11/13/2025	07:15 AM	677	7	1	0
11/13/2025	07:30 AM	657	6	0	0
11/13/2025	07:45 AM	592	5	0	0
11/13/2025	08:00 AM	539	4	0	0
11/13/2025	08:15 AM	459	7	0	0
11/13/2025	08:30 AM	385	9	1	0
11/13/2025	08:45 AM	345	7	1	0
11/13/2025	09:00 AM	297	9	1	0
11/13/2025	09:15 AM	282	9	1	0
11/13/2025	09:30 AM	300	9	1	0
11/13/2025	09:45 AM	278	9	1	0
11/13/2025	10:00 AM	285	7	1	0
11/13/2025	10:15 AM	290	10	3	0
11/13/2025	10:30 AM	274	11	2	0
11/13/2025	10:45 AM	301	11	2	0
11/13/2025	11:00 AM	319	13	4	0
11/13/2025	11:15 AM	307	9	4	0
11/13/2025	11:30 AM	315	8	4	0
11/13/2025	11:45 AM	286	10	4	0
11/13/2025	12:00 PM	279	8	2	0
11/13/2025	12:15 PM	286	10	1	0
11/13/2025	12:30 PM	287	11	2	0
11/13/2025	12:45 PM	316	15	3	0
11/13/2025	01:00 PM	329	18	5	0
11/13/2025	01:15 PM	337	19	4	0
11/13/2025	01:30 PM	341	16	4	0
11/13/2025	01:45 PM	352	13	3	0
11/13/2025	02:00 PM	364	16	2	0
11/13/2025	02:15 PM	391	11	2	0
11/13/2025	02:30 PM	451	15	1	0
11/13/2025	02:45 PM	452	14	1	0
11/13/2025	03:00 PM	483	12	1	0
11/13/2025	03:15 PM	496	12	1	0
11/13/2025	03:30 PM	468	10	1	0
11/13/2025	03:45 PM	474	9	1	0
11/13/2025	04:00 PM	463	7	0	0
11/13/2025	04:15 PM	461	8	0	0
11/13/2025	04:30 PM	448	7	0	0
11/13/2025	04:45 PM	423	6	0	0
11/13/2025	05:00 PM	389	3	1	0
11/13/2025	05:15 PM	348	2	1	0
11/13/2025	05:30 PM	317	1	1	0
11/13/2025	05:45 PM	314	0	1	0
11/13/2025	06:00 PM	316	0	0	0
11/13/2025	06:15 PM	296	1	0	0
11/13/2025	06:30 PM	272	2	0	0
11/13/2025	06:45 PM	243	2	0	0
11/13/2025	07:00 PM	181	2	0	0
11/13/2025	07:15 PM	163	1	0	0
11/13/2025	07:30 PM	168	0	0	0
11/13/2025	07:45 PM	157	0	0	0
11/13/2025	08:00 PM	147	0	0	0
11/13/2025	08:15 PM	130	0	0	0
11/13/2025	08:30 PM	98	0	0	0
11/13/2025	08:45 PM	67	0	0	0
11/13/2025	09:00 PM	60	0	0	0
11/13/2025	09:15 PM	46	0	0	0
11/13/2025	09:30 PM	37	0	0	0
11/13/2025	09:45 PM	35	0	0	0
11/13/2025	10:00 PM	27	0	0	0
11/13/2025	10:15 PM	19	0	0	0
11/13/2025	10:30 PM	14	0	0	0
11/13/2025	10:45 PM	10	0	0	0
11/13/2025	11:00 PM	5	0	0	0
11/13/2025	11:15 PM	5	0	0	0
11/13/2025	11:30 PM	3	0	0	0
11/13/2025	11:45 PM	1	0	0	0

Peak Hour Turning Movement Count

Hendersonville TN

[Click here for Map](#)

Thursday, November 13, 2025		
		Fair 50°F
Period	0600 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

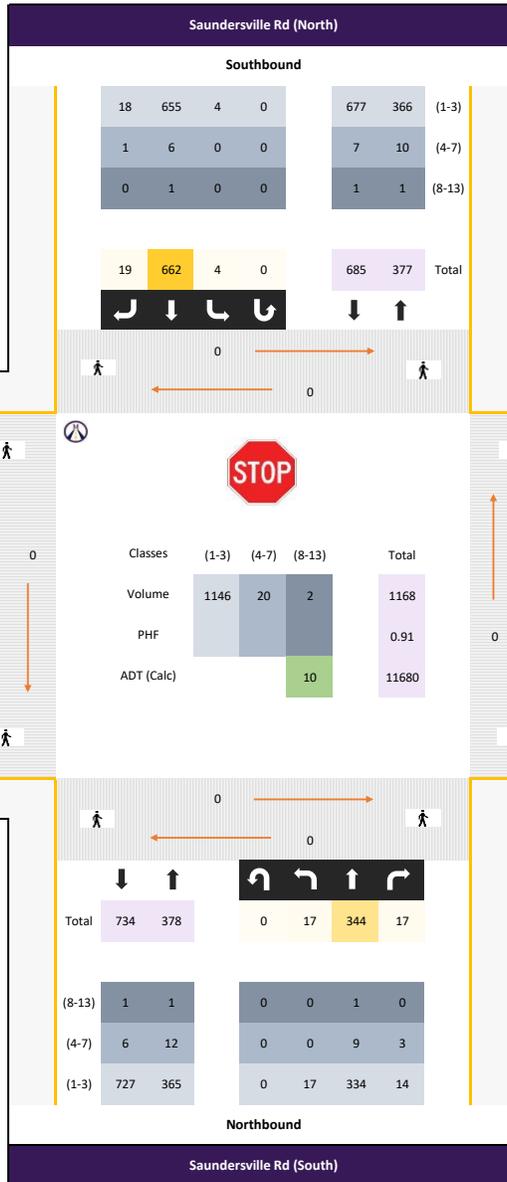
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Southbound

18	655	4	0	677	366	(1-3)
1	6	0	0	7	10	(4-7)
0	1	0	0	1	1	(8-13)

19	662	4	0	685	377	Total
----	-----	---	---	-----	-----	-------

Eastbound

(1-3)	(4-7)	(8-13)	Total
35	1	0	36
77	0	0	77
0	0	0	0
27	0	0	27
0	0	0	0
50	0	0	50

Classes

(1-3)	(4-7)	(8-13)	Total
1146	20	2	1168
PHF			0.91
ADT (Calc)		10	11680

Westbound

6	0	1	5
0	0	0	0
0	0	0	22
0	0	0	0
28	0	1	27
21	0	3	18
Total	(8-13)	(4-7)	(1-3)

Northbound

Total	734	378	0	17	344	17
(8-13)	1	1	0	0	1	0
(4-7)	6	12	0	0	9	3
(1-3)	727	365	0	17	334	14

All vehicles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
0715 - 0730	6	57	5	-	0	68	1	155	4	-	0	160	5	0	9	-	0	14	3	0	3	-	0	6	248
0730 - 0745	4	82	3	-	0	89	1	187	5	-	0	193	4	0	14	-	0	18	10	0	1	-	0	11	311
0745 - 0800	1	114	3	-	0	118	0	161	4	-	0	165	13	0	20	-	0	33	3	0	1	-	0	4	320
0800 - 0815	6	91	6	-	0	103	2	159	6	-	0	167	5	0	7	-	0	12	6	0	1	-	0	7	289
Total	17	344	17	0	0	378	4	662	19	0	0	685	27	0	50	0	0	77	22	0	6	0	0	28	1168
Approach %	4.50	91.01	4.50	0.00	0.00	-	0.58	96.64	2.77	0.00	0.00	-	35.06	0.00	64.94	0.00	0.00	-	78.57	0.00	21.43	0.00	0.00	-	
PHF	0.71	0.75	0.71	0.00	0.00	0.80	0.50	0.89	0.79	0.00	0.00	0.89	0.52	0.00	0.63	0.00	0.00	0.58	0.55	0.00	0.50	0.00	0.00	0.64	0.91

Passenger Vehicles (1-3)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
0715 - 0730	6	56	3	-	0	65	1	153	4	-	0	158	5	0	9	-	0	14	3	0	2	-	0	5	242
0730 - 0745	4	79	3	-	0	86	1	184	4	-	0	189	4	0	14	-	0	18	10	0	1	-	0	11	304
0745 - 0800	1	112	2	-	0	115	0	159	4	-	0	163	13	0	20	-	0	33	3	0	1	-	0	4	315
0800 - 0815	6	87	6	-	0	99	2	159	6	-	0	167	5	0	7	-	0	12	6	0	1	-	0	7	285
Total	17	334	14	0	0	365	4	655	18	0	0	677	27	0	50	0	0	77	22	0	5	0	0	27	1146
Approach %	4.66	91.51	3.84	0.00	0.00	-	0.59	96.75	2.66	0.00	0.00	-	35.06	0.00	64.94	0.00	0.00	-	81.48	0.00	18.52	0.00	0.00	-	
PHF	0.71	0.75	0.58	0.00	0.00	0.79	0.50	0.89	0.75	0.00	0.00	0.90	0.52	0.00	0.63	0.00	0.00	0.58	0.55	0.00	0.63	0.00	0.00	0.61	0.91

Single Unit Trucks (4-7)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
0715 - 0730	0	1	2	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	5
0730 - 0745	0	3	0	-	0	3	0	3	1	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
0745 - 0800	0	2	1	-	0	3	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	5
0800 - 0815	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	9	3	0	0	12	0	6	1	0	0	7	0	0	0	0	0	0	0	0	1	0	0	1	20
Approach %	0.00	75.00	25.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.75	0.38	0.00	0.00	1.00	0.00	0.50	0.25	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.71

Combination Trucks (8-13)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
0715 - 0730	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	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	0	0	0	-	0	0	0
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Bicycles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Hendersonville TN



[Click here for Map](#)

Thursday, November 13, 2025		
Fair		50°F
Period	1400 - 1900	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

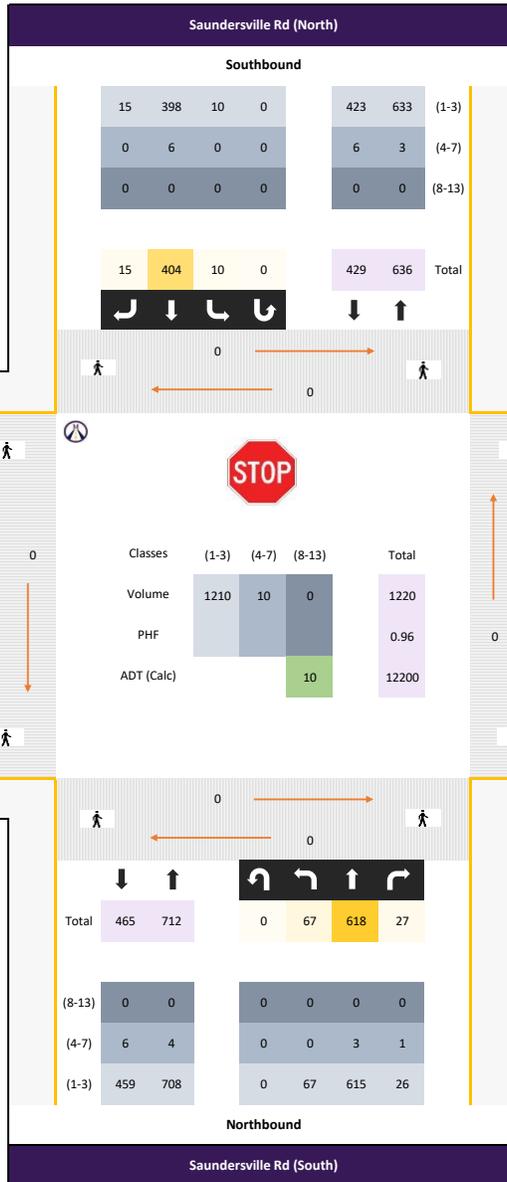
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Eastbound

	(1-3)	(4-7)	(8-13)	Total
Left	82	0	0	82
Thru	54	0	0	54
Right	0	0	0	0
Left	11	0	0	11
Thru	0	0	0	0
Right	43	0	0	43

Classes

	(1-3)	(4-7)	(8-13)	Total
Volume	1210	10	0	1220
PHF				0.96
ADT (Calc)			10	12200

Westbound

	(1-3)	(4-7)	(8-13)	Total
Left	7	0	0	7
Thru	18	0	0	18
Right	0	0	0	0
Left	25	0	0	25
Thru	37	0	1	36
Right	0	0	0	0

Northbound

	(1-3)	(4-7)	(8-13)	Total
Left	459	708	0	1167
Thru	0	67	618	685
Right	0	0	27	27

All vehicles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
1645 - 1700	21	142	3	-	0	166	4	114	10	-	0	128	3	0	12	-	0	15	5	0	3	-	0	8	317
1700 - 1715	15	141	6	-	0	162	2	114	3	-	0	119	4	0	14	-	0	18	4	0	1	-	0	5	304
1715 - 1730	9	170	7	-	0	186	3	94	2	-	0	99	3	0	12	-	0	15	6	0	3	-	0	9	309
1730 - 1745	22	165	11	-	0	198	1	82	0	-	0	83	1	0	5	-	0	6	3	0	0	-	0	3	290
Total	67	618	27	0	0	712	10	404	15	0	0	429	11	0	43	0	0	54	18	0	7	0	0	25	1220
Approach %	9.41	86.80	3.79	0.00	0.00	-	2.33	94.17	3.50	0.00	0.00	-	20.37	0.00	79.63	0.00	0.00	-	72.00	0.00	28.00	0.00	0.00	-	
PHF	0.76	0.91	0.61	0.00	0.00	0.90	0.63	0.89	0.38	0.00	0.00	0.84	0.69	0.00	0.77	0.00	0.00	0.75	0.75	0.00	0.58	0.00	0.00	0.69	0.96

Passenger Vehicles (1-3)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
1645 - 1700	21	141	3	-	0	165	4	111	10	-	0	125	3	0	12	-	0	15	5	0	3	-	0	8	313
1700 - 1715	15	140	5	-	0	160	2	113	3	-	0	118	4	0	14	-	0	18	4	0	1	-	0	5	301
1715 - 1730	9	169	7	-	0	185	3	93	2	-	0	98	3	0	12	-	0	15	6	0	3	-	0	9	307
1730 - 1745	22	165	11	-	0	198	1	81	0	-	0	82	1	0	5	-	0	6	3	0	0	-	0	3	289
Total	67	615	26	0	0	708	10	398	15	0	0	423	11	0	43	0	0	54	18	0	7	0	0	25	1210
Approach %	9.46	86.86	3.67	0.00	0.00	-	2.36	94.09	3.55	0.00	0.00	-	20.37	0.00	79.63	0.00	0.00	-	72.00	0.00	28.00	0.00	0.00	-	
PHF	0.76	0.91	0.59	0.00	0.00	0.89	0.63	0.88	0.38	0.00	0.00	0.85	0.69	0.00	0.77	0.00	0.00	0.75	0.75	0.00	0.58	0.00	0.00	0.69	0.97

Single Unit Trucks (4-7)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
1645 - 1700	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1700 - 1715	0	1	1	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1715 - 1730	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1730 - 1745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	3	1	0	0	4	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
Approach %	0.00	75.00	25.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.25	0.00	0.00	0.50	0.00	0.50	0.00	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	0.00	0.00	0.63

Combination Trucks (8-13)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Myrtlewood Ln						Westbound Innsbrooke Ave						Int Total
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
	1.1	1.2	1.3	1.4			1.5	1.6	1.7	1.8			1.9	1.10	1.11	1.12			1.13	1.14	1.15	1.16			
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Hendersonville TN

Site 1

Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave



Date

Thursday, November 13, 2025

Weather

Fair

50°F

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Lat/Long

36.337342°, -86.560621°

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0600 - 0900 (Weekday 3h Session) (11-13-2025)

All vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
0600 - 0615	1	30	1	0	32	0	64	0	0	64	1	0	13	0	14	4	0	0	0	4	114
0615 - 0630	0	32	0	0	32	0	69	1	1	71	1	0	14	0	15	9	0	2	0	11	129
0630 - 0645	3	36	3	0	42	0	79	0	0	79	2	0	9	0	11	10	0	0	0	10	142
0645 - 0700	1	40	2	0	43	0	134	2	0	136	2	0	16	0	18	11	0	1	0	12	209
Hourly Total	5	138	6	0	149	0	346	3	1	350	6	0	52	0	58	34	0	3	0	37	594
0700 - 0715	7	68	2	0	77	1	109	2	0	112	7	0	15	0	22	7	0	1	0	8	219
0715 - 0730	6	57	5	0	68	1	155	4	0	160	5	0	9	0	14	3	0	3	0	6	248
0730 - 0745	4	82	3	0	89	1	187	5	0	193	4	0	14	0	18	10	0	1	0	11	311
0745 - 0800	1	114	3	0	118	0	161	4	0	165	13	0	20	0	33	3	0	1	0	4	320
Hourly Total	18	321	13	0	352	3	612	15	0	630	29	0	58	0	87	23	0	6	0	29	1098
0800 - 0815	6	91	6	0	103	2	159	6	0	167	5	0	7	0	12	6	0	1	0	7	289
0815 - 0830	7	54	1	0	62	2	133	3	0	138	2	0	20	0	22	6	0	3	0	9	231
0830 - 0845	10	51	0	0	61	1	126	0	0	127	1	0	9	0	10	9	0	1	0	10	208
0845 - 0900	3	64	3	0	70	1	110	0	0	111	0	0	10	0	10	5	0	0	0	5	196
Hourly Total	26	260	10	0	296	6	528	9	0	543	8	0	46	0	54	26	0	5	0	31	924
Grand Total	49	719	29	0	797	9	1486	27	1	1523	43	0	156	0	199	83	0	14	0	97	2616
Approach %	6.15	90.21	3.64	0.00	-	0.59	97.57	1.77	0.07	-	21.61	0.00	78.39	0.00	-	85.57	0.00	14.43	0.00	-	-
Intersection %	1.87	27.48	1.11	0.00	30.47	0.34	56.80	1.03	0.04	58.22	1.64	0.00	5.96	0.00	7.61	3.17	0.00	0.54	0.00	3.71	-
Heavy Vehicle %	2	4	14	-	4	0	2	11	0	2	0	-	2	-	2	0	-	7	-	1	3
PHF	0.71	0.75	0.71	0.00	0.80	0.50	0.89	0.79	0.00	0.89	0.52	0.00	0.63	0.00	0.58	0.55	0.00	0.50	0.00	0.64	0.91
Peak Hour Total	17	344	17	0	378	4	662	19	0	685	27	0	50	0	77	22	0	6	0	28	1168
Peak Hour HV %	0	3	18	0	3	0	1	5	0	1	0	0	0	0	0	0	0	17	0	4	2

1400 - 1900 (Weekday 5h Session) (11-13-2025)

All vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
1400 - 1415	8	97	3	0	108	2	81	2	0	85	0	0	11	0	11	3	0	1	0	4	208
1415 - 1430	10	109	8	0	127	0	79	1	0	80	1	0	12	0	13	6	0	0	0	6	226
1430 - 1445	8	94	4	0	106	0	102	2	0	104	3	0	4	0	7	4	0	0	0	4	221
1445 - 1500	9	104	9	0	122	0	108	5	0	113	2	0	10	0	12	1	0	1	0	2	249
Hourly Total	35	404	24	0	463	2	370	10	0	382	6	0	37	0	43	14	0	2	0	16	904
1500 - 1515	12	129	5	0	146	1	101	5	0	107	1	0	8	0	9	6	0	0	0	6	268
1515 - 1530	16	126	14	1	157	1	136	6	0	143	6	0	6	0	12	5	0	1	0	6	318
1530 - 1545	8	119	10	0	137	1	100	3	0	104	2	0	9	0	11	3	0	2	0	5	257
1545 - 1600	16	114	17	0	147	4	131	7	0	142	2	0	13	0	15	4	0	1	0	5	309
Hourly Total	52	488	46	1	587	7	468	21	0	496	11	0	36	0	47	18	0	4	0	22	1152
1600 - 1615	13	153	7	0	173	2	115	3	0	120	1	0	10	0	11	7	0	3	0	10	314
1615 - 1630	14	122	13	0	149	1	111	1	0	113	1	0	6	0	7	5	0	1	0	6	275
1630 - 1645	15	127	10	0	152	2	101	6	0	109	2	0	13	0	15	6	1	0	0	7	283
1645 - 1700	21	142	3	0	166	4	114	10	0	128	3	0	12	0	15	5	0	3	0	8	317
Hourly Total	63	544	33	0	640	9	441	20	0	470	7	0	41	0	48	23	1	7	0	31	1189
1700 - 1715	15	141	6	0	162	2	114	3	0	119	4	0	14	0	18	4	0	1	0	5	304
1715 - 1730	9	170	7	0	186	3	94	2	0	99	3	0	12	0	15	6	0	3	0	9	309
1730 - 1745	22	165	11	0	198	1	82	0	0	83	1	0	5	0	6	3	0	0	0	3	290
1745 - 1800	17	140	2	0	159	1	89	2	0	92	1	0	9	0	10	2	0	0	0	2	263
Hourly Total	63	616	26	0	705	7	379	7	0	393	9	0	40	0	49	15	0	4	0	19	1166
1800 - 1815	13	112	12	0	137	0	76	1	0	77	1	0	7	0	8	6	0	0	0	6	228
1815 - 1830	15	123	4	0	142	1	63	3	0	67	3	0	9	0	12	1	0	3	0	4	225
1830 - 1845	14	98	7	0	119	0	74	5	0	79	2	0	3	0	5	7	0	1	0	8	211
1845 - 1900	15	86	10	0	111	2	89	2	0	93	2	0	14	0	16	0	0	0	0	0	220
Hourly Total	57	419	33	0	509	3	302	11	0	316	8	0	33	0	41	14	0	4	0	18	884
Grand Total	270	2471	162	1	2904	28	1960	69	0	2057	41	0	187	0	228	84	1	21	0	106	5295
Approach %	9.30	85.09	5.58	0.03	-	1.36	95.28	3.35	0.00	-	17.98	0.00	82.02	0.00	-	79.25	0.94	19.81	0.00	-	-
Intersection %	5.10	46.67	3.06	0.02	54.84	0.53	37.02	1.30	0.00	38.85	0.77	0.00	3.53	0.00	4.31	1.59	0.02	0.40	0.00	2.00	-
Heavy Vehicle %	0	2	2	0	1	0	2	4	-	2	2	-	2	-	2	2	0	5	-	3	2
PHF	0.76	0.91	0.61	0.00	0.90	0.63	0.89	0.38	0.00	0.84	0.69	0.00	0.77	0.00	0.75	0.75	0.00	0.58	0.00	0.69	0.96
Peak Hour Total	67	618	27	0	712	10	404	15	0	429	11	0	43	0	54	18	0	7	0	25	1220
Peak Hour HV %	0	0	4	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1

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

Hendersonville TN

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Site 1

Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave



Date

Thursday, November 13, 2025

Weather

Fair

50°F

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Lat/Long

36.337342°, -86.560621°

[Click here for Map](#)

0600 - 0900 (Weekday 3h Session) (11-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
0600 - 0615	1	28	1	0	30	0	59	0	0	59	1	0	13	0	14	4	0	0	0	4	107
0615 - 0630	0	32	0	0	32	0	63	0	1	64	1	0	14	0	15	9	0	2	0	11	122
0630 - 0645	3	35	2	0	40	0	76	0	0	76	2	0	8	0	10	10	0	0	0	10	136
0645 - 0700	0	39	2	0	41	0	134	1	0	135	2	0	16	0	18	11	0	1	0	12	206
Hourly Total	4	134	5	0	143	0	332	1	1	334	6	0	51	0	57	34	0	3	0	37	571
0700 - 0715	7	66	2	0	75	1	108	2	0	111	7	0	13	0	20	7	0	1	0	8	214
0715 - 0730	6	56	3	0	65	1	153	4	0	158	5	0	9	0	14	3	0	2	0	5	242
0730 - 0745	4	79	3	0	86	1	184	4	0	189	4	0	14	0	18	10	0	1	0	11	304
0745 - 0800	1	112	2	0	115	0	159	4	0	163	13	0	20	0	33	3	0	1	0	4	315
Hourly Total	18	313	10	0	341	3	604	14	0	621	29	0	56	0	85	23	0	5	0	28	1075
0800 - 0815	6	87	6	0	99	2	159	6	0	167	5	0	7	0	12	6	0	1	0	7	285
0815 - 0830	7	48	1	0	56	2	133	3	0	138	2	0	20	0	22	6	0	3	0	9	225
0830 - 0845	10	48	0	0	58	1	123	0	0	124	1	0	9	0	10	9	0	1	0	10	202
0845 - 0900	3	59	3	0	65	1	109	0	0	110	0	0	10	0	10	5	0	0	0	5	190
Hourly Total	26	242	10	0	278	6	524	9	0	539	8	0	46	0	54	26	0	5	0	31	902
Grand Total	48	689	25	0	762	9	1460	24	1	1494	43	0	153	0	196	83	0	13	0	96	2548
Approach %	6.30	90.42	3.28	0.00	-	0.60	97.72	1.61	0.07	-	21.94	0.00	78.06	0.00	-	86.46	0.00	13.54	0.00	-	-
Intersection %	1.88	27.04	0.98	0.00	29.91	0.35	57.30	0.94	0.04	58.63	1.69	0.00	6.00	0.00	7.69	3.26	0.00	0.51	0.00	3.77	-

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
1400 - 1415	8	96	3	0	107	2	76	2	0	80	0	0	11	0	11	3	0	1	0	4	202
1415 - 1430	10	108	8	0	126	0	78	1	0	79	1	0	12	0	13	6	0	0	0	6	224
1430 - 1445	8	92	4	0	104	0	99	1	0	100	3	0	4	0	7	4	0	0	0	4	215
1445 - 1500	9	103	8	0	120	0	100	5	0	105	2	0	9	0	11	1	0	1	0	2	238
Hourly Total	35	399	23	0	457	2	353	9	0	457	6	0	36	0	42	14	0	2	0	16	879
1500 - 1515	12	123	5	0	140	1	101	5	0	107	1	0	8	0	9	6	0	0	0	6	262
1515 - 1530	16	123	14	1	154	1	133	5	0	139	6	0	5	0	11	5	0	1	0	6	310
1530 - 1545	8	117	8	0	133	1	97	3	0	101	2	0	7	0	9	3	0	1	0	4	247
1545 - 1600	16	112	17	0	145	4	126	6	0	136	1	0	13	0	14	3	0	1	0	4	299
Hourly Total	52	475	44	1	572	7	457	19	0	483	10	0	33	0	43	17	0	3	0	20	1118
1600 - 1615	13	145	7	0	165	2	115	3	0	120	1	0	10	0	11	7	0	3	0	10	306
1615 - 1630	14	116	13	0	143	1	109	1	0	111	1	0	6	0	7	5	0	1	0	6	267
1630 - 1645	15	123	10	0	148	2	99	6	0	107	2	0	13	0	15	5	1	0	0	6	276
1645 - 1700	21	141	3	0	165	4	111	10	0	125	3	0	12	0	15	5	0	3	0	8	313
Hourly Total	63	525	33	0	621	9	434	20	0	463	7	0	41	0	48	22	1	7	0	30	1162
1700 - 1715	15	140	5	0	160	2	113	3	0	118	4	0	14	0	18	4	0	1	0	5	301
1715 - 1730	9	169	7	0	185	3	93	2	0	98	3	0	12	0	15	6	0	3	0	9	307
1730 - 1745	22	165	11	0	198	1	81	0	0	82	1	0	5	0	6	3	0	0	0	3	289
1745 - 1800	17	140	2	0	159	1	88	2	0	91	1	0	9	0	10	2	0	0	0	2	262
Hourly Total	63	614	25	0	702	7	375	7	0	389	9	0	40	0	49	15	0	4	0	19	1159
1800 - 1815	13	112	12	0	137	0	76	1	0	77	1	0	7	0	8	6	0	0	0	6	228
1815 - 1830	15	123	4	0	142	1	63	3	0	67	3	0	9	0	12	1	0	3	0	4	225
1830 - 1845	14	98	7	0	119	0	74	5	0	79	2	0	3	0	5	7	0	1	0	8	211
1845 - 1900	15	86	10	0	111	2	89	2	0	93	2	0	14	0	16	0	0	0	0	0	220
Hourly Total	57	419	33	0	509	3	302	11	0	316	8	0	33	0	41	14	0	4	0	18	884
Grand Total	270	2432	158	1	2861	28	1921	66	0	2015	40	0	183	0	223	82	1	20	0	103	5202
Approach %	9.44	85.01	5.52	0.03	-	1.39	95.33	3.28	0.00	-	17.94	0.00	82.06	0.00	-	79.61	0.97	19.42	0.00	-	-
Intersection %	5.19	46.75	3.04	0.02	55.00	0.54	36.93	1.27	0.00	38.74	0.77	0.00	3.52	0.00	4.29	1.58	0.02	0.38	0.00	1.98	-

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

Hendersonville TN

Site 1

Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave



Date

Thursday, November 13, 2025

Weather

Fair
50°F

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Lat/Long

36.337342°, -86.560621°

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0600 - 0900 (Weekday 3h Session) (11-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Myrtlewood Ln			Westbound Innsbrooke Ave			U-Turn 1.16	App Total	Int Total							
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10				Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	
	0600 - 0615	0	2	0	0	2	0	5	0	0	5	0				0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0630 - 0645	0	1	1	0	2	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	6
0645 - 0700	1	1	0	0	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	4	1	0	6	0	14	2	0	16	0	0	1	0	1	0	0	0	0	0	0	23
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	4
0715 - 0730	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5	
0730 - 0745	0	3	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7	
0745 - 0800	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5	
Hourly Total	0	7	3	0	10	0	7	1	0	8	0	0	2	0	2	0	0	1	0	1	21	
0800 - 0815	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
0815 - 0830	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
0830 - 0845	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6	
0845 - 0900	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5	
Hourly Total	0	16	0	0	16	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	20	
Grand Total	1	27	4	0	32	0	25	3	0	28	0	0	3	0	3	0	0	1	0	1	64	
Approach %	3.13	84.38	12.50	0.00	-	0.00	89.29	10.71	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-		
Intersection %	1.56	42.19	6.25	0.00	50.00	0.00	39.06	4.69	0.00	43.75	0.00	0.00	4.69	0.00	4.69	0.00	0.00	1.56	0.00	1.56		

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Myrtlewood Ln			Westbound Innsbrooke Ave			U-Turn 1.16	App Total	Int Total						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10				Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15
	1400 - 1415	0	1	0	0	1	0	5	0	0	5	0				0	0	0	0	0	0
1415 - 1430	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	6
1445 - 1500	0	1	1	0	2	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	10
Hourly Total	0	5	1	0	6	0	15	1	0	16	0	0	1	0	1	0	0	0	0	0	23
1500 - 1515	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1515 - 1530	0	3	0	0	3	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	8
1530 - 1545	0	2	2	0	4	0	3	0	0	3	0	0	2	0	2	0	0	1	0	1	10
1545 - 1600	0	2	0	0	2	0	4	1	0	5	1	0	0	0	1	1	0	0	0	1	9
Hourly Total	0	12	2	0	14	0	10	2	0	12	1	0	3	0	4	1	0	1	0	2	32
1600 - 1615	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1615 - 1630	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
1630 - 1645	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	7
1645 - 1700	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	19	0	0	19	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	27
1700 - 1715	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	1	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	38	4	0	42	0	35	3	0	38	1	0	4	0	5	2	0	1	0	3	88
Approach %	0.00	90.48	9.52	0.00	-	0.00	92.11	7.89	0.00	-	20.00	0.00	80.00	0.00	-	66.67	0.00	33.33	0.00	-	
Intersection %	0.00	43.18	4.55	0.00	47.73	0.00	39.77	3.41	0.00	43.18	1.14	0.00	4.55	0.00	5.68	2.27	0.00	1.14	0.00	3.41	

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

Hendersonville TN

www.marrtraffic.com

Site 1

Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave



Date

Thursday, November 13, 2025

Weather

Fair
50°F

[Click here for Detailed Weather](#)

Lat/Long

36.337342°, -86.560621°

[Click here for Map](#)



0600 - 0900 (Weekday 3h Session) (11-13-2025)
Combination Trucks (8-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	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	0.00	0.00	0.00	-	-
Intersection %	0.00	75.00	0.00	0.00	75.00	0.00	25.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1400 - 1900 (Weekday 5h Session) (11-13-2025)
Combination Trucks (8-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1500 - 1515	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	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	0.00	0.00	0.00	-	-
Intersection %	0.00	20.00	0.00	0.00	20.00	0.00	80.00	0.00	0.00	80.00	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 || Bicycles

Hendersonville TN

www.marrtraffic.com

Site 1

Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave



Date

Thursday, November 13, 2025

Weather

Fair

50°F

[Click here for Detailed Weather](#)



Lat/Long

36.337342°, -86.560621°

[Click here for Map](#)

0600 - 0900 (Weekday 3h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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
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	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave											
	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
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All Trucks (4-13)

Hendersonville TN

Site 1

Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave



Date

Thursday, November 13, 2025

Weather

Fair
50°F

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Lat/Long

36.337342°, -86.560621°

[Click here for Map](#)

0600 - 0900 (Weekday 3h Session) (11-13-2025)

All Trucks (4-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total									
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave												
	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	
0600 - 0615	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	7
0615 - 0630	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	7
0630 - 0645	0	1	1	0	2	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	6
0645 - 0700	1	1	0	0	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	1	4	1	0	6	0	14	2	0	16	0	0	1	0	1	0	0	0	0	0	0	23
0700 - 0715	0	2	0	0	2	0	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0	5
0715 - 0730	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	6
0730 - 0745	0	3	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	7
0745 - 0800	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	8	3	0	11	0	8	1	0	9	0	0	0	2	0	2	0	0	1	0	1	23
0800 - 0815	0	4	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0815 - 0830	0	6	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0830 - 0845	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6
0845 - 0900	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	18	0	0	18	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	22
Grand Total	1	30	4	0	35	0	26	3	0	29	0	0	3	0	3	0	0	1	0	1	0	68
Approach %	2.86	85.71	11.43	0.00	-	0.00	89.66	10.34	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	-
Intersection %	1.47	44.12	5.88	0.00	51.47	0.00	38.24	4.41	0.00	42.65	0.00	0.00	4.41	0.00	4.41	0.00	0.00	1.47	0.00	1.47	0.00	1.47

1400 - 1900 (Weekday 5h Session) (11-13-2025)

All Trucks (4-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total									
	Saundersville Rd (South)			Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave												
	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	
1400 - 1415	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	6
1415 - 1430	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1430 - 1445	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	6
1445 - 1500	0	1	1	0	2	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	0	11
Hourly Total	0	5	1	0	6	0	17	1	0	18	0	0	1	0	1	0	0	0	0	0	0	25
1500 - 1515	0	6	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1515 - 1530	0	3	0	0	3	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	0	8
1530 - 1545	0	2	2	0	4	0	3	0	0	3	0	0	2	0	2	0	0	1	0	1	0	10
1545 - 1600	0	2	0	0	2	0	5	1	0	6	1	0	0	0	1	1	0	0	0	0	1	10
Hourly Total	0	13	2	0	15	0	11	2	0	13	1	0	3	0	4	1	0	1	0	2	0	34
1600 - 1615	0	8	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1615 - 1630	0	6	0	0	6	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	8
1630 - 1645	0	4	0	0	4	0	2	0	0	4	0	0	0	0	0	1	0	0	0	1	0	7
1645 - 1700	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	19	0	0	19	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	0	27
1700 - 1715	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	1	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	39	4	0	43	0	39	3	0	42	1	0	4	0	5	2	0	1	0	3	0	93
Approach %	0.00	90.70	9.30	0.00	-	0.00	92.86	7.14	0.00	-	20.00	0.00	80.00	0.00	-	66.67	0.00	33.33	0.00	-	0.00	-
Intersection %	0.00	41.94	4.30	0.00	46.24	0.00	41.94	3.23	0.00	45.16	1.08	0.00	4.30	0.00	5.38	2.15	0.00	1.08	0.00	3.23	0.00	3.23

Crosswalk Counts || Pedestrians

Hendersonville TN

Site 1

Saundersville Rd (South)
 Saundersville Rd (North)
 Myrtlewood Ln
 Innsbrooke Ave

Date

Thursday, November 13, 2025

Weather

Fair
 50°F



Lat/Long

36.337342°, -86.560621°

[Click here for Detailed Weather](#)

[Click here for Map](#)



0600 - 0900 (Weekday 3h Session) (11-13-2025)

Pedestrians

TIME	Northbound		Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h		
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	1	1	0	0	0	0	0	0	0	0	0	1
0630 - 0645	0	0	0	0	0	0	0	0	0	0	2	2	2
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	2	2	3
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	1	1	0	0	0	0	0	0	0	2	2	3
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	-
Intersection %	0.00	33.33	33.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.67	66.67	-

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Pedestrians

TIME	Northbound		Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		Saundersville Rd (North)			Myrtlewood Ln			Innsbrooke Ave				
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h		
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	2	0	2	2
1530 - 1545	0	0	0	0	0	0	0	0	0	1	0	1	1
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	3	0	3	3
1600 - 1615	0	0	0	0	0	0	1	0	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	0	0	0	1	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	1	2	1	0	1	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	2	4	0	4	6
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	100.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	16.67	16.67	33.33	66.67	0.00	66.67	-

Crosswalk Counts || Bicycles

Hendersonville TN

Site 1

Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave

Date

Thursday, November 13, 2025

Weather

Fair
50°F

Lat/Long

36.337342°, -86.560621°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0600 - 0900 (Weekday 3h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Myrtlewood Ln		App Total	Innsbrooke Ave		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	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	
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	0.00	

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Myrtlewood Ln		App Total	Innsbrooke Ave		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	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	0.00	

Crosswalk Counts || Motorized Vehicles

Hendersonville TN

Site 1
Saundersville Rd (South)
Saundersville Rd (North)
Myrtlewood Ln
Innsbrooke Ave

Date
Thursday, November 13, 2025

Lat/Long
36.337342°, -86.560621°
[Click here for Map](#)

Weather
Fair
50°F
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0600 - 0900 (Weekday 3h Session) (11-13-2025)

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total	
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Myrtlewood Ln		App Total	Innsbrooke Ave		App Total			Int Total
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h				
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0		
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0		
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0		
0645 - 0700	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		
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	0.00		

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total	
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Myrtlewood Ln		App Total	Innsbrooke Ave		App Total			Int Total
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h				
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0		
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0		
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0		
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0		
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0		
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0		
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0		
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0		
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0		
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0		
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0		
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0		
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0		
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	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	0.00		

Start Date: 11/13/2025

Time	Myrtlewood Ln Eastbound			Innsbrooke Ave Westbound			Saundersville Rd (South) Northbound			Saundersville Rd (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	1	0	13	4	0	0	1	30	1	0	64	0	114
06:15 AM - 06:30 AM	1	0	14	9	0	2	0	32	0	0	69	1	128
06:30 AM - 06:45 AM	2	0	9	10	0	0	3	36	3	0	79	0	142
06:45 AM - 07:00 AM	2	0	16	11	0	1	1	40	2	0	134	2	209
07:00 AM - 07:15 AM	7	0	15	7	0	1	7	68	2	1	109	2	219
07:15 AM - 07:30 AM	5	0	9	3	0	3	6	57	5	1	155	4	248
07:30 AM - 07:45 AM	4	0	14	10	0	1	4	82	3	1	187	5	311
07:45 AM - 08:00 AM	13	0	20	3	0	1	1	114	3	0	161	4	320
08:00 AM - 08:15 AM	5	0	7	6	0	1	6	91	6	2	159	6	289
08:15 AM - 08:30 AM	2	0	20	6	0	3	7	54	1	2	133	3	231
08:30 AM - 08:45 AM	1	0	9	9	0	1	10	51	0	1	126	0	208
08:45 AM - 09:00 AM	0	0	10	5	0	0	3	64	3	1	110	0	196
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	11	3	0	1	8	97	3	2	81	2	208
02:15 PM - 02:30 PM	1	0	12	6	0	0	10	109	8	0	79	1	226
02:30 PM - 02:45 PM	3	0	4	4	0	0	8	94	4	0	102	2	221
02:45 PM - 03:00 PM	2	0	10	1	0	1	9	104	9	0	108	5	249
03:00 PM - 03:15 PM	1	0	8	6	0	0	12	129	5	1	101	5	268
03:15 PM - 03:30 PM	6	0	6	5	0	1	16	126	14	1	136	6	317
03:30 PM - 03:45 PM	2	0	9	3	0	2	8	119	10	1	100	3	257
03:45 PM - 04:00 PM	2	0	13	4	0	1	16	114	17	4	131	7	309
04:00 PM - 04:15 PM	1	0	10	7	0	3	13	153	7	2	115	3	314
04:15 PM - 04:30 PM	1	0	6	5	0	1	14	122	13	1	111	1	275
04:30 PM - 04:45 PM	2	0	13	6	1	0	15	127	10	2	101	6	283
04:45 PM - 05:00 PM	3	0	12	5	0	3	21	142	3	4	114	10	317
05:00 PM - 05:15 PM	4	0	14	4	0	1	15	141	6	2	114	3	304
05:15 PM - 05:30 PM	3	0	12	6	0	3	9	170	7	3	94	2	309
05:30 PM - 05:45 PM	1	0	5	3	0	0	22	165	11	1	82	0	290
05:45 PM - 06:00 PM	1	0	9	2	0	0	17	140	2	1	89	2	263
06:00 PM - 06:15 PM	1	0	7	6	0	0	13	112	12	0	76	1	228
06:15 PM - 06:30 PM	3	0	9	1	0	3	15	123	4	1	63	3	225
06:30 PM - 06:45 PM	2	0	3	7	0	1	14	98	7	0	74	5	211
06:45 PM - 07:00 PM	2	0	14	0	0	0	15	86	10	2	89	2	220
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

Hendersonville TN

[Click here for Map](#)

Thursday, November 13, 2025		
		Fair 50°F
Period	0600 - 0900	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH	0715 - 0815	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)					Eastbound Glencrest Dr					Westbound Dayflower Dr					Int Total			
	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					
	0715 - 0730	1	58	5	-	0	64	4	148	7	-	0	159	2	0	1	-	0	3	15	0		4	-	0
0730 - 0745	2	81	6	-	1	90	2	169	5	-	0	176	1	0	7	-	0	8	15	0	6	-	0	21	295
0745 - 0800	1	115	9	-	0	125	1	150	2	-	0	153	10	1	4	-	0	15	12	1	13	-	0	26	319
0800 - 0815	0	92	4	-	0	96	5	144	2	-	0	151	7	0	8	-	0	15	13	0	11	-	0	24	286
Total	4	346	24	0	1	375	12	611	16	0	0	639	20	1	20	0	0	41	55	1	34	0	0	90	1145
Approach %	1.07	92.27	6.40	0.00	0.27	-	1.88	95.62	2.50	0.00	0.00	-	48.78	2.44	48.78	0.00	0.00	-	61.11	1.11	37.78	0.00	0.00	-	-
PHF	0.50	0.75	0.67	0.00	0.25	0.75	0.60	0.90	0.57	0.00	0.00	0.91	0.50	0.25	0.63	0.00	0.00	0.68	0.92	0.25	0.65	0.00	0.00	0.87	0.90

Passenger Vehicles (1-3)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)					Eastbound Glencrest Dr					Westbound Dayflower Dr					Int Total			
	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					
	0715 - 0730	1	57	4	-	0	62	4	147	7	-	0	158	2	0	1	-	0	3	14	0		3	-	0
0730 - 0745	2	79	5	-	1	87	2	165	3	-	0	170	0	0	7	-	0	7	15	0	6	-	0	21	285
0745 - 0800	1	113	9	-	0	123	1	149	2	-	0	152	8	1	4	-	0	13	11	1	11	-	0	23	311
0800 - 0815	0	86	4	-	0	90	5	144	1	-	0	150	7	0	8	-	0	15	13	0	11	-	0	24	279
Total	4	335	22	0	1	362	12	605	13	0	0	630	17	1	20	0	0	38	53	1	31	0	0	85	1115
Approach %	1.10	92.54	6.08	0.00	0.28	-	1.90	96.03	2.06	0.00	0.00	-	44.74	2.63	52.63	0.00	0.00	-	62.35	1.18	36.47	0.00	0.00	-	-
PHF	0.50	0.74	0.61	0.00	0.25	0.74	0.60	0.92	0.46	0.00	0.00	0.93	0.53	0.25	0.63	0.00	0.00	0.63	0.88	0.25	0.70	0.00	0.00	0.89	0.90

Single Unit Trucks (4-7)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)					Eastbound Glencrest Dr					Westbound Dayflower Dr					Int Total			
	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					
	0715 - 0730	0	1	1	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0		1	-	0
0730 - 0745	0	2	1	-	0	3	0	4	2	-	0	6	1	0	0	-	0	1	0	0	0	-	0	0	10
0745 - 0800	0	2	0	-	0	2	0	1	0	-	0	1	2	0	0	-	0	2	1	0	2	-	0	3	8
0800 - 0815	0	5	0	-	0	5	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	6
Total	0	10	2	0	0	12	0	6	3	0	0	9	3	0	0	0	0	3	1	0	3	0	0	4	28
Approach %	0.00	100.00	16.67	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	-
PHF	0.00	0.50	0.50	0.00	0.00	0.60	0.00	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00	0.38	0.25	0.00	0.38	0.00	0.00	0.33	0.70

Combination Trucks (8-13)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)					Eastbound Glencrest Dr					Westbound Dayflower Dr					Int Total			
	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					
	0715 - 0730	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	1	0		0	-	0
0730 - 0745	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.50

Bicycles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)					Eastbound Glencrest Dr					Westbound Dayflower Dr					Int Total			
	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					
	0715 - 0730	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0		-	0	0
0730 - 0745	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Hendersonville TN

[Click here for Map](#)

Thursday, November 13, 2025		
		Fair 50°F
Period	1400 - 1900	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Glencrest Dr						Westbound Dayflower Dr						Int Total
	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					
	1645 - 1700	3	134	11	-	0	148	6	115	0	-	0	121	0	1	4	-	0	5	8	0	6	-	0	
1700 - 1715	0	137	11	-	0	148	4	107	2	-	0	113	0	0	4	-	0	4	12	0	6	-	0	18	283
1715 - 1730	3	166	10	-	0	179	5	89	0	-	0	94	6	0	1	-	0	7	12	0	11	-	0	23	303
1730 - 1745	5	146	10	-	0	161	2	81	0	-	0	83	1	0	2	-	0	3	6	0	10	-	0	16	263
Total	11	583	42	0	0	636	17	392	2	0	0	411	7	1	11	0	0	19	38	0	33	0	0	71	1137
Approach %	1.73	91.67	6.60	0.00	0.00	-	4.14	95.38	0.49	0.00	0.00	-	36.84	5.26	57.89	0.00	0.00	-	53.52	0.00	46.48	0.00	0.00	-	-
PHF	0.55	0.88	0.95	0.00	0.00	0.89	0.71	0.85	0.25	0.00	0.00	0.85	0.29	0.25	0.69	0.00	0.00	0.68	0.79	0.00	0.75	0.00	0.00	0.77	0.94

Passenger Vehicles (1-3)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Glencrest Dr						Westbound Dayflower Dr						Int Total
	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					
	1645 - 1700	3	133	11	-	0	147	6	113	0	-	0	119	0	1	4	-	0	5	8	0	6	-	0	
1700 - 1715	0	136	11	-	0	147	4	106	2	-	0	112	0	0	4	-	0	4	12	0	6	-	0	18	281
1715 - 1730	3	165	10	-	0	178	5	89	0	-	0	94	6	0	1	-	0	7	12	0	10	-	0	22	301
1730 - 1745	5	146	10	-	0	161	2	79	0	-	0	81	1	0	2	-	0	3	6	0	10	-	0	16	261
Total	11	580	42	0	0	633	17	387	2	0	0	406	7	1	11	0	0	19	38	0	32	0	0	70	1128
Approach %	1.74	91.63	6.64	0.00	0.00	-	4.19	95.32	0.49	0.00	0.00	-	36.84	5.26	57.89	0.00	0.00	-	54.29	0.00	45.71	0.00	0.00	-	-
PHF	0.55	0.88	0.95	0.00	0.00	0.89	0.71	0.86	0.25	0.00	0.00	0.85	0.29	0.25	0.69	0.00	0.00	0.68	0.79	0.00	0.80	0.00	0.00	0.80	0.94

Single Unit Trucks (4-7)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Glencrest Dr						Westbound Dayflower Dr						Int Total
	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					
	1645 - 1700	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	
1700 - 1715	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	0	1	2
1730 - 1745	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	3	0	0	0	3	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.63	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.75

Combination Trucks (8-13)

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Glencrest Dr						Westbound Dayflower Dr						Int Total
	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					
	1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bicycles

Time	Northbound Saundersville Rd (South)						Southbound Saundersville Rd (North)						Eastbound Glencrest Dr						Westbound Dayflower Dr						Int Total
	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					
	1645 - 1700	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	
1700 - 1715	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles

Hendersonville TN

Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr

Date

Thursday, November 13, 2025

Weather

Fair

50°F

[Click here for Detailed Weather](#)

Lat/Long

36.339132°, -86.560336°

[Click here for Map](#)

0600 - 0900 (Weekday 3h Session) (11-13-2025)

All vehicles

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Glencrest Dr			Westbound Dayflower Dr			U-Turn 2.16	App Total	Int Total								
	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
	0600 - 0615	2	25	1	0	28	0	54	0	0	54	1				0	3	0	4	7	0	2	0
0615 - 0630	2	34	1	1	38	0	64	0	0	64	1	0	2	0	3	4	0	0	0	4	109		
0630 - 0645	1	33	4	0	38	1	72	0	0	73	1	0	4	0	5	9	0	3	0	12	128		
0645 - 0700	2	35	4	0	41	0	110	0	0	110	1	0	4	0	5	16	0	6	0	22	178		
Hourly Total	7	127	10	1	145	1	300	0	0	301	4	0	13	0	17	36	0	11	0	47	510		
0700 - 0715	1	73	5	0	79	2	100	1	0	103	12	0	2	0	14	8	0	5	0	13	209		
0715 - 0730	1	58	5	0	64	4	148	7	0	159	2	0	1	0	3	15	0	4	0	19	245		
0730 - 0745	2	81	6	1	90	2	169	5	0	176	1	0	7	0	8	15	0	6	0	21	295		
0745 - 0800	1	115	9	0	125	1	150	2	0	153	10	1	4	0	15	12	1	13	0	26	319		
Hourly Total	5	327	25	1	358	9	567	15	0	591	25	1	14	0	40	50	1	28	0	79	1068		
0800 - 0815	0	92	4	0	96	5	144	2	0	96	7	0	8	0	15	13	0	11	0	24	286		
0815 - 0830	2	55	4	0	61	9	124	2	0	135	6	0	7	0	13	8	0	15	0	23	232		
0830 - 0845	2	47	5	0	54	11	117	5	0	133	2	1	1	0	4	10	0	6	0	16	207		
0845 - 0900	3	53	7	0	63	2	98	0	0	100	5	1	0	0	6	13	0	3	0	16	185		
Hourly Total	7	247	20	0	274	27	483	9	0	519	20	2	16	0	38	44	0	35	0	79	910		
Grand Total	19	701	55	2	777	37	1350	24	0	1411	49	3	43	0	95	130	1	74	0	205	2488		
Approach %	2.45	90.22	7.08	0.26	-	2.62	95.68	1.70	0.00	-	51.58	3.16	45.26	0.00	-	63.41	0.49	36.10	0.00	-	-		
Intersection %	0.76	28.18	2.21	0.08	31.23	1.49	54.26	0.96	0.00	56.71	1.97	0.12	1.73	0.00	3.82	5.23	0.04	2.97	0.00	8.24	-		
Heavy Vehicle %	0	4	9	0	4	3	2	13	-	2	8	33	0	-	5	2	0	5	-	3	3		
PHF	0.50	0.75	0.67	0.25	0.75	0.60	0.90	0.57	0.00	0.91	0.50	0.25	0.63	0.00	0.68	0.92	0.25	0.65	0.00	0.87	0.90		
Peak Hour Total	4	346	24	1	375	12	611	16	0	639	20	1	20	0	41	55	1	34	0	90	1145		
Peak Hour HV %	0	3	8	0	3	0	1	19	0	1	15	0	0	0	7	4	0	9	0	6	3		

1400 - 1900 (Weekday 5h Session) (11-13-2025)

All vehicles

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Glencrest Dr			Westbound Dayflower Dr			U-Turn 2.16	App Total	Int Total								
	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
	1400 - 1415	4	81	12	0	97	3	71	2	0	76	1				0	5	0	6	8	1	6	0
1415 - 1430	6	87	17	0	110	3	62	1	0	66	2	0	4	0	6	13	0	3	0	16	198		
1430 - 1445	4	82	11	0	97	4	89	0	0	93	2	1	3	0	6	14	0	6	0	20	216		
1445 - 1500	1	100	4	0	105	4	103	5	1	113	3	0	2	0	5	5	0	7	0	12	235		
Hourly Total	15	350	44	0	409	14	325	8	1	348	8	1	14	0	23	40	1	22	0	63	843		
1500 - 1515	4	119	9	0	132	4	106	3	0	113	9	0	3	0	12	3	1	5	0	9	266		
1515 - 1530	1	125	8	0	134	7	127	4	0	138	0	0	1	0	1	9	0	10	0	19	292		
1530 - 1545	4	107	10	0	121	5	94	4	0	103	4	0	2	0	6	9	0	4	0	13	243		
1545 - 1600	9	100	10	0	119	14	126	9	0	149	4	0	7	0	11	8	0	7	0	15	294		
Hourly Total	18	451	37	0	506	30	453	20	0	503	17	0	13	0	30	29	1	26	0	56	1095		
1600 - 1615	4	143	10	0	157	9	109	2	1	121	2	0	2	0	4	11	0	6	0	17	299		
1615 - 1630	2	106	14	0	122	5	93	4	0	102	2	0	9	0	11	10	0	4	0	14	249		
1630 - 1645	3	112	12	0	127	9	91	2	0	102	1	0	3	0	4	13	1	3	0	17	250		
1645 - 1700	3	134	11	0	148	6	115	0	0	121	0	1	4	0	5	8	0	6	0	14	288		
Hourly Total	12	495	47	0	554	29	408	8	1	446	5	1	18	0	24	42	1	19	0	62	1086		
1700 - 1715	0	137	11	0	148	4	107	2	0	113	0	0	4	0	4	12	0	6	0	18	283		
1715 - 1730	3	166	10	0	179	5	89	0	0	94	6	0	1	0	7	12	0	11	0	23	303		
1730 - 1745	5	146	10	0	161	2	81	0	0	83	1	0	2	0	3	6	0	10	0	16	263		
1745 - 1800	4	122	15	0	141	3	78	2	0	83	0	0	0	0	0	9	0	4	0	13	237		
Hourly Total	12	571	46	0	629	14	355	4	0	373	7	0	7	0	14	39	0	31	0	70	1086		
1800 - 1815	3	101	9	0	113	5	65	0	0	70	2	0	5	0	7	7	0	4	0	11	201		
1815 - 1830	1	120	11	0	132	2	57	2	0	61	3	0	3	0	6	6	0	1	0	7	206		
1830 - 1845	5	84	14	0	103	7	70	3	1	81	0	0	3	0	3	6	0	4	0	10	197		
1845 - 1900	2	76	9	0	87	4	88	7	0	99	0	0	1	0	1	5	0	1	0	6	193		
Hourly Total	11	381	43	0	435	18	280	12	1	311	5	0	12	0	17	24	0	10	0	34	797		
Grand Total	68	2248	217	0	2533	105	1821	52	3	1981	42	2	64	0	108	174	3	108	0	285	4907		
Approach %	2.68	88.75	8.57	0.00	-	5.30	91.92	2.62	0.15	-	38.89	1.85	59.26	0.00	-	61.05	1.05	37.89	0.00	-	-		
Intersection %	1.39	45.81	4.42	0.00	51.62	2.14	37.11	1.06	0.06	40.37	0.86	0.04	1.30	0.00	2.20	3.55	0.06	2.20	0.00	5.81	-		
Heavy Vehicle %	3	1	3	-	2	3	2	4	33	2	5	0	0	-	2	3	0	6	-	4	2		
PHF	0.55	0.88	0.95	0.00	0.89	0.71	0.85	0.25	0.00	0.85	0.29	0.25	0.69	0.00	0.68	0.79	0.00	0.75	0.00	0.77	0.94		
Peak Hour Total	11	583	42	0	636	17	392	2	0	411	7	1	11	0	19	38	0	33	0	71	1137		
Peak Hour HV %	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	1	1		

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

Hendersonville TN

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Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr



Date

Thursday, November 13, 2025

Weather

Fair

50°F

[Click here for Detailed Weather](#)



Lat/Long

36.339132°, -86.560336°

[Click here for Map](#)

0600 - 0900 (Weekday 3h Session) (11-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Glencrest Dr			Dayflower Dr											
	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
0600 - 0615	2	23	1	0	26	0	49	0	0	49	1	0	3	0	4	7	0	2	0	9	88
0615 - 0630	2	34	1	1	38	0	57	0	0	57	1	0	2	0	3	4	0	0	0	4	102
0630 - 0645	1	33	3	0	37	1	69	0	0	70	1	0	4	0	5	9	0	3	0	12	124
0645 - 0700	2	34	4	0	40	0	109	0	0	109	1	0	4	0	5	16	0	5	0	21	175
Hourly Total	7	124	9	1	141	1	284	0	0	285	4	0	13	0	17	36	0	10	0	46	489
0700 - 0715	1	72	4	0	77	2	99	1	0	102	12	0	2	0	14	8	0	5	0	13	206
0715 - 0730	1	57	4	0	62	4	147	7	0	158	2	0	1	0	3	14	0	3	0	17	240
0730 - 0745	2	79	5	1	87	2	165	3	0	170	0	0	7	0	7	15	0	6	0	21	285
0745 - 0800	1	113	9	0	123	1	149	2	0	152	8	1	4	0	13	11	1	11	0	23	311
Hourly Total	5	321	22	1	349	9	560	13	0	582	22	1	14	0	37	48	1	25	0	74	1042
0800 - 0815	0	86	4	0	90	5	144	1	0	150	7	0	8	0	15	13	0	11	0	24	279
0815 - 0830	2	50	4	0	56	8	124	2	0	134	5	0	7	0	12	8	0	15	0	23	225
0830 - 0845	2	43	5	0	50	11	115	5	0	131	2	0	1	0	3	9	0	6	0	15	199
0845 - 0900	3	51	6	0	60	2	97	0	0	99	5	1	0	0	6	13	0	3	0	16	181
Hourly Total	7	230	19	0	256	26	480	8	0	514	19	1	16	0	36	43	0	35	0	78	884
Grand Total	19	675	50	2	746	36	1324	21	0	1381	45	2	43	0	90	127	1	70	0	198	2415
Approach %	2.55	90.48	6.70	0.27	-	2.61	95.87	1.52	0.00	-	50.00	2.22	47.78	0.00	-	64.14	0.51	35.35	0.00	-	-
Intersection %	0.79	27.95	2.07	0.08	30.89	1.49	54.82	0.87	0.00	57.18	1.86	0.08	1.78	0.00	3.73	5.26	0.04	2.90	0.00	8.20	-

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Passenger Vehicles (1-3)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Glencrest Dr			Dayflower Dr											
	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
1400 - 1415	4	81	11	0	96	3	67	2	0	72	1	0	5	0	6	7	1	6	0	14	188
1415 - 1430	6	86	17	0	109	3	61	1	0	65	2	0	4	0	6	13	0	3	0	16	196
1430 - 1445	4	82	9	0	95	4	85	0	0	89	2	1	3	0	6	13	0	6	0	19	209
1445 - 1500	1	99	4	0	104	4	97	5	0	106	3	0	2	0	5	4	0	6	0	10	225
Hourly Total	15	348	41	0	404	14	310	8	0	332	8	1	14	0	23	37	1	21	0	59	818
1500 - 1515	3	115	9	0	127	4	106	2	0	112	8	0	3	0	11	3	1	4	0	8	258
1515 - 1530	1	121	8	0	130	7	123	4	0	134	0	0	1	0	1	9	0	10	0	19	284
1530 - 1545	3	106	10	0	119	5	91	4	0	100	4	0	2	0	6	9	0	3	0	12	237
1545 - 1600	9	97	9	0	115	12	121	9	0	142	4	0	7	0	11	7	0	7	0	14	282
Hourly Total	16	439	36	0	491	28	441	19	0	488	16	0	13	0	29	28	1	24	0	53	1061
1600 - 1615	4	136	9	0	149	8	109	2	1	120	2	0	2	0	4	11	0	5	0	16	289
1615 - 1630	2	101	13	0	116	5	91	4	0	100	1	0	9	0	10	9	0	3	0	12	238
1630 - 1645	3	108	12	0	123	9	90	2	0	101	1	0	3	0	4	12	1	3	0	16	244
1645 - 1700	3	133	11	0	147	6	113	0	0	119	0	1	4	0	5	8	0	6	0	14	285
Hourly Total	12	478	45	0	535	28	403	8	1	440	4	1	18	0	23	40	1	17	0	58	1056
1700 - 1715	0	136	11	0	147	4	106	2	0	112	0	0	4	0	4	12	0	6	0	18	281
1715 - 1730	3	165	10	0	178	5	89	0	0	94	6	0	1	0	7	12	0	10	0	22	301
1730 - 1745	5	146	10	0	161	2	79	0	0	81	1	0	2	0	3	6	0	10	0	16	261
1745 - 1800	4	122	15	0	141	3	77	2	0	82	0	0	0	0	0	9	0	4	0	13	236
Hourly Total	12	569	46	0	627	14	351	4	0	369	7	0	7	0	14	39	0	30	0	69	1079
1800 - 1815	3	101	9	0	113	5	65	0	0	70	2	0	5	0	7	7	0	4	0	11	201
1815 - 1830	1	120	11	0	132	2	57	2	0	61	3	0	3	0	6	6	0	1	0	7	206
1830 - 1845	5	84	14	0	103	7	70	3	1	81	0	0	3	0	3	6	0	4	0	10	197
1845 - 1900	2	76	9	0	87	4	88	6	0	98	0	0	1	0	1	5	0	1	0	6	192
Hourly Total	11	381	43	0	435	18	280	11	1	310	5	0	12	0	17	24	0	10	0	34	796
Grand Total	66	2215	211	0	2492	102	1785	50	2	1939	40	2	64	0	106	168	3	102	0	273	4810
Approach %	2.65	88.88	8.47	0.00	-	5.26	92.06	2.58	0.10	-	37.74	1.89	60.38	0.00	-	61.54	1.10	37.36	0.00	-	-
Intersection %	1.37	46.05	4.39	0.00	51.81	2.12	37.11	1.04	0.04	40.31	0.83	0.04	1.33	0.00	2.20	3.49	0.06	2.12	0.00	5.68	-

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

Hendersonville TN

www.marrtraffic.com

Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr



Date

Thursday, November 13, 2025

Weather

Fair

50°F

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Lat/Long

36.339132°, -86.560336°

[Click here for Map](#)

0600 - 0900 (Weekday 3h Session) (11-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Glencrest Dr			Westbound Dayflower Dr			U-Turn 2.16	App Total	Int Total										
	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				
	0600 - 0615	0	2	0	0	2	0	5	0	0	5	0				0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7
0630 - 0645	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
0645 - 0700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	1	3
Hourly Total	0	3	1	0	4	0	16	0	0	16	0	0	0	0	0	0	0	1	0	0	0	21	0	1	21
0700 - 0715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
0715 - 0730	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	1	4
0730 - 0745	0	2	1	0	3	0	4	2	0	6	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10
0745 - 0800	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	1	0	2	0	0	0	8	0	3	8
Hourly Total	0	6	2	0	8	0	7	2	0	9	3	0	0	0	3	1	0	3	0	0	0	24	0	4	24
0800 - 0815	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
0815 - 0830	0	5	0	0	5	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7
0830 - 0845	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	1	0	0	0	0	0	8	0	1	8
0845 - 0900	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Hourly Total	0	15	1	0	16	1	3	1	0	5	1	1	0	0	2	1	0	0	0	0	0	24	0	1	24
Grand Total	0	24	4	0	28	1	26	3	0	30	4	1	0	0	5	2	0	4	0	0	0	69	0	6	69
Approach %	0.00	85.71	14.29	0.00	-	3.33	86.67	10.00	0.00	-	80.00	20.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-	0.00	-	0.00	-	-
Intersection %	0.00	34.78	5.80	0.00	40.58	1.45	37.68	4.35	0.00	43.48	5.80	1.45	0.00	0.00	7.25	2.90	0.00	5.80	0.00	-	0.00	-	0.00	8.70	8.70

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Single Unit Trucks (4-7)

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Glencrest Dr			Westbound Dayflower Dr			U-Turn 2.16	App Total	Int Total										
	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				
	1400 - 1415	0	0	1	0	1	0	4	0	0	4	0				0	0	0	0	1	0	0	0	0	0
1415 - 1430	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1430 - 1445	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	0	6	0	1	6
1445 - 1500	0	1	0	0	1	0	6	0	1	7	0	0	0	0	0	1	0	1	0	0	0	10	0	2	10
Hourly Total	0	2	3	0	5	0	13	0	1	14	0	0	0	0	0	3	0	1	0	0	0	23	0	4	23
1500 - 1515	1	4	0	0	5	0	0	1	0	1	1	0	0	0	1	0	0	1	0	0	0	8	0	1	8
1515 - 1530	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7
1530 - 1545	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	6	0	1	6
1545 - 1600	0	3	1	0	4	2	4	0	0	6	0	0	0	0	0	1	0	0	0	0	0	11	0	1	11
Hourly Total	2	11	1	0	14	2	11	1	0	14	1	0	0	0	1	1	0	2	0	0	0	32	0	3	32
1600 - 1615	0	7	1	0	8	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	10	0	1	10
1615 - 1630	0	5	1	0	6	0	2	0	0	2	1	0	0	0	1	1	0	1	0	0	0	11	0	2	11
1630 - 1645	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	6	0	1	6
1645 - 1700	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
Hourly Total	0	17	2	0	19	1	5	0	0	6	1	0	0	0	1	2	0	2	0	0	0	30	0	4	30
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	2
1730 - 1745	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	6	0	1	6
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	32	6	0	40	3	32	1	1	37	2	0	0	0	2	6	0	6	0	0	0	91	0	12	91
Approach %	5.00	80.00	15.00	0.00	-	8.11	86.49	2.70	2.70	-	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	-	0.00	-	-
Intersection %	2.20	35.16	6.59	0.00	43.96	3.30	35.16	1.10	1.10	40.66	2.20	0.00	0.00	0.00	2.20	6.59	0.00	6.59	0.00	-	0.00	-	0.00	13.19	13.19

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

Hendersonville TN

www.marrtraffic.com

Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr



Date

Thursday, November 13, 2025

Weather

Fair
50°F



Lat/Long

36.339132°, -86.560336°
[Click here for Map](#)

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0600 - 0900 (Weekday 3h Session) (11-13-2025)
Combination Trucks (8-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Glencrest Dr			Dayflower Dr											
	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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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
0700 - 0715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	1	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Approach %	0.00	66.67	33.33	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	-	0.00
Intersection %	0.00	50.00	25.00	0.00	75.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00	0.00	0.00	0.00	25.00	0.00

1400 - 1900 (Weekday 5h Session) (11-13-2025)
Combination Trucks (8-13)

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Glencrest Dr			Dayflower Dr											
	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
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1445 - 1500	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	-	0.00	80.00	20.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Intersection %	0.00	16.67	0.00	0.00	16.67	0.00	66.67	16.67	0.00	83.33	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 || Bicycles

Hendersonville TN

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Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr



Date

Thursday, November 13, 2025

Weather

Fair
50°F



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Lat/Long

36.339132°, -86.560336°

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0600 - 0900 (Weekday 3h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Glencrest Dr			Dayflower Dr											
	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
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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
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	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			Int Total								
	Saundersville Rd (South)			Saundersville Rd (North)			Glencrest Dr			Dayflower Dr											
	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
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All Trucks (4-13)

Hendersonville TN

www.marrtraffic.com

Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr

Date

Thursday, November 13, 2025

Weather

Fair
50°F

[Click here for Detailed Weather](#)

Lat/Long

36.339132°, -86.560336°

[Click here for Map](#)

0600 - 0900 (Weekday 3h Session) (11-13-2025)

All Trucks (4-13)

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Glencrest Dr			Westbound Dayflower Dr			U-Turn 2.16	App Total	Int Total											
	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					
	0600 - 0615	0	2	0	0	2	0	5	0	0	5	0				0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0630 - 0645	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0645 - 0700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	3
Hourly Total	0	3	1	0	4	0	16	0	0	16	0	0	0	0	0	0	0	1	0	0	0	1	0	1	21	
0700 - 0715	0	1	1	0	2	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0715 - 0730	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	2	5	
0730 - 0745	0	2	1	0	3	0	4	2	0	6	1	0	0	0	1	0	0	0	0	1	0	0	0	0	10	
0745 - 0800	0	2	0	0	2	0	1	0	0	1	2	0	0	0	2	1	0	2	0	0	3	8	0	3	8	
Hourly Total	0	6	3	0	9	0	7	2	0	9	3	0	0	0	3	2	0	3	0	0	5	26	0	5	26	
0800 - 0815	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
0815 - 0830	0	5	0	0	5	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	7	
0830 - 0845	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	1	0	0	0	0	1	8	0	1	8	
0845 - 0900	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Hourly Total	0	17	1	0	18	1	3	1	0	5	1	1	0	0	2	1	0	0	0	1	26		0	1	26	
Grand Total	0	26	5	0	31	1	26	3	0	30	4	1	0	0	5	3	0	4	0	7	73		0	7	73	
Approach %	0.00	83.87	16.13	0.00	-	3.33	86.67	10.00	0.00	-	80.00	20.00	0.00	0.00	-	42.86	0.00	57.14	0.00	-			0.00	-		
Intersection %	0.00	35.62	6.85	0.00	42.47	1.37	35.62	4.11	0.00	41.10	5.48	1.37	0.00	0.00	6.85	4.11	0.00	5.48	0.00	9.59			0.00	9.59		

1400 - 1900 (Weekday 5h Session) (11-13-2025)

All Trucks (4-13)

TIME	Northbound Saundersville Rd (South)			Southbound Saundersville Rd (North)			Eastbound Glencrest Dr			Westbound Dayflower Dr			U-Turn 2.16	App Total	Int Total											
	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					
	1400 - 1415	0	0	1	0	1	0	4	0	0	4	0				0	0	0	0	1	0	0	0	0	1	6
1415 - 1430	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
1430 - 1445	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	1	7	0	1	7	
1445 - 1500	0	1	0	0	1	0	6	0	1	7	0	0	0	0	0	1	0	1	0	0	2	10	0	2	10	
Hourly Total	0	2	3	0	5	0	15	0	1	16	0	0	0	0	0	3	0	1	0	0	4	25	0	4	25	
1500 - 1515	1	4	0	0	5	0	0	1	0	1	1	0	0	0	1	0	0	1	0	0	1	8	0	1	8	
1515 - 1530	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	
1530 - 1545	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	6	0	1	6	
1545 - 1600	0	3	1	0	4	2	5	0	0	7	0	0	0	0	0	1	0	0	0	0	1	12	0	1	12	
Hourly Total	2	12	1	0	15	2	12	1	0	15	1	0	0	0	1	1	0	2	0	0	3	34	0	3	34	
1600 - 1615	0	7	1	0	8	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	10	0	1	10	
1615 - 1630	0	5	1	0	6	0	2	0	0	2	1	0	0	0	1	1	0	1	0	0	2	11	0	2	11	
1630 - 1645	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	6	0	1	6	
1645 - 1700	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
Hourly Total	0	17	2	0	19	1	5	0	0	6	1	0	0	0	1	2	0	2	0	0	4	30	0	4	30	
1700 - 1715	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	1	2	
1730 - 1745	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
1745 - 1800	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Hourly Total	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	1	7	0	1	7	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Grand Total	2	33	6	0	41	3	36	2	1	42	2	0	0	0	2	6	0	6	0	12	97		0	12	97	
Approach %	4.88	80.49	14.63	0.00	-	7.14	85.71	4.76	2.38	-	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-			0.00	-		
Intersection %	2.06	34.02	6.19	0.00	42.27	3.09	37.11	2.06	1.03	43.30	2.06	0.00	0.00	0.00	2.06	6.19	0.00	6.19	0.00	12.37			0.00	12.37		

Crosswalk Counts || Pedestrians

Hendersonville TN

Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr

Date

Thursday, November 13, 2025

Weather

Fair
50°F



Lat/Long

36.339132°, -86.560336°

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0600 - 0900 (Weekday 3h Session) (11-13-2025)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Glencrest Dr		App Total	Dayflower Dr		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	1	0	1	0	0	0	0	0	0	1	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	2	2	2	
0645 - 0700	0	0	0	2	0	2	0	0	0	0	0	0	2	
Hourly Total	0	0	0	3	0	3	0	0	0	0	2	2	5	
0700 - 0715	0	0	0	0	2	2	0	0	0	0	0	0	2	
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	2	2	0	0	0	0	0	0	2	
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	3	2	5	0	0	0	0	2	2	7	
Approach %	0.00	0.00	-	60.00	40.00	-	0.00	0.00	-	0.00	100.00	-	-	
Intersection %	0.00	0.00	0.00	42.86	28.57	71.43	0.00	0.00	0.00	0.00	28.57	28.57	-	

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Glencrest Dr		App Total	Dayflower Dr		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	0	0	0	0	0	0	0	0	1	1	1	1	
1430 - 1445	0	0	0	0	0	0	0	0	0	1	1	1	1	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	2	2	2	2	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	2	2	2	2	
1530 - 1545	0	0	0	0	0	0	0	0	0	1	1	1	1	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	3	3	3	3	
1600 - 1615	0	0	0	0	0	0	0	0	0	1	1	1	1	
1615 - 1630	0	0	0	0	0	0	0	0	0	1	1	1	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	1	1	1	1	
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	3	3	3	3	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	1	1	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	1	1	1	1	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	6	3	9	9	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	66.67	33.33	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.67	33.33	100.00	-	

Crosswalk Counts || Bicycles

Hendersonville TN

Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr

Date

Thursday, November 13, 2025

Weather

Fair
50°F



Lat/Long

36.339132°, -86.560336°

[Click here for Detailed Weather](#)

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0600 - 0900 (Weekday 3h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Glencrest Dr		App Total	Dayflower Dr		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645 - 0700	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	
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	0.00	

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Bicycles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		App Total	Saundersville Rd (North)		App Total	Glencrest Dr		App Total	Dayflower Dr		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	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	0.00	

Crosswalk Counts || Motorized Vehicles

Hendersonville TN

Site 2

Saundersville Rd (South)
Saundersville Rd (North)
Glencrest Dr
Dayflower Dr

Date

Thursday, November 13, 2025

Weather

Fair
50°F

Lat/Long

36.339132°, -86.560336°

[Click here for Detailed Weather](#)

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0600 - 0900 (Weekday 3h Session) (11-13-2025)

Motorized Vehicles

TIME	Northbound		Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		Saundersville Rd (North)			Glencrest Dr			Dayflower Dr				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h		
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	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
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	0.00

1400 - 1900 (Weekday 5h Session) (11-13-2025)

Motorized Vehicles

TIME	Northbound		Southbound			Eastbound			Westbound			App Total	Int Total
	Saundersville Rd (South)		Saundersville Rd (North)			Glencrest Dr			Dayflower Dr				
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h		
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	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	0.00

Start Date: 11/13/2025

Time	Glencrest Dr Eastbound			Dayflower Dr Westbound			Saundersville Rd (South) Northbound			Saundersville Rd (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
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	1	0	3	7	0	2	2	25	1	0	54	0	95
06:15 AM - 06:30 AM	1	0	2	4	0	0	2	34	1	0	64	0	108
06:30 AM - 06:45 AM	1	0	4	9	0	3	1	33	4	1	72	0	128
06:45 AM - 07:00 AM	1	0	4	16	0	6	2	35	4	0	110	0	178
07:00 AM - 07:15 AM	12	0	2	8	0	5	1	73	5	2	100	1	209
07:15 AM - 07:30 AM	2	0	1	15	0	4	1	58	5	4	148	7	245
07:30 AM - 07:45 AM	1	0	7	15	0	6	2	81	6	2	169	5	294
07:45 AM - 08:00 AM	10	1	4	12	1	13	1	115	9	1	150	2	319
08:00 AM - 08:15 AM	7	0	8	13	0	11	0	92	4	5	144	2	286
08:15 AM - 08:30 AM	6	0	7	8	0	15	2	55	4	9	124	2	232
08:30 AM - 08:45 AM	2	1	1	10	0	6	2	47	5	11	117	5	207
08:45 AM - 09:00 AM	5	1	0	13	0	3	3	53	7	2	98	0	185
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	1	0	5	8	1	6	4	81	12	3	71	2	194
02:15 PM - 02:30 PM	2	0	4	13	0	3	6	87	17	3	62	1	198
02:30 PM - 02:45 PM	2	1	3	14	0	6	4	82	11	4	89	0	216
02:45 PM - 03:00 PM	3	0	2	5	0	7	1	100	4	4	103	5	234
03:00 PM - 03:15 PM	9	0	3	3	1	5	4	119	9	4	106	3	266
03:15 PM - 03:30 PM	0	0	1	9	0	10	1	125	8	7	127	4	292
03:30 PM - 03:45 PM	4	0	2	9	0	4	4	107	10	5	94	4	243
03:45 PM - 04:00 PM	4	0	7	8	0	7	9	100	10	14	126	9	294
04:00 PM - 04:15 PM	2	0	2	11	0	6	4	143	10	9	109	2	298
04:15 PM - 04:30 PM	2	0	9	10	0	4	2	106	14	5	93	4	249
04:30 PM - 04:45 PM	1	0	3	13	1	3	3	112	12	9	91	2	250
04:45 PM - 05:00 PM	0	1	4	8	0	6	3	134	11	6	115	0	288
05:00 PM - 05:15 PM	0	0	4	12	0	6	0	137	11	4	107	2	283
05:15 PM - 05:30 PM	6	0	1	12	0	11	3	166	10	5	89	0	303
05:30 PM - 05:45 PM	1	0	2	6	0	10	5	146	10	2	81	0	263
05:45 PM - 06:00 PM	0	0	0	9	0	4	4	122	15	3	78	2	237
06:00 PM - 06:15 PM	2	0	5	7	0	4	3	101	9	5	65	0	201
06:15 PM - 06:30 PM	3	0	3	6	0	1	1	120	11	2	57	2	206
06:30 PM - 06:45 PM	0	0	3	6	0	4	5	84	14	7	70	3	196
06:45 PM - 07:00 PM	0	0	1	5	0	1	2	76	9	4	88	7	193
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

**Traffic Analysis
2025 Existing Volumes
Existing Conditions**

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	27	0	50	22	0	6	17	344	17	4	663	19
Future Vol, veh/h	27	0	50	22	0	6	17	344	17	4	663	19
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									
Storage Length	-	-	-	-	-	-	200	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	64	64	64	80	80	80	89	89	89
Heavy Vehicles, %	0	0	0	0	0	17	0	3	18	0	1	5
Mvmt Flow	47	0	86	34	0	9	21	430	21	4	745	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1021	1257	383	864	1257	226	766	0	0	451	0	0
Stage 1	764	764	-	483	483	-	-	-	-	-	-	-
Stage 2	257	493	-	381	774	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.47	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	193	173	621	251	173	733	856	-	-	1120	-	-
Stage 1	367	416	-	539	556	-	-	-	-	-	-	-
Stage 2	731	550	-	619	411	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	186	168	621	212	168	733	856	-	-	1120	-	-
Mov Cap-2 Maneuver	186	168	-	212	168	-	-	-	-	-	-	-
Stage 1	358	414	-	526	542	-	-	-	-	-	-	-
Stage 2	704	536	-	531	409	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.1		22.4		0.4		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	856	-	-	341	250	1120	-
HCM Lane V/C Ratio	0.025	-	-	0.389	0.175	0.004	-
HCM Control Delay (s)	9.3	-	-	22.1	22.4	8.2	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.6	0	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	11	0	43	18	0	7	67	618	27	10	416	15
Future Vol, veh/h	11	0	43	18	0	7	67	618	27	10	416	15
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									
Storage Length	-	-	-	-	-	-	200	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	69	69	69	90	90	90	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	4	0	1	0
Mvmt Flow	15	0	57	26	0	10	74	687	30	12	495	18

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1020	1393	257	1122	1387	359	513	0	0	717	0	0
Stage 1	528	528	-	850	850	-	-	-	-	-	-	-
Stage 2	492	865	-	272	537	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	194	143	748	163	144	643	1063	-	-	893	-	-
Stage 1	507	531	-	326	380	-	-	-	-	-	-	-
Stage 2	532	374	-	716	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	179	131	748	141	132	643	1063	-	-	893	-	-
Mov Cap-2 Maneuver	179	131	-	141	132	-	-	-	-	-	-	-
Stage 1	472	524	-	303	353	-	-	-	-	-	-	-
Stage 2	487	348	-	652	519	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		30		0.8		0.2	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1063	-	-	454	180	893	-
HCM Lane V/C Ratio	0.07	-	-	0.159	0.201	0.013	-
HCM Control Delay (s)	8.6	-	-	14.4	30	9.1	-
HCM Lane LOS	A	-	-	B	D	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.7	0	-

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB	WB	NB	SB	SB	SB	SB
	LTR	LTR	L	L	T	T	TR
Directions Served							
Maximum Queue (ft)	76	61	31	21	5	2	2
Average Queue (ft)	32	20	6	1	0	0	0
95th Queue (ft)	58	51	24	10	4	2	2
Link Distance (ft)	410	558					
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			200	100	100	100	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB		WB		NB		SB	
	LTR	L	LTR	L	L	L	L	L
Directions Served	35	35	19	19	29	29	14	14
Maximum Queue (ft)	22	22	19	19	13	13	5	5
Average Queue (ft)	44	44	46	46	36	36	20	20
95th Queue (ft)	410	410	558	558				
Link Distance (ft)								
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)					200	200	100	100
Storage Blk Time (%)								
Queuing Penalty (veh)								

**Traffic Analysis
2030 Projected Volumes
Concept 1
No Build**

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	29	1	53	23	1	6	18	606	18	4	932	20
Future Vol, veh/h	29	1	53	23	1	6	18	606	18	4	932	20
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									
Storage Length	-	-	-	-	-	-	200	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	64	64	64	80	80	80	89	89	89
Heavy Vehicles, %	0	0	0	0	0	17	0	3	18	0	1	5
Mvmt Flow	50	2	91	36	2	9	23	758	23	4	1047	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1492	1893	535	1349	1893	391	1069	0	0	781	0	0
Stage 1	1066	1066	-	816	816	-	-	-	-	-	-	-
Stage 2	426	827	-	533	1077	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.47	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	87	71	495	111	71	567	660	-	-	845	-	-
Stage 1	241	301	-	341	393	-	-	-	-	-	-	-
Stage 2	582	389	-	503	298	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	82	68	495	86	68	567	660	-	-	845	-	-
Mov Cap-2 Maneuver	82	68	-	86	68	-	-	-	-	-	-	-
Stage 1	233	299	-	329	379	-	-	-	-	-	-	-
Stage 2	550	375	-	406	297	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	80.7		67.3		0.3		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	660	-	-	175	102	845	-
HCM Lane V/C Ratio	0.034	-	-	0.818	0.46	0.005	-
HCM Control Delay (s)	10.6	-	-	80.7	67.3	9.3	-
HCM Lane LOS	B	-	-	F	F	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.6	2	0	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	1	45	19	1	7	71	729	29	11	583	16
Future Vol, veh/h	12	1	45	19	1	7	71	729	29	11	583	16
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									
Storage Length	-	-	-	-	-	-	200	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	69	69	69	90	90	90	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	4	0	1	0
Mvmt Flow	16	1	60	28	1	10	79	810	32	13	694	19

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1294	1730	357	1358	1723	421	713	0	0	842	0	0
Stage 1	730	730	-	984	984	-	-	-	-	-	-	-
Stage 2	564	1000	-	374	739	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	122	89	645	109	90	587	896	-	-	802	-	-
Stage 1	384	431	-	270	329	-	-	-	-	-	-	-
Stage 2	483	324	-	624	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	109	80	645	90	81	587	896	-	-	802	-	-
Mov Cap-2 Maneuver	109	80	-	90	81	-	-	-	-	-	-	-
Stage 1	350	424	-	246	300	-	-	-	-	-	-	-
Stage 2	431	295	-	555	420	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	51.7	0.8	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	896	-	-	302	115	802	-
HCM Lane V/C Ratio	0.088	-	-	0.256	0.34	0.016	-
HCM Control Delay (s)	9.4	-	-	21	51.7	9.6	-
HCM Lane LOS	A	-	-	C	F	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1	1.4	0.1	-

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB		WB		NB		SB		SB	
	LTR	LTR	LTR	LTR	L	L	L	L	L	T
Directions Served	70	42	30	7	3					
Maximum Queue (ft)	39	23	10	1	1					
Average Queue (ft)	74	54	36	10	7					
95th Queue (ft)	410	558								
Link Distance (ft)										
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			200	100						
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB		WB		NB		SB	
	LTR	L	LTR	L	L	L	L	L
Directions Served	36	35	40	18	40	22	6	25
Maximum Queue (ft)	24	19	47	558	200	100		
Average Queue (ft)	46	410						
95th Queue (ft)								
Link Distance (ft)								
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

**Traffic Analysis
2050 Projected Volumes
Concept 1
No Build**

Intersection												
Int Delay, s/veh	26.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	35	1	64	28	1	7	22	684	22	5	1082	24
Future Vol, veh/h	35	1	64	28	1	7	22	684	22	5	1082	24
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									
Storage Length	-	-	-	-	-	-	200	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	64	64	64	80	80	80	89	89	89
Heavy Vehicles, %	0	0	0	0	0	17	0	3	18	0	1	5
Mvmt Flow	60	2	110	44	2	11	28	855	28	6	1216	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1727	2181	622	1546	2180	442	1243	0	0	883	0	0
Stage 1	1242	1242	-	925	925	-	-	-	-	-	-	-
Stage 2	485	939	-	621	1255	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	7.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.47	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 58	47	434	79	47	524	567	-	-	775	-	-
Stage 1	188	249	-	294	351	-	-	-	-	-	-	-
Stage 2	537	345	-	446	245	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 53	44	434	55	44	524	567	-	-	775	-	-
Mov Cap-2 Maneuver	~ 53	44	-	55	44	-	-	-	-	-	-	-
Stage 1	179	247	-	280	334	-	-	-	-	-	-	-
Stage 2	497	328	-	328	243	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	303.7		174.7		0.4		0	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	567	-	-	120	66	775	-	-
HCM Lane V/C Ratio	0.049	-	-	1.437	0.852	0.007	-	-
HCM Control Delay (s)	11.7	-	-	\$ 303.7	174.7	9.7	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	12	4	0	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

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	14	1	55	23	1	9	86	869	35	13	678	19
Future Vol, veh/h	14	1	55	23	1	9	86	869	35	13	678	19
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									
Storage Length	-	-	-	-	-	-	200	-	-	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	69	69	69	90	90	90	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	4	0	1	0
Mvmt Flow	19	1	73	33	1	13	96	966	39	15	807	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1525	2046	415	1612	2038	503	830	0	0	1005	0	0
Stage 1	849	849	-	1178	1178	-	-	-	-	-	-	-
Stage 2	676	1197	-	434	860	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	57	592	71	57	519	811	-	-	697	-	-
Stage 1	326	380	-	206	267	-	-	-	-	-	-	-
Stage 2	414	261	-	576	376	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	70	49	592	55	49	519	811	-	-	697	-	-
Mov Cap-2 Maneuver	70	49	-	55	49	-	-	-	-	-	-	-
Stage 1	288	372	-	182	235	-	-	-	-	-	-	-
Stage 2	354	230	-	492	368	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	32.3		123.2		0.9		0.2	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	811	-	-	223	72	697	-
HCM Lane V/C Ratio	0.118	-	-	0.419	0.664	0.022	-
HCM Control Delay (s)	10	-	-	32.3	123.2	10.3	-
HCM Lane LOS	B	-	-	D	F	B	-
HCM 95th %tile Q(veh)	0.4	-	-	1.9	3	0.1	-

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB	WB	NB	NB	SB	SB
	LTR	LTR	L	T	L	T
Directions Served						
Maximum Queue (ft)	110	54	29	1	9	5
Average Queue (ft)	64	27	11	0	2	1
95th Queue (ft)	137	65	35	3	12	9
Link Distance (ft)	410	558		458		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200		100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB		WB		NB		SB		SB	
	LTR	L	LTR	L	L	L	L	L	T	T
Directions Served	64	58	41	19	3					
Maximum Queue (ft)	40	29	27	6	1					
Average Queue (ft)	93	69	50	23	7					
95th Queue (ft)	410	558								
Link Distance (ft)										
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			200	100						
Storage Blk Time (%)										
Queuing Penalty (veh)										

**Traffic Analysis
2030 Projected Volumes
Concept 2
Roundabout**

MOVEMENT SUMMARY

Site: [1 (3)] 13 YB 30 AM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
North: Saundersville Rd															
7	L2	All MCs	4	0.0	4	0.0	0.426	6.7	LOS A	3.3	82.2	0.29	0.11	0.29	24.2
4	T1	All MCs	1047	1.0	1047	1.0	0.426	6.7	LOS A	3.3	82.3	0.29	0.11	0.29	32.8
14	R2	All MCs	22	5.0	22	5.0	0.426	7.0	LOS A	3.3	82.3	0.29	0.11	0.29	29.8
Approach			1074	1.1	1074	1.1	0.426	6.8	LOS A	3.3	82.3	0.29	0.11	0.29	32.7
South: Saundersville Rd															
3	L2	All MCs	22	0.0	22	0.0	0.325	5.5	LOS A	2.3	59.9	0.27	0.10	0.27	30.2
8	T1	All MCs	758	3.0	758	3.0	0.325	5.7	LOS A	2.3	60.3	0.27	0.10	0.27	33.2
18	R2	All MCs	22	18.0	22	18.0	0.325	6.8	LOS A	2.3	60.3	0.27	0.10	0.27	29.2
Approach			802	3.3	802	3.3	0.325	5.7	LOS A	2.3	60.3	0.27	0.10	0.27	33.0
West: Myrtlewood Ln															
5	L2	All MCs	50	0.0	50	0.0	0.277	10.9	LOS B	1.1	27.5	0.67	0.66	0.67	26.7
2	T1	All MCs	2	0.0	2	0.0	0.277	10.9	LOS B	1.1	27.5	0.67	0.66	0.67	11.4
12	R2	All MCs	91	0.0	91	0.0	0.277	10.9	LOS B	1.1	27.5	0.67	0.66	0.67	27.1
Approach			143	0.0	143	0.0	0.277	10.9	LOS B	1.1	27.5	0.67	0.66	0.67	26.8
East: Innsbrooke Ave															
1	L2	All MCs	36	0.0	36	0.0	0.085	6.7	LOS A	0.3	7.8	0.58	0.54	0.58	26.5
6	T1	All MCs	2	0.0	2	0.0	0.085	6.7	LOS A	0.3	7.8	0.58	0.54	0.58	20.7
16	R2	All MCs	9	17.0	9	17.0	0.085	10.9	LOS B	0.3	7.8	0.58	0.54	0.58	26.5
Approach			47	3.4	47	3.4	0.085	7.5	LOS A	0.3	7.8	0.58	0.54	0.58	26.4
All Vehicles			2067	1.9	2067	1.9	0.426	6.7	LOS A	3.3	82.3	0.32	0.16	0.32	32.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: HCM Delay Formula (Stoptline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: Y:\Nashville\16017000S\16017046.00\Traffic\TIA\Analysis\SIDRA\03 SIDRA YB RDBT - Hendersonville.sipx

MOVEMENT SUMMARY

Site: [1 (5)] 14 YB 30 PM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist ft]				
North: Saundersville Rd															
7	L2	All MCs	13	0.0	13	0.0	0.300	5.6	LOS A	1.8	46.0	0.32	0.15	0.32	24.7
4	T1	All MCs	694	1.0	694	1.0	0.300	5.6	LOS A	1.8	46.0	0.32	0.15	0.32	33.3
14	R2	All MCs	19	0.0	19	0.0	0.300	5.5	LOS A	1.8	46.0	0.32	0.15	0.32	30.7
Approach			726	1.0	726	1.0	0.300	5.6	LOS A	1.8	46.0	0.32	0.15	0.32	33.1
South: Saundersville Rd															
3	L2	All MCs	79	0.0	79	0.0	0.351	5.6	LOS A	2.5	61.6	0.18	0.05	0.18	30.0
8	T1	All MCs	810	0.0	810	0.0	0.351	5.5	LOS A	2.5	61.7	0.18	0.05	0.18	33.2
18	R2	All MCs	32	4.0	32	4.0	0.351	5.8	LOS A	2.5	61.7	0.18	0.05	0.18	29.5
Approach			921	0.1	921	0.1	0.351	5.6	LOS A	2.5	61.7	0.18	0.05	0.18	32.9
West: Myrtlewood Ln															
5	L2	All MCs	16	0.0	16	0.0	0.126	7.3	LOS A	0.5	11.8	0.57	0.51	0.57	28.8
2	T1	All MCs	1	0.0	1	0.0	0.126	7.3	LOS A	0.5	11.8	0.57	0.51	0.57	12.2
12	R2	All MCs	60	0.0	60	0.0	0.126	7.3	LOS A	0.5	11.8	0.57	0.51	0.57	29.3
Approach			77	0.0	77	0.0	0.126	7.3	LOS A	0.5	11.8	0.57	0.51	0.57	28.9
East: Innsbrooke Ave															
1	L2	All MCs	28	0.0	28	0.0	0.067	6.9	LOS A	0.2	5.9	0.57	0.53	0.57	27.0
6	T1	All MCs	1	0.0	1	0.0	0.067	6.9	LOS A	0.2	5.9	0.57	0.53	0.57	21.2
16	R2	All MCs	10	0.0	10	0.0	0.067	6.9	LOS A	0.2	5.9	0.57	0.53	0.57	27.5
Approach			39	0.0	39	0.0	0.067	6.9	LOS A	0.2	5.9	0.57	0.53	0.57	27.0
All Vehicles			1764	0.5	1764	0.5	0.351	5.7	LOS A	2.5	61.7	0.27	0.12	0.27	32.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: HCM Delay Formula (Stoptline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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QUEUE ANALYSIS

Site: [1 (3)] 13 YB 30 AM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Lane Queues (Distance)															
Lane Number	Contin. Lane	Deg. Satn v/c	Prog. Factor (Queue)	Overflow Queue (ft)	Back of Queue (ft)		Queue at Start of Gap (ft)		Cycle-Average Queue (ft)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.426	1.000	0.0	33.1	82.2	20.0	49.6	25.4	46.1	0.17	0.41	NA	0.0	2
Lane 2		0.426	1.000	0.0	33.1	82.3	20.0	49.7	25.4	46.1	0.02	0.05	0.0	NA	NA
Approach		0.426			33.1	82.3	20.0	49.7	25.4	46.1	0.02	0.05			
South: Saundersville Rd															
Lane 1		0.325	1.000	0.0	24.1	59.9	16.8	41.8	16.3	29.6	0.02	0.04	0.0	NA	NA
Lane 2		0.325	1.000	0.0	24.3	60.3	16.9	42.1	16.4	29.8	0.02	0.04	0.0	NA	NA
Approach		0.325			24.3	60.3	16.9	42.1	16.4	29.8	0.02	0.04			
West: Myrtlewood Ln															
Lane 1		0.277	1.000	0.0	11.0	27.5	9.8	24.3	10.9	19.7	0.02	0.05	0.0	NA	NA
Approach		0.277			11.0	27.5	9.8	24.3	10.9	19.7	0.02	0.05			
East: Innsbrooke Ave															
Lane 1		0.085	1.000	0.0	3.1	7.8	3.0	7.5	2.5	4.5	0.01	0.03	0.0	NA	NA
Approach		0.085			3.1	7.8	3.0	7.5	2.5	4.5	0.01	0.03			
Intersection		0.426			33.1	82.3	20.0	49.7	25.4	46.1	0.02	0.05			

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Lane Queues (Vehicles)															
Lane Number	Contin. Lane	Deg. Satn v/c	Prog. Factor (Queue)	Overflow Queue (veh)	Back of Queue (veh)		Queue at Start of Gap (veh)		Cycle-Average Queue (veh)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.426	1.000	0.0	1.3	3.3	0.8	2.0	1.0	1.8	0.17	0.41	NA	0.0	2
Lane 2		0.426	1.000	0.0	1.3	3.3	0.8	2.0	1.0	1.8	0.02	0.05	0.0	NA	NA
Approach		0.426			1.3	3.3	0.8	2.0	1.0	1.8	0.02	0.05			
South: Saundersville Rd															
Lane 1		0.325	1.000	0.0	0.9	2.3	0.7	1.6	0.6	1.2	0.02	0.04	0.0	NA	NA
Lane 2		0.325	1.000	0.0	0.9	2.3	0.7	1.6	0.6	1.2	0.02	0.04	0.0	NA	NA
Approach		0.325			0.9	2.3	0.7	1.6	0.6	1.2	0.02	0.04			
West: Myrtlewood Ln															
Lane 1		0.277	1.000	0.0	0.4	1.1	0.4	1.0	0.4	0.8	0.02	0.05	0.0	NA	NA
Approach		0.277			0.4	1.1	0.4	1.0	0.4	0.8	0.02	0.05			
East: Innsbrooke Ave															
Lane 1		0.085	1.000	0.0	0.1	0.3	0.1	0.3	0.1	0.2	0.01	0.03	0.0	NA	NA

Approach	0.085	0.1	0.3	0.1	0.3	0.1	0.2	0.01	0.03
Intersection	0.426	1.3	3.3	0.8	2.0	1.0	1.8	0.02	0.05

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Continuous Lane Performance												
Lane Number	Deg. Satn	Unint. Speed	Unint. Travel Delay	Hdwy	Spacing	Aver. Vehicle Length	Occup. Time	Space Time	Space Occup. Ratio	Time Occup. Ratio	Density	LOS (Density Method)
	v/c	mph	sec	sec	ft	ft	sec	sec	%	%	veh/mi	pc/mi
There are no Continuous Lanes at this Site.												

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QUEUE ANALYSIS

Site: [1 (5)] 14 YB 30 PM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Lane Queues (Distance)															
Lane Number	Contin. Lane	Deg. Satn	Prog. Factor (Queue)	Overflow Queue (ft)	Back of Queue (ft)		Queue at Start of Gap (ft)		Cycle-Average Queue (ft)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.300	1.000	0.0	18.5	46.0	13.6	33.8	14.3	25.9	0.09	0.23	NA	0.0	2
Lane 2		0.300	1.000	0.0	18.5	46.0	13.6	33.8	14.3	25.9	0.01	0.03	0.0	NA	NA
Approach		0.300			18.5	46.0	13.6	33.8	14.3	25.9	0.01	0.03			
South: Saundersville Rd															
Lane 1		0.351	1.000	0.0	24.8	61.6	16.4	40.7	17.8	32.3	0.02	0.04	0.0	NA	NA
Lane 2		0.351	1.000	0.0	24.8	61.7	16.4	40.8	17.8	32.2	0.02	0.04	0.0	NA	NA
Approach		0.351			24.8	61.7	16.4	40.8	17.8	32.3	0.02	0.04			
West: Myrtlewood Ln															
Lane 1		0.126	1.000	0.0	4.7	11.8	4.4	11.0	3.9	7.1	0.01	0.02	0.0	NA	NA
Approach		0.126			4.7	11.8	4.4	11.0	3.9	7.1	0.01	0.02			
East: Innsbrooke Ave															
Lane 1		0.067	1.000	0.0	2.4	5.9	2.3	5.7	1.9	3.4	0.01	0.02	0.0	NA	NA
Approach		0.067			2.4	5.9	2.3	5.7	1.9	3.4	0.01	0.02			
Intersection		0.351			24.8	61.7	16.4	40.8	17.8	32.3	0.02	0.04			

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Lane Queues (Vehicles)															
Lane Number	Contin. Lane	Deg. Satn	Prog. Factor (Queue)	Overflow Queue (veh)	Back of Queue (veh)		Queue at Start of Gap (veh)		Cycle-Average Queue (veh)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.300	1.000	0.0	0.7	1.8	0.5	1.3	0.6	1.0	0.09	0.23	NA	0.0	2
Lane 2		0.300	1.000	0.0	0.7	1.8	0.5	1.3	0.6	1.0	0.01	0.03	0.0	NA	NA
Approach		0.300			0.7	1.8	0.5	1.3	0.6	1.0	0.01	0.03			
South: Saundersville Rd															
Lane 1		0.351	1.000	0.0	1.0	2.5	0.7	1.6	0.7	1.3	0.02	0.04	0.0	NA	NA
Lane 2		0.351	1.000	0.0	1.0	2.5	0.7	1.6	0.7	1.3	0.02	0.04	0.0	NA	NA
Approach		0.351			1.0	2.5	0.7	1.6	0.7	1.3	0.02	0.04			
West: Myrtlewood Ln															
Lane 1		0.126	1.000	0.0	0.2	0.5	0.2	0.4	0.2	0.3	0.01	0.02	0.0	NA	NA
Approach		0.126			0.2	0.5	0.2	0.4	0.2	0.3	0.01	0.02			
East: Innsbrooke Ave															
Lane 1		0.067	1.000	0.0	0.1	0.2	0.1	0.2	0.1	0.1	0.01	0.02	0.0	NA	NA

Approach	0.067	0.1	0.2	0.1	0.2	0.1	0.1	0.01	0.02
Intersection	0.351	1.0	2.5	0.7	1.6	0.7	1.3	0.02	0.04

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Continuous Lane Performance												
Lane Number	Deg. Satn	Unint. Speed	Unint. Travel Delay	Hdwy	Spacing	Aver. Vehicle Length	Occup. Time	Space Time	Space Occup. Ratio	Time Occup. Ratio	Density	LOS (Density Method)
	v/c	mph	sec	sec	ft	ft	sec	sec	%	%	veh/mi	pc/mi
There are no Continuous Lanes at this Site.												

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**Traffic Analysis
2050 Projected Volumes
Concept 2
Roundabout**

MOVEMENT SUMMARY

Site: [1 (4)] 15 YB 50 AM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. ft]				
North: Saundersville Rd															
7	L2	All MCs	6	0.0	6	0.0	0.501	7.8	LOS A	4.3	107.3	0.36	0.15	0.36	23.7
4	T1	All MCs	1216	1.0	1216	1.0	0.501	7.9	LOS A	4.3	107.4	0.36	0.15	0.36	32.3
14	R2	All MCs	27	5.0	27	5.0	0.501	8.2	LOS A	4.3	107.4	0.36	0.15	0.36	29.1
Approach			1248	1.1	1248	1.1	0.501	7.9	LOS A	4.3	107.4	0.36	0.15	0.36	32.2
South: Saundersville Rd															
3	L2	All MCs	28	0.0	28	0.0	0.374	6.1	LOS A	2.9	73.4	0.32	0.13	0.32	29.8
8	T1	All MCs	855	3.0	855	3.0	0.374	6.3	LOS A	2.9	74.0	0.32	0.13	0.32	32.9
18	R2	All MCs	28	18.0	28	18.0	0.374	7.4	LOS A	2.9	74.0	0.32	0.13	0.32	28.8
Approach			910	3.4	910	3.4	0.374	6.3	LOS A	2.9	74.0	0.32	0.13	0.32	32.7
West: Myrtlewood Ln															
5	L2	All MCs	60	0.0	60	0.0	0.374	14.1	LOS B	1.7	43.0	0.73	0.78	0.90	25.4
2	T1	All MCs	2	0.0	2	0.0	0.374	14.1	LOS B	1.7	43.0	0.73	0.78	0.90	10.8
12	R2	All MCs	110	0.0	110	0.0	0.374	14.1	LOS B	1.7	43.0	0.73	0.78	0.90	25.7
Approach			172	0.0	172	0.0	0.374	14.1	LOS B	1.7	43.0	0.73	0.78	0.90	25.4
East: Innsbrooke Ave															
1	L2	All MCs	44	0.0	44	0.0	0.110	7.5	LOS A	0.4	10.3	0.61	0.59	0.61	26.1
6	T1	All MCs	2	0.0	2	0.0	0.110	7.5	LOS A	0.4	10.3	0.61	0.59	0.61	20.1
16	R2	All MCs	11	17.0	11	17.0	0.110	12.7	LOS B	0.4	10.3	0.61	0.59	0.61	26.0
Approach			56	3.3	56	3.3	0.110	8.4	LOS A	0.4	10.3	0.61	0.59	0.61	26.0
All Vehicles			2387	1.9	2387	1.9	0.501	7.8	LOS A	4.3	107.4	0.38	0.20	0.39	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: HCM Delay Formula (Stoptline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [1 (6)] 16 YB 50 PM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. ft]				
North: Saundersville Rd															
7	L2	All MCs	15	0.0	15	0.0	0.356	6.3	LOS A	2.3	57.9	0.38	0.19	0.38	24.3
4	T1	All MCs	807	1.0	807	1.0	0.356	6.4	LOS A	2.3	57.9	0.38	0.19	0.38	32.9
14	R2	All MCs	23	0.0	23	0.0	0.356	6.3	LOS A	2.3	57.9	0.38	0.19	0.38	30.3
Approach			845	1.0	845	1.0	0.356	6.4	LOS A	2.3	57.9	0.38	0.19	0.38	32.8
South: Saundersville Rd															
3	L2	All MCs	96	0.0	96	0.0	0.421	6.4	LOS A	3.3	81.5	0.22	0.07	0.22	29.5
8	T1	All MCs	966	0.0	966	0.0	0.421	6.3	LOS A	3.3	81.6	0.22	0.07	0.22	32.8
18	R2	All MCs	39	4.0	39	4.0	0.421	6.6	LOS A	3.3	81.6	0.22	0.07	0.22	29.0
Approach			1100	0.1	1100	0.1	0.421	6.4	LOS A	3.3	81.6	0.22	0.07	0.22	32.5
West: Myrtlewood Ln															
5	L2	All MCs	19	0.0	19	0.0	0.164	8.3	LOS A	0.6	15.7	0.61	0.57	0.61	28.3
2	T1	All MCs	1	0.0	1	0.0	0.164	8.3	LOS A	0.6	15.7	0.61	0.57	0.61	12.0
12	R2	All MCs	73	0.0	73	0.0	0.164	8.3	LOS A	0.6	15.7	0.61	0.57	0.61	28.7
Approach			93	0.0	93	0.0	0.164	8.3	LOS A	0.6	15.7	0.61	0.57	0.61	28.4
East: Innsbrooke Ave															
1	L2	All MCs	33	0.0	33	0.0	0.090	7.8	LOS A	0.3	8.1	0.61	0.59	0.61	26.6
6	T1	All MCs	1	0.0	1	0.0	0.090	7.8	LOS A	0.3	8.1	0.61	0.59	0.61	20.6
16	R2	All MCs	13	0.0	13	0.0	0.090	7.8	LOS A	0.3	8.1	0.61	0.59	0.61	27.0
Approach			48	0.0	48	0.0	0.090	7.8	LOS A	0.3	8.1	0.61	0.59	0.61	26.5
All Vehicles			2086	0.5	2086	0.5	0.421	6.5	LOS A	3.3	81.6	0.31	0.15	0.31	32.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: HCM Delay Formula (Stoptline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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QUEUE ANALYSIS

Site: [1 (4)] 15 YB 50 AM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Lane Queues (Distance)															
Lane Number	Contin. Lane	Deg. Satn v/c	Prog. Factor (Queue)	Overflow Queue (ft)	Back of Queue (ft)		Queue at Start of Gap (ft)		Cycle-Average Queue (ft)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.501	1.000	0.0	43.2	107.3	23.3	57.9	34.5	62.5	0.22	0.54	NA	0.0	2
Lane 2		0.501	1.000	0.0	43.2	107.4	23.3	58.0	34.5	62.5	0.03	0.07	0.0	NA	NA
Approach		0.501			43.2	107.4	23.3	58.0	34.5	62.5	0.03	0.07			
South: Saundersville Rd															
Lane 1		0.374	1.000	0.0	29.5	73.4	19.4	48.2	20.5	37.3	0.02	0.05	0.0	NA	NA
Lane 2		0.374	1.000	0.0	29.8	74.0	19.6	48.6	20.7	37.5	0.02	0.05	0.0	NA	NA
Approach		0.374			29.8	74.0	19.6	48.6	20.7	37.5	0.02	0.05			
West: Myrtlewood Ln															
Lane 1		0.374	1.000	2.2	17.3	43.0	15.7	39.1	16.9	30.6	0.03	0.07	0.0	NA	NA
Approach		0.374			17.3	43.0	15.7	39.1	16.9	30.6	0.03	0.07			
East: Innsbrooke Ave															
Lane 1		0.110	1.000	0.0	4.1	10.3	3.9	9.8	3.3	6.1	0.02	0.04	0.0	NA	NA
Approach		0.110			4.1	10.3	3.9	9.8	3.3	6.1	0.02	0.04			
Intersection		0.501			43.2	107.4	23.3	58.0	34.5	62.5	0.03	0.07			

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Lane Queues (Vehicles)															
Lane Number	Contin. Lane	Deg. Satn v/c	Prog. Factor (Queue)	Overflow Queue (veh)	Back of Queue (veh)		Queue at Start of Gap (veh)		Cycle-Average Queue (veh)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.501	1.000	0.0	1.7	4.3	0.9	2.3	1.4	2.5	0.22	0.54	NA	0.0	2
Lane 2		0.501	1.000	0.0	1.7	4.3	0.9	2.3	1.4	2.5	0.03	0.07	0.0	NA	NA
Approach		0.501			1.7	4.3	0.9	2.3	1.4	2.5	0.03	0.07			
South: Saundersville Rd															
Lane 1		0.374	1.000	0.0	1.2	2.9	0.8	1.9	0.8	1.5	0.02	0.05	0.0	NA	NA
Lane 2		0.374	1.000	0.0	1.2	2.9	0.8	1.9	0.8	1.5	0.02	0.05	0.0	NA	NA
Approach		0.374			1.2	2.9	0.8	1.9	0.8	1.5	0.02	0.05			
West: Myrtlewood Ln															
Lane 1		0.374	1.000	0.1	0.7	1.7	0.6	1.6	0.7	1.2	0.03	0.07	0.0	NA	NA
Approach		0.374			0.7	1.7	0.6	1.6	0.7	1.2	0.03	0.07			
East: Innsbrooke Ave															
Lane 1		0.110	1.000	0.0	0.2	0.4	0.2	0.4	0.1	0.2	0.02	0.04	0.0	NA	NA

Approach	0.110	0.2	0.4	0.2	0.4	0.1	0.2	0.02	0.04
Intersection	0.501	1.7	4.3	0.9	2.3	1.4	2.5	0.03	0.07

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Continuous Lane Performance												
Lane Number	Deg. Satn	Unint. Speed	Unint. Travel Delay	Hdwy	Spacing	Aver. Vehicle Length	Occup. Time	Space Time	Space Occup. Ratio	Time Occup. Ratio	Density	LOS (Density Method)
	v/c	mph	sec	sec	ft	ft	sec	sec	%	%	veh/mi	pc/mi
There are no Continuous Lanes at this Site.												

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QUEUE ANALYSIS

Site: [1 (6)] 16 YB 50 PM (Hendersonville, TN)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

Saundersville Rd & Innsbrooke Ave

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Lane Queues (Distance)															
Lane Number	Contin. Lane	Deg. Satn	Prog. Factor (Queue)	Overflow Queue (ft)	Back of Queue (ft)		Queue at Start of Gap (ft)		Cycle-Average Queue (ft)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.356	1.000	0.0	23.3	57.9	16.1	40.0	18.8	34.1	0.12	0.29	NA	0.0	2
Lane 2		0.356	1.000	0.0	23.3	57.9	16.1	40.0	18.8	34.1	0.01	0.04	0.0	NA	NA
Approach		0.356			23.3	57.9	16.1	40.0	18.8	34.1	0.01	0.04			
South: Saundersville Rd															
Lane 1		0.421	1.000	0.0	32.8	81.5	19.5	48.6	24.3	44.1	0.02	0.05	0.0	NA	NA
Lane 2		0.421	1.000	0.0	32.8	81.6	19.6	48.7	24.3	44.1	0.02	0.05	0.0	NA	NA
Approach		0.421			32.8	81.6	19.6	48.7	24.3	44.1	0.02	0.05			
West: Myrtlewood Ln															
Lane 1		0.164	1.000	0.0	6.3	15.7	5.8	14.5	5.4	9.8	0.01	0.03	0.0	NA	NA
Approach		0.164			6.3	15.7	5.8	14.5	5.4	9.8	0.01	0.03			
East: Innsbrooke Ave															
Lane 1		0.090	1.000	0.0	3.3	8.1	3.1	7.8	2.6	4.7	0.01	0.03	0.0	NA	NA
Approach		0.090			3.3	8.1	3.1	7.8	2.6	4.7	0.01	0.03			
Intersection		0.421			32.8	81.6	19.6	48.7	24.3	44.1	0.02	0.05			

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Lane Queues (Vehicles)															
Lane Number	Contin. Lane	Deg. Satn	Prog. Factor (Queue)	Overflow Queue (veh)	Back of Queue (veh)		Queue at Start of Gap (veh)		Cycle-Average Queue (veh)		Queue Storage Ratio		Prob. Block. %	Prob. SL Ov. %	Ov. Lane No.
					Av.	95%	Av.	95%	Av.	95%	Av.	95%			
North: Saundersville Rd															
Lane 1		0.356	1.000	0.0	0.9	2.3	0.6	1.6	0.7	1.4	0.12	0.29	NA	0.0	2
Lane 2		0.356	1.000	0.0	0.9	2.3	0.6	1.6	0.7	1.4	0.01	0.04	0.0	NA	NA
Approach		0.356			0.9	2.3	0.6	1.6	0.7	1.4	0.01	0.04			
South: Saundersville Rd															
Lane 1		0.421	1.000	0.0	1.3	3.3	0.8	1.9	1.0	1.8	0.02	0.05	0.0	NA	NA
Lane 2		0.421	1.000	0.0	1.3	3.3	0.8	1.9	1.0	1.8	0.02	0.05	0.0	NA	NA
Approach		0.421			1.3	3.3	0.8	1.9	1.0	1.8	0.02	0.05			
West: Myrtlewood Ln															
Lane 1		0.164	1.000	0.0	0.3	0.6	0.2	0.6	0.2	0.4	0.01	0.03	0.0	NA	NA
Approach		0.164			0.3	0.6	0.2	0.6	0.2	0.4	0.01	0.03			
East: Innsbrooke Ave															
Lane 1		0.090	1.000	0.0	0.1	0.3	0.1	0.3	0.1	0.2	0.01	0.03	0.0	NA	NA

Approach	0.090	0.1	0.3	0.1	0.3	0.1	0.2	0.01	0.03
Intersection	0.421	1.3	3.3	0.8	1.9	1.0	1.8	0.02	0.05

Roundabout Capacity Model: SIDRA HCM.

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Short Lanes are not included in determining Queue Storage Ratios.

Continuous Lane Performance												
Lane Number	Deg. Satn	Unint. Speed	Unint. Travel Delay	Hdwy	Spacing	Aver. Vehicle Length	Occup. Time	Space Time	Space Occup. Ratio	Time Occup. Ratio	Density	LOS (Density Method)
	v/c	mph	sec	sec	ft	ft	sec	sec	%	%	veh/mi	pc/mi
There are no Continuous Lanes at this Site.												

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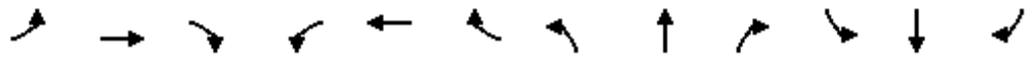
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**Traffic Analysis
2030 Projected Volumes
Concept 3
Signal**

HCM 6th Signalized Intersection Summary
 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Hendersonville, TN
 Build (2030) AM - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	29	1	53	23	1	6	18	606	18	4	932	20
Future Volume (veh/h)	29	1	53	23	1	6	18	606	18	4	932	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1648	1900	1856	1633	1900	1885	1826
Adj Flow Rate, veh/h	50	2	91	36	2	9	22	758	22	4	1047	22
Peak Hour Factor	0.58	0.58	0.58	0.64	0.64	0.64	0.80	0.80	0.80	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	17	0	3	18	0	1	5
Cap, veh/h	181	23	152	323	31	47	49	1674	49	10	1639	34
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.48	0.48	0.01	0.46	0.46
Sat Flow, veh/h	419	156	1005	1113	207	312	1810	3499	102	1810	3587	75
Grp Volume(v), veh/h	143	0	0	47	0	0	22	382	398	4	523	546
Grp Sat Flow(s),veh/h/ln	1580	0	0	1632	0	0	1810	1763	1837	1810	1791	1872
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	0.5	5.9	5.9	0.1	9.2	9.2
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.9	0.0	0.0	0.5	5.9	5.9	0.1	9.2	9.2
Prop In Lane	0.35		0.64	0.77		0.19	1.00		0.06	1.00		0.04
Lane Grp Cap(c), veh/h	357	0	0	401	0	0	49	844	879	10	818	855
V/C Ratio(X)	0.40	0.00	0.00	0.12	0.00	0.00	0.45	0.45	0.45	0.41	0.64	0.64
Avail Cap(c_a), veh/h	988	0	0	969	0	0	220	1588	1655	220	1613	1686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.2	0.0	0.0	19.7	7.1	7.1	20.4	8.6	8.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.0	6.3	0.4	0.4	24.9	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.4	0.0	0.0	0.3	1.5	1.5	0.1	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	0.0	15.3	0.0	0.0	26.0	7.5	7.5	45.2	9.4	9.4
LnGrp LOS	B	A	A	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		143			47			802			1073	
Approach Delay, s/veh		16.9			15.3			8.0			9.5	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	24.7		11.2	6.1	23.8		11.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	37.0		23.0	5.0	37.0		23.0				
Max Q Clear Time (g_c+I1), s	2.1	7.9		5.4	2.5	11.2		2.9				
Green Ext Time (p_c), s	0.0	5.2		0.7	0.0	7.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Hendersonville, TN
 Build (2030) PM - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↕	↕	↔	↕	↕
Traffic Volume (veh/h)	12	1	45	19	1	7	71	729	29	11	583	16
Future Volume (veh/h)	12	1	45	19	1	7	71	729	29	11	583	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1841	1900	1885	1900
Adj Flow Rate, veh/h	16	1	60	28	1	10	79	810	32	13	694	19
Peak Hour Factor	0.75	0.75	0.75	0.69	0.69	0.69	0.90	0.90	0.90	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	4	0	1	0
Cap, veh/h	157	19	171	306	34	54	140	1435	57	31	1229	34
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.08	0.41	0.41	0.02	0.35	0.35
Sat Flow, veh/h	215	139	1249	905	248	397	1810	3540	140	1810	3561	97
Grp Volume(v), veh/h	77	0	0	39	0	0	79	413	429	13	349	364
Grp Sat Flow(s),veh/h/ln	1603	0	0	1550	0	0	1810	1805	1875	1810	1791	1868
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.4	6.0	6.0	0.2	5.4	5.4
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.6	0.0	0.0	1.4	6.0	6.0	0.2	5.4	5.4
Prop In Lane	0.21		0.78	0.72		0.26	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	347	0	0	394	0	0	140	732	760	31	618	645
V/C Ratio(X)	0.22	0.00	0.00	0.10	0.00	0.00	0.56	0.56	0.56	0.42	0.56	0.56
Avail Cap(c_a), veh/h	1240	0	0	1206	0	0	585	1856	1928	319	1578	1646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	13.0	0.0	0.0	15.2	7.8	7.8	16.6	9.1	9.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	3.5	0.7	0.7	9.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.2	0.0	0.0	0.6	1.5	1.5	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	13.1	0.0	0.0	18.7	8.5	8.5	25.5	9.9	9.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	C	A	A
Approach Vol, veh/h		77			39			921			726	
Approach Delay, s/veh		13.6			13.1			9.4			10.1	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	18.8		9.7	7.6	16.7		9.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	35.0		24.0	11.0	30.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	8.0		3.4	3.4	7.4		2.6				
Green Ext Time (p_c), s	0.0	5.6		0.4	0.1	4.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				9.9								
HCM 6th LOS				A								

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
	LTR	LTR	L	T	TR	L	T	TR	TR
Directions Served									
Maximum Queue (ft)	83	57	38	177	135	77	171	161	161
Average Queue (ft)	33	20	11	63	11	4	136	36	36
95th Queue (ft)	63	50	33	136	65	35	208	125	125
Link Distance (ft)	409	558		458	458				
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			200			100		100	
Storage Blk Time (%)				0			13	0	
Queuing Penalty (veh)				0			65	1	

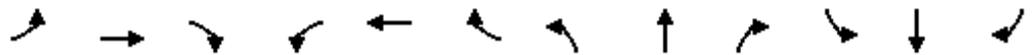
Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	31	38	59	105	34	20	151	55
Average Queue (ft)	21	19	35	58	9	8	102	16
95th Queue (ft)	41	51	67	125	49	27	176	71
Link Distance (ft)	409	558		458	458			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			200			100		100
Storage Blk Time (%)				0			5	0
Queuing Penalty (veh)				0			15	0

**Traffic Analysis
2050 Projected Volumes
Concept 3
Signal**

HCM 6th Signalized Intersection Summary
 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

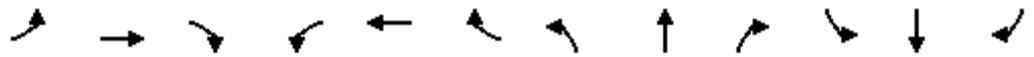
Hendersonville, TN
 Build (2050) AM - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↔	
Traffic Volume (veh/h)	29	1	53	23	1	6	18	606	18	4	932	20
Future Volume (veh/h)	29	1	53	23	1	6	18	606	18	4	932	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1648	1900	1856	1633	1900	1885	1826
Adj Flow Rate, veh/h	50	2	91	36	2	9	22	758	22	4	1047	22
Peak Hour Factor	0.58	0.58	0.58	0.64	0.64	0.64	0.80	0.80	0.80	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	17	0	3	18	0	1	5
Cap, veh/h	181	23	152	323	31	47	49	1674	49	10	1639	34
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.48	0.48	0.01	0.46	0.46
Sat Flow, veh/h	419	156	1005	1113	207	312	1810	3499	102	1810	3587	75
Grp Volume(v), veh/h	143	0	0	47	0	0	22	382	398	4	523	546
Grp Sat Flow(s),veh/h/ln	1580	0	0	1632	0	0	1810	1763	1837	1810	1791	1872
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	0.5	5.9	5.9	0.1	9.2	9.2
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.9	0.0	0.0	0.5	5.9	5.9	0.1	9.2	9.2
Prop In Lane	0.35		0.64	0.77		0.19	1.00		0.06	1.00		0.04
Lane Grp Cap(c), veh/h	357	0	0	401	0	0	49	844	879	10	818	855
V/C Ratio(X)	0.40	0.00	0.00	0.12	0.00	0.00	0.45	0.45	0.45	0.41	0.64	0.64
Avail Cap(c_a), veh/h	988	0	0	969	0	0	220	1588	1655	220	1613	1686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.2	0.0	0.0	19.7	7.1	7.1	20.4	8.6	8.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.0	6.3	0.4	0.4	24.9	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.4	0.0	0.0	0.3	1.5	1.5	0.1	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	0.0	15.3	0.0	0.0	26.0	7.5	7.5	45.2	9.4	9.4
LnGrp LOS	B	A	A	B	A	A	C	A	A	D	A	A
Approach Vol, veh/h		143			47			802			1073	
Approach Delay, s/veh		16.9			15.3			8.0			9.5	
Approach LOS		B			B			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	24.7		11.2	6.1	23.8		11.2				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	5.0	37.0		23.0	5.0	37.0		23.0				
Max Q Clear Time (g_c+I1), s	2.1	7.9		5.4	2.5	11.2		2.9				
Green Ext Time (p_c), s	0.0	5.2		0.7	0.0	7.6		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.6								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Hendersonville, TN
 Build (2050) PM - Signalized



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↕	↕	↔	↕	↕
Traffic Volume (veh/h)	12	1	45	19	1	7	71	729	29	11	583	16
Future Volume (veh/h)	12	1	45	19	1	7	71	729	29	11	583	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1841	1900	1885	1900
Adj Flow Rate, veh/h	16	1	60	28	1	10	79	810	32	13	694	19
Peak Hour Factor	0.75	0.75	0.75	0.69	0.69	0.69	0.90	0.90	0.90	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	4	0	1	0
Cap, veh/h	157	19	171	306	34	54	140	1435	57	31	1229	34
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.08	0.41	0.41	0.02	0.35	0.35
Sat Flow, veh/h	215	139	1249	905	248	397	1810	3540	140	1810	3561	97
Grp Volume(v), veh/h	77	0	0	39	0	0	79	413	429	13	349	364
Grp Sat Flow(s),veh/h/ln	1603	0	0	1550	0	0	1810	1805	1875	1810	1791	1868
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.4	6.0	6.0	0.2	5.4	5.4
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.6	0.0	0.0	1.4	6.0	6.0	0.2	5.4	5.4
Prop In Lane	0.21		0.78	0.72		0.26	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	347	0	0	394	0	0	140	732	760	31	618	645
V/C Ratio(X)	0.22	0.00	0.00	0.10	0.00	0.00	0.56	0.56	0.56	0.42	0.56	0.56
Avail Cap(c_a), veh/h	1240	0	0	1206	0	0	585	1856	1928	319	1578	1646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	13.0	0.0	0.0	15.2	7.8	7.8	16.6	9.1	9.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	3.5	0.7	0.7	9.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.2	0.0	0.0	0.6	1.5	1.5	0.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	13.1	0.0	0.0	18.7	8.5	8.5	25.5	9.9	9.8
LnGrp LOS	B	A	A	B	A	A	B	A	A	C	A	A
Approach Vol, veh/h		77			39			921				726
Approach Delay, s/veh		13.6			13.1			9.4				10.1
Approach LOS		B			B			A				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	18.8		9.7	7.6	16.7		9.7				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	35.0		24.0	11.0	30.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	8.0		3.4	3.4	7.4		2.6				
Green Ext Time (p_c), s	0.0	5.6		0.4	0.1	4.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				9.9								
HCM 6th LOS				A								

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB	SB
	LTR	LTR	L	T	TR	L	T	TR	TR
Directions Served									
Maximum Queue (ft)	53	36	26	126	75	9	157	102	102
Average Queue (ft)	34	17	9	66	17	2	125	38	38
95th Queue (ft)	60	46	32	138	92	14	200	132	132
Link Distance (ft)	409	558		458	458				
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			200			100		100	
Storage Blk Time (%)				0			10	0	
Queuing Penalty (veh)				0			50	0	

Intersection: 1: Saundersville Rd & Myrtlewood Ln/Innsbrooke Ave

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	31	38	59	105	34	20	151	55
Average Queue (ft)	21	19	35	58	9	8	102	16
95th Queue (ft)	41	51	67	125	49	27	176	71
Link Distance (ft)	409	558		458	458			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			200			100		100
Storage Blk Time (%)				0			5	0
Queuing Penalty (veh)				0			15	0