

City of Brandon

Transportation Plan

Brandon, Mississippi



November 2024

Prepared for:



KISER
TRAFFIC AND
ENGINEERING

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1.0 Introduction and Summary

This report summarizes the findings of a traffic analysis performed by Kiser Traffic and Engineering as requested by the City of Brandon, for improvements to the transportation infrastructure to help improve circulation in Brandon, Mississippi. The City is bisected by Interstate 20, with 3 interchanges.

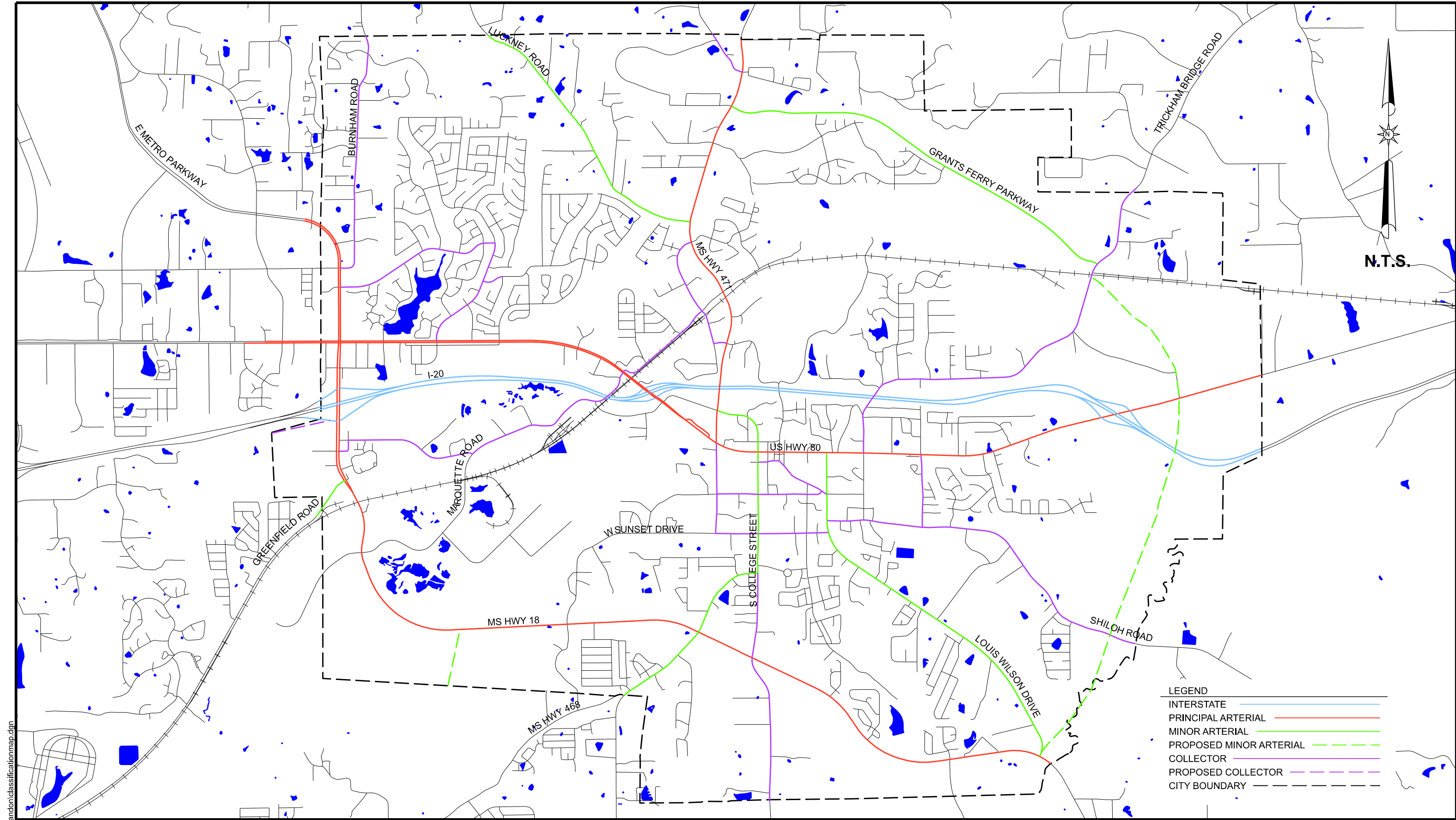
1.1 Purpose

The purpose of this analysis is to identify roadway improvements that will reduce travel delays for the commuting public within the City of Brandon. Multiple roadway projects were identified and recommended to reduce congestion and delays, as well as improve safety.

2.0 Functional Classification

2.1 Existing Roadway Network

The functional classification of the City of Brandon roadways is provided in **Figure 1**. The Central Mississippi Planning and Development District (CMPDD) has the roadway classifications (shown in **Figure 1**) that include: Interstate, Principal Arterial, Minor Arterial, and Collector Roadways.



- LEGEND
- INTERSTATE ———
 - PRINCIPAL ARTERIAL ———
 - MINOR ARTERIAL ———
 - PROPOSED MINOR ARTERIAL - - -
 - COLLECTOR ———
 - PROPOSED COLLECTOR - - -
 - CITY BOUNDARY - - -

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CITY OF BRANDON MISSISSIPPI FUNCTIONAL CLASSIFICATION MAP

FIGURE
1

3.0 Transportation Network Improvements

3.1 Basic Well Road

Basic Well Road is a 2-lane unclassified roadway that extends south of downtown Brandon, south of Mary Ann Drive. South of Sunset Drive, the residential subdivisions border Basic Well Road to the east and west. Basic Well Road dead ends near the Provonce subdivision. Extension of Basic Well Road to MS Hwy 18 would provide a southern access for egress for the existing and future residential traffic. Aligning with the Brandon High School east driveway would likely meet signal warrants, although the spacing between the signal to the west at Brandon High School would be approximately 1,000 ft, with spacing east to the signal at Stonebridge would be $\pm 2,000$ ft. The alignment is shown in **Figure 2a**.

3.2 Old Hwy 471 Extension

The circulation for downtown traffic could be improved with the extension of Old Hwy 471 with the connection of Salis Drive to Lakeland Drive. The existing Lakeland Drive is a very narrow 2-lane roadway. Extension of Salis Drive would provide an alternate route for downtown traffic to travel north, providing some relief to US Hwy 80 and College Street. The graphic is provided in **Figure 2b**.

3.3 East Brandon Bypass

An eastern loop is proposed to extend north of the Louis Wilson Drive/MS Hwy 18 intersection to extend north, crossing Shiloh Road, flying over I-20, intersecting MS Hwy 80 at-grade, and continuing north/northwest along the Grants Ferry Parkway alignment. Waggoner Engineering developed a conceptual alignment/cross section for the East Brandon Bypass. The alignment is provided in **Figure 2c**.

3.4 MS Hwy 18

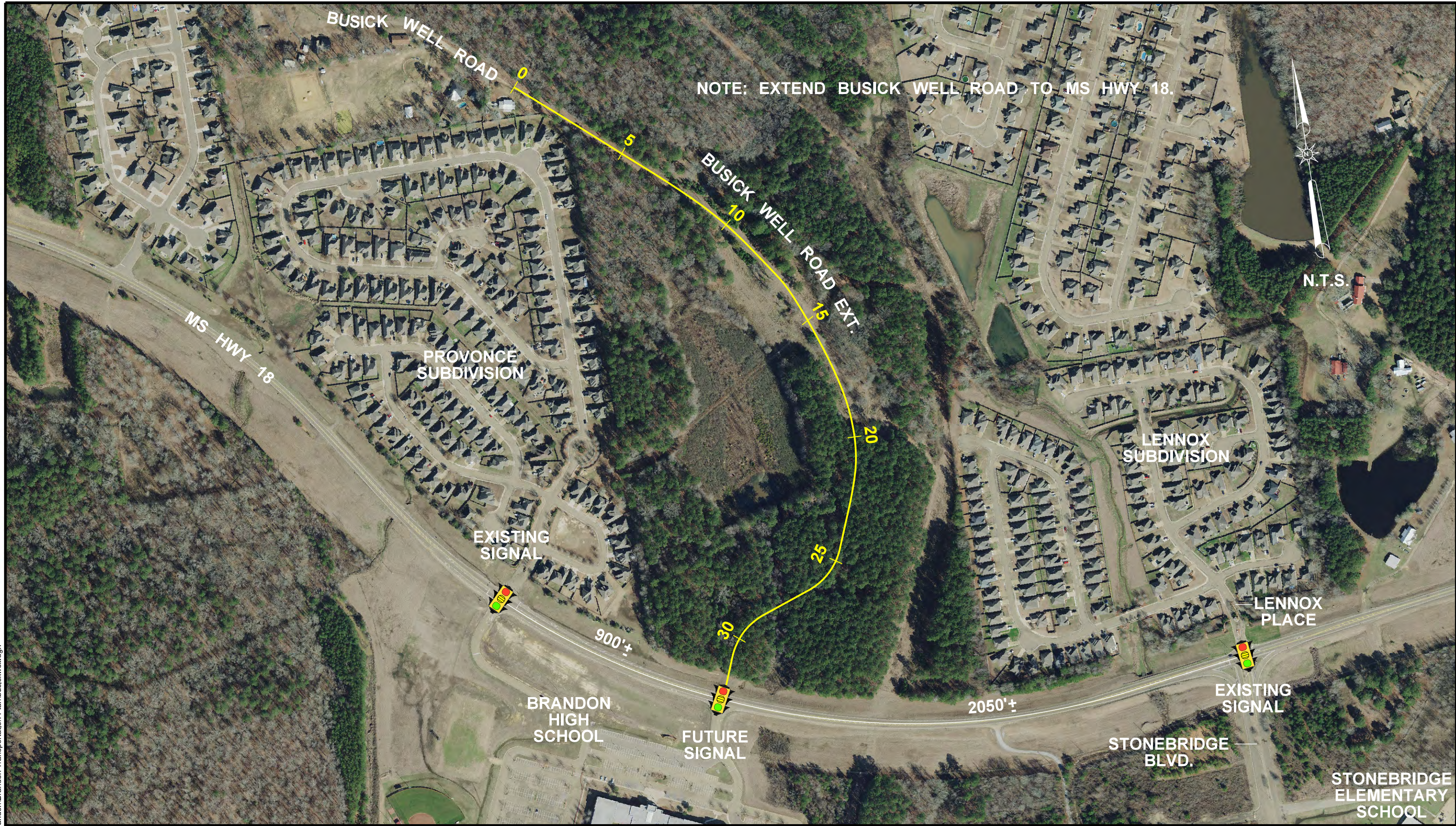
Railroad Overpass

A bridge is being designed for the City of Brandon to provide a grade separation over the Kansas City Southern Railway Company (KCS) railroad crossing #914661U that is located ± 850 ft south/southeast of the Greenfield Road/MS Hwy 18 intersection. The bridge plans include a multi-use path bridge over the railroad tracks also. Waggoner Engineering provided the conceptual plan for the railroad bridge and multi-use path. The proposed bridge alignment is provided in **Figure 2d**.

W. Sunset Drive

Historical crash data identified 2 fatal crashes at the intersection of W. Sunset Drive at MS Hwy 18 and 41 people injured in 65 crashes from 2019-2024. The crash warrant and vehicular volume warrant (1B) were met at the West Sunset Drive intersection with MS Hwy 18. Signalization of the intersection of W. Sunset Drive/MS Hwy 18 was recommended.

While the historical volumes from MDOT show 15,000-16,000 vpd from years 2013-2023, the October 2024 turning movement count had 14,615 in a 12.5 hour count on the west approach and 13,616 on the east approach. This volume typically equates to 65% of the daily volume, which would yield $\pm 22,000$ on the west approach and $\pm 21,000$ on the east approach.



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BUSICK WELL ROAD EXTENSION

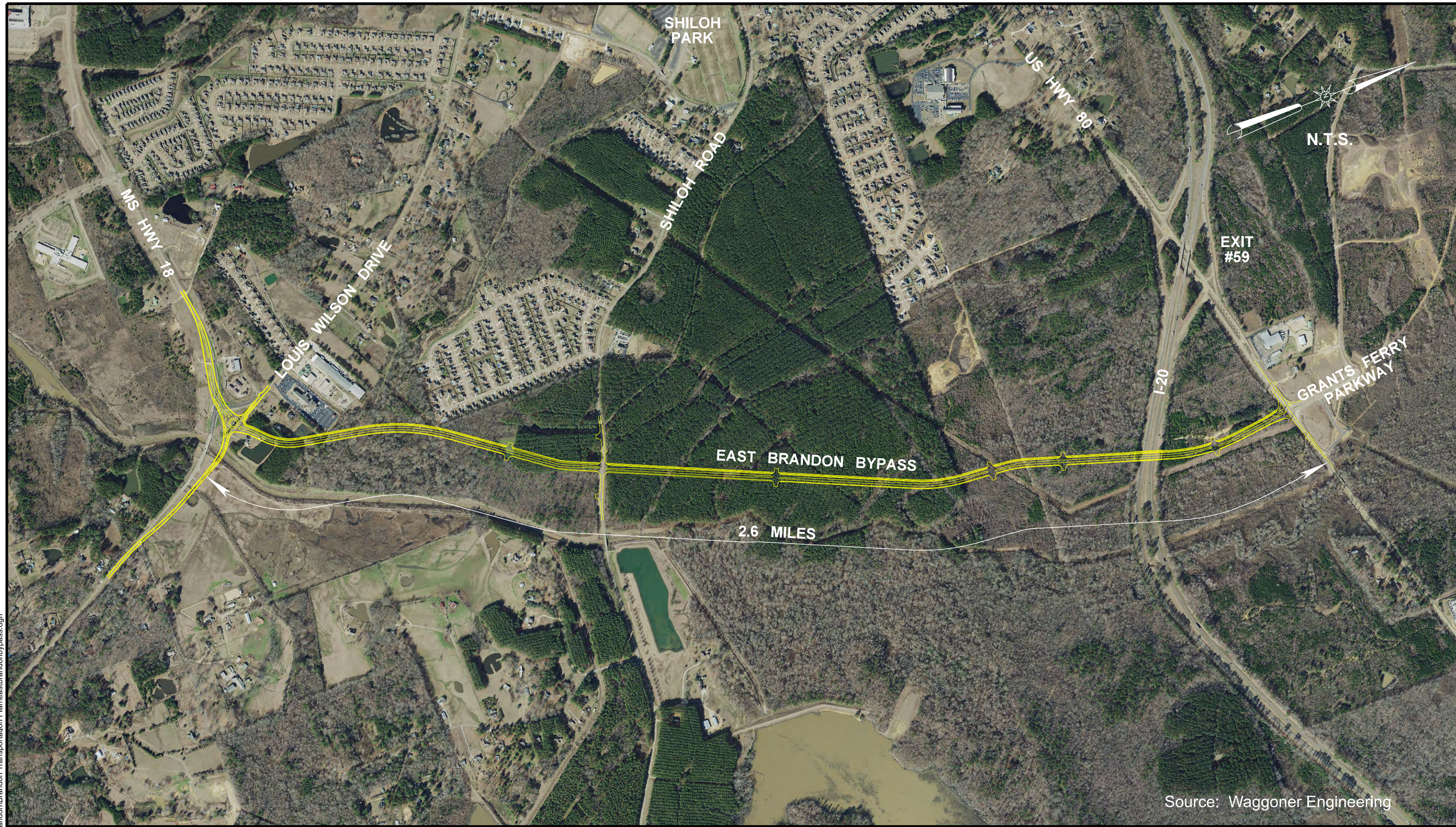
FIGURE
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OLD HWY 471 EXTENSION

FIGURE
2b



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EAST BRANDON BYPASS

FIGURE
2c



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MS HWY 18 RAILROAD BRIDGE

FIGURE
2d

The peak hour approach volumes were recorded as 1,104 vph westbound in the AM Peak and 1,062 eastbound in the PM Peak hour. The Florida Department of Transportation (FDOT) has volume tables for levels-of-service based on directional hourly volumes. The capacity for a State Highway (per the FDOT tables) with a 40 mph or higher posted speed limit is 880 vph in the peak direction. This section of MS Hwy 18 is 224 vph (25%) higher than the estimated capacity of a 2 lane state highway in one direction. With existing traffic volumes likely in excess of 20,000 vpd on MS Hwy 18, widening MS Hwy 18 to 4 lanes from the planned KCS Railroad bridge south of Greenfield Road ± 5.3 miles to Louis Wilson Drive is recommended. This widening would increase capacity at the High School and Elementary School intersections located on Hwy 18.

3.5 Value Road Extension

As the ± 420 acres of undeveloped property north of the railroad tracks, west of the Mississippi Power electric transmission line, and south of the Cornerstone subdivision develops, providing an extension of Value Road east to Grants Ferry Parkway is recommended. The conceptual alignment is provided in **Figure 2e**.

3.6 Hwy 80 – I-20 EB Exit Ramp/Exit 56

The eastbound I-20 exit ramp traffic at Hwy 80 in the PM peak hour has significant queues with 946 vph turning right in 2 lanes and 180 vehicles turning left from 1 lane. Widening the approach to provide dual left turn lanes would help reduce the left turn queue, as there are 2 receiving lanes on US Hwy 80. The conceptual alignment is provided in **Figure 2f**.

3.7 MS Hwy 18 – I-20 Ramps/Exit 54

The northbound traffic in the AM peak hour has significant queues with 581 vph turning left in a single left turn lane. Providing a loop ramp in the northeast quadrant of the interchange would reduce the cycle length, allowing for a free-flow movement for northbound to westbound traffic. Additionally, the extension of the East Metro Parkway north to MS Hwy 25 in Flowood has increased north/south traffic. The southbound right turn volume was 556 in AM Peak hour and 392 in the PM peak hour. Extending a full width 3rd southbound lane as a dedicated right turn lane is recommended. The conceptual loop ramp is provided in **Figure 2g**.

An alternative to the loop ramp would be conversion to a Diverging Diamond Interchange (DDI). The DDI concept is shown in **Figure 2h**.

3.8 Orchard View – Old Hwy 471

The entrance to the Orchard View subdivision was modified in 2016 when MS Hwy 471 was constructed east of the subdivision. The primary access does not provide a dedicated northbound left turn lane. A northbound left turn lane is recommended to provide a refuge area for left turning vehicles during peak hours. The conceptual left turn lane is shown in **Figure 2i**.



VALUE ROAD EXTENSION

FIGURE
2e





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US HWY 80 / I-20 EXIT 56 EB EXIT RAMP IMPROVEMENTS

FIGURE
2f

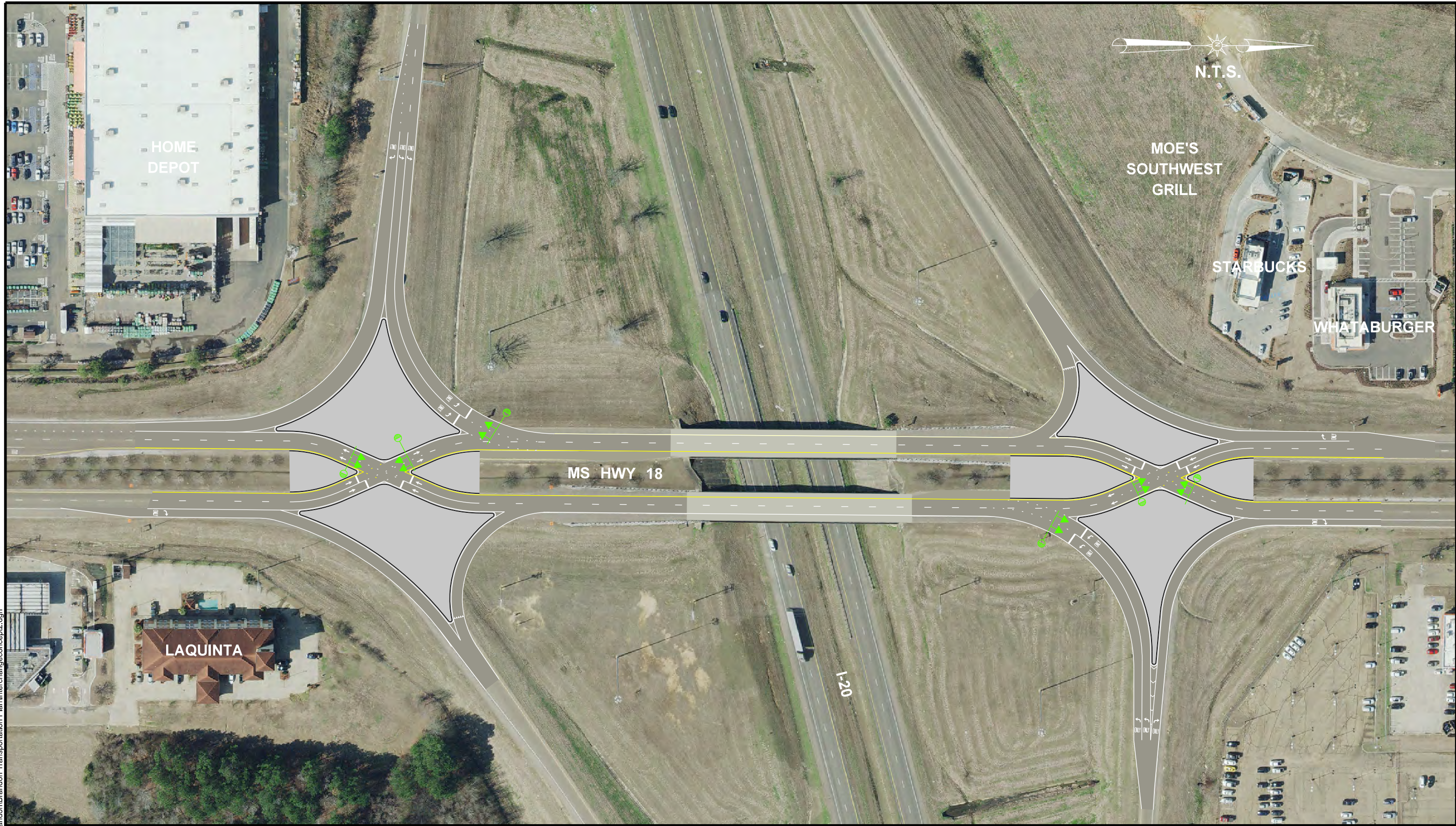


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MS HWY 18 / I-20 EXIT 54 NB LOOP RAMP CONCEPT

FIGURE
2g



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MS HWY 18 / I-20 EXIT 54 DIVERGING DIAMOND INTERCHANGE CONCEPT

FIGURE
2h



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OLD HWY 471 AND ORCHARDVIEW BOULEVARD

FIGURE
2i

4.0 Crash History

4.1 Crash Tables

A 5+ year crash history was obtained from MDOT for analysis for City of Brandon crashes. Crash data was from 1/1/19-9/15/24. The locations with fatal crashes are summarized in **Table 1a**. The highest crash locations are listed in **Table 1b**.

Table 1a – Crash Severity

Primary Roadway	Injury Severity					Total crashes
	(A) Suspected serious injury	(B) Suspected minor injury	(C) Possible injury	(K) Fatal injury	(O) Property damage only	
I-20	9	28	37	7	206	287
MS 18	21	70	129	3	859	1,082
US 80	19	102	141	3	1,160	1,425
MS 471	8	25	21	2	155	211
Burnham Rd	1	1	7	1	18	28
South College St	0	3	6	1	31	41

Table 1b – Total Crashes

Primary Roadway	Total Crashes
US 80	1,425
MS 18	1,082
I-20	287
[CX] US 80	211
[CX] MS 18	175
MS 471	163
CROSSGATES BLVD	161
MS 468	155
EXIT 54	54

I-20 is shown to have the most fatalities (7), with US Hwy 80 having the most crashes (1,425+211=1,636 crashes) and MS Hwy 18 the second highest crash total (1,082+175=1,257 crashes). The detail of the crashes for US Hwy 80 and MS Hwy 18 are provided in **Tables 1c-d**.

Table 1c
US Hwy 80 Crash Types

Row Labels	[CX] US Hwy 80	US Hwy 80	Total	Percentage
Angle	23	217	240	15%
Fell from vehicle		5	5	0%
Fixed Object		12	12	1%
Head on		2	2	0%
Hit and Run		2	2	0%
Left turn same roadway	4	232	236	14%
Opposite Direction Sideswipe		5	5	0%
Other		2	2	0%
Other in road		6	6	0%
Overturn		1	1	0%
Parked vehicle		43	43	3%
Pedestrian		3	3	0%
Rear end slow or stop	174	647	821	50%
Rear end turn		11	11	1%
Run off Road - Left		24	24	1%
Run off Road - Right		29	29	2%
Sideswipe	10	137	147	9%
Unknown		47	47	3%
Total	211	1,425	1,636	

Source: MDOT, Kiser Traffic and Engineering, LLC. 2024.

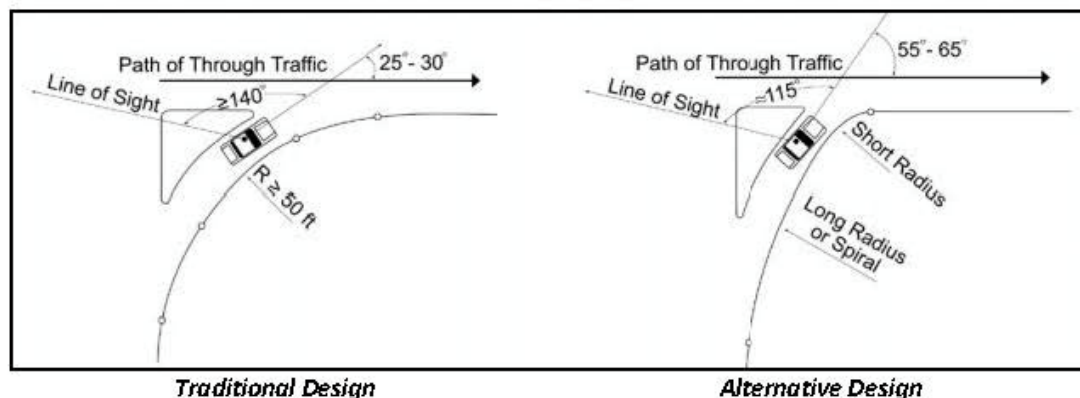
Table 1d
MS Hwy 18 Crash Types

Crash Type	[CX] MS Hwy 18	MS Hwy 18	Total	Percentage
Angle	10	130	140	11%
Fell from vehicle		2	2	0%
Head on		6	6	0%
Hit and Run		1	1	0%
Left turn same roadway	10	113	123	10%
Opposite Direction Sideswipe		9	9	1%
Other		1	1	0%
Other in road		3	3	0%
Overturn		3	3	0%
Parked vehicle		18	18	1%
Rear end slow or stop	147	640	787	63%
Rear end turn	1	9	10	1%
Run off Road - Left		17	17	1%
Run off Road - Right	1	17	18	1%
Run off Road - Straight		3	3	0%
Sideswipe	5	80	85	7%
Unknown	1	30	31	2%
Total	175	1082	1257	

Source: MDOT, Kiser Traffic and Engineering, LLC. 2024.

4.2 Channelized Right Turn Lanes

Rear-end crashes accounted for 50% of the crashes on US Hwy 80 and 63% of the crashes on MS Hwy 18. The high angle (140 degrees) of the channelized right turn lanes contributes to the rear-end crash frequency at intersections. Modifying the channelized right turn lanes from the traditional >140 degree angle to approximately 115 degrees (or 90 degrees) is recommended to help reduce the rear-end crash potential within these channelized right turn lanes, as well as reduce the angle that drivers have to rotate their head to see approaching vehicles in the thru lane.



Traditional vs. alternative right-turn lane designs (Source: Gattis et al. 2009).

While the 115 degree channelized right turn lane is preferable to the 140 degree turn lane, eliminating the channelized right turn is also an option for these intersections. The study by Gattis identified that Right-turn crashes at the subject approach had a Crash Modification Factor (CMF) = 0.404. Overall, the safety evaluation provided evidence that modifying right-turn lanes to sharpen the approach angle of right-turn vehicles improves safety by reducing the frequency of right-turn crashes at the approaches. This geometric modification reduces the angle that drivers have to rotate their head to see conflicting traffic. While these types of channelized right turn lanes may be effective in low volume rural areas, they create a higher chance of rear-end crashes in urbanized areas when drivers are likely to encounter a major street vehicle and have yield to that vehicle.

Recommended right turn lane modification locations on US Hwy 80 and MS Hwy 18 include:

- US Hwy 80/MS Hwy 18: NB right, EB right
- Marquette Rd/US Hwy 80: NB right
- Exit 56-I20 WB Ramps/US Hwy 80: EB right
- Exit 59-I20 EB Ramps/US Hwy 80: EB right
- Exit 59-I20 WB Ramps/US Hwy 80: WB right
- US Hwy 80/Grants Ferry Parkway: WB right
- MS Hwy 18/Greenfield Road: SB right/EB right
- MS Hwy 18/Marquette Road: all approaches
- MS Hwy 18/W. Sunset Drive: all approaches
- MS Hwy 18/Whitfield Road: all approaches
- MS Hwy 18/Star Road-S. College Street: all approaches
- MS Hwy 18/Stonebridge Blvd: NB right
- MS Hwy 18/Louis Wilson Drive: SB right/WB right

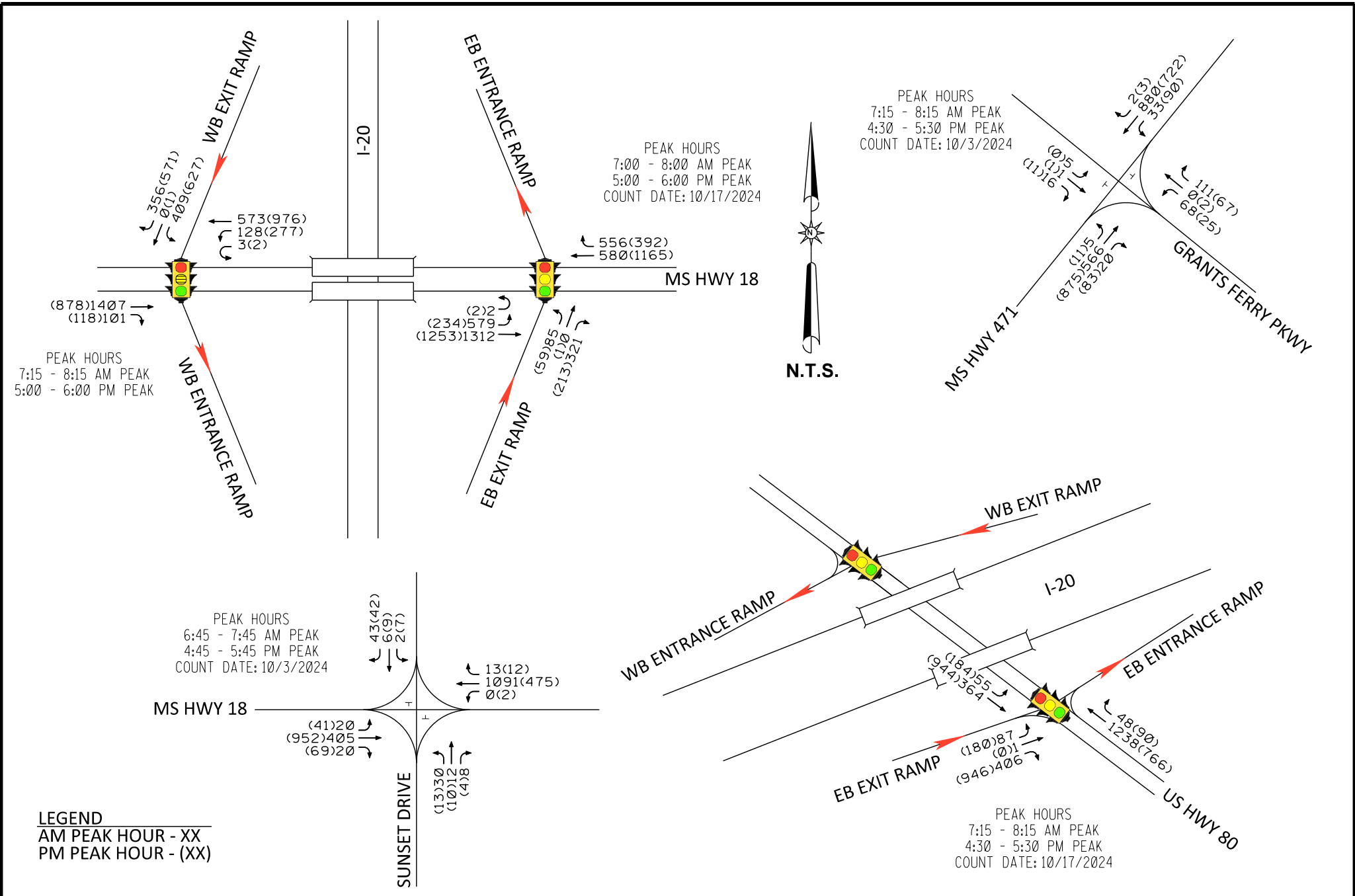
4.3 Traffic Counts

Existing turning movement traffic counts were collected at MS Hwy 18/I-20 EB and WB Ramps, US Hwy 80/I-20 EB Ramps and at West Sunset Drive/MS Hwy 18 and Grants Ferry Pkwy/MS Hwy 471. The existing peak hour volumes are shown in **Figure 3**.

5.0 Signal Warrant Analysis

The Manual on Uniform Traffic Control Devices (MUTCD) outlines the factors for justifying installation of a traffic control signal. Three of the 9 signal warrants are vehicular volume based warrants: 1) eight-hour vehicular volume, 2) four-hour vehicular volume and 3) peak hour. The MUTCD states that a traffic control signal should not be installed unless one or more of the warrants are met. Warrant #1, the eight-hour warrant, is intended for application at locations where a large volume of intersecting traffic is the primary reason to consider installing a traffic control signal. Warrant #2, the four-hour warrant, is intended where the volume of the intersecting traffic is the primary reason to consider installing a traffic control signal. Warrant #3, the peak-hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

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YEAR 2024 EXISTING TRAFFIC

FIGURE
3

5.1 Sunset Drive/MS Hwy 18

The crash types by Year were evaluated in Table 2a, while the hourly traffic volumes at the intersection of MS Hwy 18/W. Sunset Drive were compared to the MUTCD threshold volumes for Condition A – Minimum Vehicular Volume and for Condition B-Interruption of Continuous Traffic in Warrant 1, as well as the volume Warrants in #2 and #3. Warrant #1 has 4 different levels: 100%, 80%, 70%, and 56%. The 56% warrant is used when major street speeds exceed 40 mph. With a posted speed limit of 55 mph the 56% warrant was evaluated. The crash types by year are provided in **Table 2a**, and the detail of the hourly volumes and warrant analysis are provided in **Tables 2b-c**.

Table 2a - Crash Type by Year

Crash Type	Year						Total
	2019	2020	2021	2022	2023	2024*	
Angle	1	4	6	4	3	2	20
Left turn same roadway			1		2	1	4
Opposite Direction Sideswipe						2	2
Rear end slow or stop	8	6	6	6	2	3	31
Run off Road - Left	1	1		1			3
Run off Road - Right		1				1	2
Sideswipe	1			2			3
Total	11	12	13	13	7	9	65

Note: *Partial Year 2024 data thru 9/15/24.

Source: MDOT, Kiser Traffic and Engineering, LLC, 2024.

Table 2b-MS Hwy 18/West Sunset Drive – SB Minor Street Traffic
Signal Warrant Analysis – 2024 Existing Traffic

Start Time	Approach						Warrant 1A		Warrant 1B		Warrant #2	Warrant #3
	EB	WB	EB+ WB	SB Lt+Th	SB Rt	SB Total	Major- 280	Minor- 84	Major- 420	Minor- 42	Four Hour	Peak Hour
06:00 AM	187	858	1,045	3	23	26	Yes	-	Yes	-	-	-
07:00 AM	478	1,041	1,519	8	40	48	Yes	-	Yes	Yes	-	-
08:00 AM	357	652	1,009	18	27	45	Yes	-	Yes	Yes	-	-
09:00 AM	310	561	871	18	25	43	Yes	-	Yes	Yes	-	-
10:00 AM	372	453	825	14	17	31	Yes	-	Yes	-	-	-
11:00 AM	414	440	854	14	23	37	Yes	-	Yes	-	-	-
12:00 PM	510	422	932	19	30	49	Yes	-	Yes	Yes	-	-
01:00 PM	548	413	961	14	35	49	Yes	-	Yes	Yes	-	-
02:00 PM	660	498	1,158	24	31	55	Yes	-	Yes	Yes	-	-
03:00 PM	757	518	1,275	16	37	53	Yes	-	Yes	Yes	-	-
04:00 PM	902	517	1,419	20	33	53	Yes	-	Yes	Yes	-	-
05:00 PM	1,022	495	1,517	14	40	54	Yes	-	Yes	Yes	-	-
06:00 PM	494	277	771	13	17	30	Yes	-	Yes	-	-	-
Subtotal	7,011	7,145	14,156	195	378	573	13	0	13	9	0	0
Count date: 10/3/24	Warrant Met?						No		Yes		No	No

Source: Kiser Traffic and Engineering, 2024.
Volumes are in vehicles per hour.

Table 2c
MS Hwy 18/West Sunset Drive – NB Minor Street Traffic
Signal Warrant Analysis – 2024 Existing Traffic

Start Time	Approach						Warrant 1A		Warrant 1B		Warrant #2	Warrant #3
	EB	WB	EB+ WB	NB Lt+Th	NB Rt	NB Total	Major- 350	Minor- 105	Major- 525	Minor- 53	Four Hour	Peak Hour
06:00 AM	187	858	1,045	24	2	26	Yes	-	Yes	-	-	-
07:00 AM	478	1,041	1,519	41	8	49	Yes	-	Yes	Yes	-	-
08:00 AM	357	652	1,009	26	1	27	Yes	-	Yes	-	-	-
09:00 AM	310	561	871	23	0	23	Yes	-	Yes	-	-	-
10:00 AM	372	453	825	18	1	19	Yes	-	Yes	-	-	-
11:00 AM	414	440	854	21	2	23	Yes	-	Yes	-	-	-
12:00 PM	510	422	932	24	3	27	Yes	-	Yes	-	-	-
01:00 PM	548	413	961	25	2	27	Yes	-	Yes	-	-	-
02:00 PM	660	498	1,158	16	0	16	Yes	-	Yes	-	-	-
03:00 PM	757	518	1,275	17	2	19	Yes	-	Yes	-	-	-
04:00 PM	902	517	1,419	26	1	27	Yes	-	Yes	-	-	-
05:00 PM	1,022	495	1,517	24	5	29	Yes	-	Yes	-	-	-
06:00 PM	494	277	771	18	2	20	Yes	-	Yes	-	-	-
Subtotal	7,011	7,145	14,156	303	29	332	13	0	13	1	0	0
Count date: 10/3/24							Warrant Met?				No	No

Source: Kiser Traffic and Engineering, 2024.
Volumes are in vehicles per hour.

Signal Warrant 1B is shown to be met with existing traffic. Warrant 7 is the crash experience warrant, which is met when there are 5 or more crashes correctable by signalization, within a 12 month period. Per Table 2a, the crash warrant was met in 2021 and 2023. In 2021, there were 6 *angle* crashes and 1 *Left turn same roadway* crash, in 2023, there were 3 *angle* and 2 *left turn same roadway* crashes.

The vehicular volume based warrants are based on 56% volume warrant for speeds greater than 40 mph, with 1 lane on the major street and 1 lane on the minor. With the minor street right turn volumes, the signal warrant 1B is met for the 8 hour warrant with existing traffic. A change in traffic control is recommended to install a traffic signal, based on existing traffic volumes, and the crash history at the intersection.

5.2 Grants Ferry Pkwy/MS Hwy 471

The hourly traffic volumes at the intersection of MS Hwy 471/Grants Ferry Pkwy-Warner Drive were compared to the MUTCD threshold volumes for Condition A – Minimum Vehicular Volume and for Condition B-Interruption of Continuous Traffic in Warrant 1, as well as the volume Warrants in #2 and #3. With a posted speed limit of 50 mph the 70% warrant was evaluated. The detail of the hourly volumes and warrant analysis are provided in **Table 3**.

Table 3
MS Hwy 471/Grants Ferry Pkwy-Warner Drive – WB Minor Street Traffic
Signal Warrant Analysis – 2024 Existing Traffic

Start Time	Approach						Warrant 1A		Warrant 1B		Warrant #2	Warrant #3
	NB	SB	NB+ SB	WB Lt+Th	WB Rt	WB Total	Major- 420	Minor- 105	Major- 630	Minor- 53	Four Hour	Peak Hour
06:00 AM	367	570	937	29	40	69	Yes	-	Yes	Yes	Yes	-
07:00 AM	568	889	1,457	79	121	200	Yes	Yes	Yes	Yes	Yes	Yes
08:00 AM	481	609	1,090	36	62	98	Yes	-	Yes	Yes	Yes	Yes
09:00 AM	351	418	769	23	39	62	Yes	-	Yes	Yes	-	-
10:00 AM	357	419	776	18	36	54	Yes	-	Yes	Yes	-	-
11:00 AM	414	410	824	22	30	52	Yes	-	Yes	-	-	-
12:00 PM	454	463	917	18	28	46	Yes	-	Yes	-	-	-
01:00 PM	458	466	924	19	37	56	Yes	-	Yes	Yes	-	-
02:00 PM	503	572	1,075	18	35	53	Yes	-	Yes	Yes	-	-
03:00 PM	624	578	1,202	23	53	76	Yes	-	Yes	Yes	Yes	Yes
04:00 PM	833	726	1,559	33	64	97	Yes	-	Yes	Yes	Yes	Yes
05:00 PM	891	771	1,662	32	58	90	Yes	-	Yes	Yes	Yes	Yes
06:00 PM	481	468	949	21	34	55	Yes	-	Yes	Yes	-	-
Subtotal	6,782	7,359	14,141	371	637	1,008	13	1	13	11	6	5
Count date: 10/3/24							Warrant Met?				Yes	Yes

Source: Kiser Traffic and Engineering, 2024.
Volumes are in vehicles per hour.

The vehicular volume based warrants are based on 70% volume warrant for speeds greater than 40 mph, with 2 lanes on the major street and 1 lane on the minor. With the minor street right turn volumes, the signal warrants 1B, 2 and 3 are met for the 8 hour, 4 hour and peak hour warrants with existing traffic. Without minor street right turn volumes, the Peak hour warrant is met. A change in traffic control is recommended to install a traffic signal, based on existing traffic volumes.

6.0 Recommendations and Conclusions

The continued growth/development within the City of Brandon has increased traffic volumes on the major routes. Traffic signals at intersections are shown to be warranted from either vehicular volume increases or crash frequency. Two of the study intersections were evaluated and meet signal warrants: W. Sunset Drive/MS Hwy 18 and MS Hwy 471/Grants Ferry Pkwy. Both of these intersections are on State highways and require the approval of MDOT for signalization. Traffic growth along MS Hwy 18, concurrent with the Hwy 18 widening and bridge over the KCS Railroad being designed by Waggoner Engineering is recommended to extend ± 5 miles east to Louis Wilson Drive. A multi-use path is recommended along MS Hwy 18 concurrent with the proposed widening connecting the High School and Elementary School.

The I-20 interchange with MS Hwy 18 is recommended to provide a northbound to westbound loop ramp in the northeast quadrant to reduce intersection delays, concurrent with a 3rd southbound lane on Hwy 18 from Disotell Blvd to the I-20 Westbound ramps, that would be a dedicated southbound right turn lane. Extending the northbound left turn lane from Disotell Blvd south to the I-20 WB ramp intersection is recommended to take the left turning vehicles out of the thru lanes.

Future construction of the East Brandon Bypass would extend east/northeast of Louis Wilson Drive, and bridge over I-20 to connect with Grants Ferry Parkway. As development moves further east in Brandon, this eastern loop/bridge over I-20 would benefit future circulation. With the proximity to Shiloh Park, a multi-use path is recommended along the East Brandon Bypass to help facilitate the movement of pedestrians/bicyclists along the east side of town.

Busic Well Road extension is recommended to help diffuse future residential traffic as subdivisions continue to develop in this area. The proposed widening of MS Hwy 18 from 2-lanes to 4-lanes would allow dual left turn lanes onto MS Hwy 18 from Busic Well Road, Brandon High School, and Stonebridge Blvd. The impacts at Stonebridge Blvd would reduce delays for the Stonebridge subdivision, Brandon Elementary School and other future adjacent developments on Stonebridge Blvd.

Widening Old Hwy 471 is recommended to provide a Left-Turn Lane for the Orchardview Subdivision. The entrance to this subdivision was modified when Hwy 471 was constructed in 2016.

The crash data identified that rear-end crashes were the most frequent crash type in the City. The design of the channelized right turn lanes has been shown to contribute to this high crash frequency. An alternative to the conventional channelized right turn lane was developed by Gattis and shown to reduce rear-end crashes by more than 40% with a reduction in the angle of curvature from 140 degrees to 115 degrees, or to 90 degrees by eliminating the channelized portion of the right turn lane. Thirteen intersections along US Hwy 80 and MS Hwy 18 are recommended to modify the channelized right turn lanes to reduce the rear-end crash potential.

Appendix

Turning Movement Traffic Counts.....	A1-30
MS Hwy 18/Sunset Drive-10/3/24	A1-6
MS Hwy 471/Grants Ferry Pkwy-10/3/24	A7-12
MS Hwy 18/I20 EB Ramps-10/17/24	A13-18
MS Hwy 18/I20 WB Ramps-10/17/24	A19-24
US Hwy 80/I20 EB Ramps-10/17/24	A25-30

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy18/W Sunset
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS18-Sunset
Site Code : 00000000
Start Date : 10/3/2024
Page No : 1

Groups Printed- Autos - Heavy Veh

	W Sunset Dr Southbound					MS Hwy 18 Westbound					W Sunset Dr Northbound					MS Hwy 18 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	1	5	0	6	0	143	0	0	143	3	1	0	0	4	1	22	2	0	25	178
06:15 AM	0	0	4	0	4	0	199	0	0	199	3	0	0	0	3	2	27	1	0	30	236
06:30 AM	0	0	3	0	3	0	253	1	0	254	8	0	1	0	9	2	57	2	0	61	327
06:45 AM	0	2	11	0	13	0	262	0	0	262	8	1	1	0	10	0	69	2	0	71	356
Total	0	3	23	0	26	0	857	1	0	858	22	2	2	0	26	5	175	7	0	187	1097
07:00 AM	2	1	13	0	16	0	297	3	0	300	8	3	1	0	12	3	93	5	0	101	429
07:15 AM	0	2	11	0	13	0	276	7	0	283	7	4	3	0	14	9	122	9	0	140	450
07:30 AM	0	1	8	0	9	0	256	3	0	259	7	4	3	0	14	8	121	4	0	133	415
07:45 AM	2	0	8	0	10	0	198	1	0	199	6	2	1	0	9	0	99	5	0	104	322
Total	4	4	40	0	48	0	1027	14	0	1041	28	13	8	0	49	20	435	23	0	478	1616
08:00 AM	3	4	8	0	15	0	188	1	0	189	4	3	0	0	7	1	127	2	0	130	341
08:15 AM	1	3	2	0	6	0	172	1	0	173	4	4	0	0	8	2	73	3	0	78	265
08:30 AM	4	3	12	0	19	0	165	3	0	168	2	5	0	0	7	3	67	3	0	73	267
08:45 AM	0	0	5	0	5	0	121	1	0	122	2	2	1	0	5	3	73	0	0	76	208
Total	8	10	27	0	45	0	646	6	0	652	12	14	1	0	27	9	340	8	0	357	1081
09:00 AM	0	3	3	0	6	0	134	4	0	138	4	2	0	0	6	1	70	1	0	72	222
09:15 AM	1	2	8	0	11	0	148	1	0	149	3	2	0	0	5	2	65	2	0	69	234
09:30 AM	1	2	9	0	12	0	140	4	0	144	3	3	0	0	6	3	66	6	0	75	237
09:45 AM	3	5	5	1	14	0	129	1	0	130	3	3	0	0	6	5	86	3	0	94	244
Total	5	12	25	1	43	0	551	10	0	561	13	10	0	0	23	11	287	12	0	310	937
10:00 AM	1	4	3	2	10	0	114	1	0	115	3	1	1	0	5	2	73	7	0	82	212
10:15 AM	2	1	6	0	9	0	120	3	0	123	4	0	0	0	4	3	93	7	0	103	239
10:30 AM	0	0	5	0	5	0	108	1	0	109	5	0	0	0	5	4	80	3	0	87	206
10:45 AM	2	0	3	2	7	1	105	0	0	106	4	1	0	0	5	7	90	3	0	100	218
Total	5	5	17	4	31	1	447	5	0	453	16	2	1	0	19	16	336	20	0	372	875
11:00 AM	2	3	1	0	6	4	109	2	0	115	3	1	0	0	4	7	91	3	0	101	226
11:15 AM	3	1	7	0	11	0	113	1	0	114	5	1	2	0	8	3	97	4	0	104	237
11:30 AM	1	1	6	0	8	0	115	1	0	116	4	1	0	0	5	5	79	3	0	87	216
11:45 AM	2	1	9	0	12	0	95	0	0	95	4	2	0	0	6	8	109	5	0	122	235
Total	8	6	23	0	37	4	432	4	0	440	16	5	2	0	23	23	376	15	0	414	914
12:00 PM	3	5	7	0	15	0	89	2	0	91	4	5	0	0	9	9	111	10	0	130	245
12:15 PM	0	3	6	0	9	0	116	1	0	117	3	2	2	0	7	6	119	3	0	128	261
12:30 PM	3	1	8	0	12	1	118	1	0	120	3	1	1	0	5	6	118	5	0	129	266
12:45 PM	2	2	9	0	13	1	91	2	0	94	3	3	0	0	6	5	113	5	0	123	236
Total	8	11	30	0	49	2	414	6	0	422	13	11	3	0	27	26	461	23	0	510	1008
01:00 PM	0	2	8	0	10	0	117	3	0	120	2	3	0	0	5	5	113	7	0	125	260
01:15 PM	3	1	4	0	8	1	87	1	0	89	3	4	1	0	8	9	117	8	0	134	239
01:30 PM	3	4	12	0	19	0	119	2	0	121	5	0	0	0	5	7	137	5	0	149	294
01:45 PM	0	1	11	0	12	0	81	2	0	83	6	2	1	0	9	4	131	5	0	140	244
Total	6	8	35	0	49	1	404	8	0	413	16	9	2	0	27	25	498	25	0	548	1037
02:00 PM	1	3	6	0	10	0	134	4	0	138	1	0	0	0	1	10	160	5	0	175	324

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Site Code : 00000000
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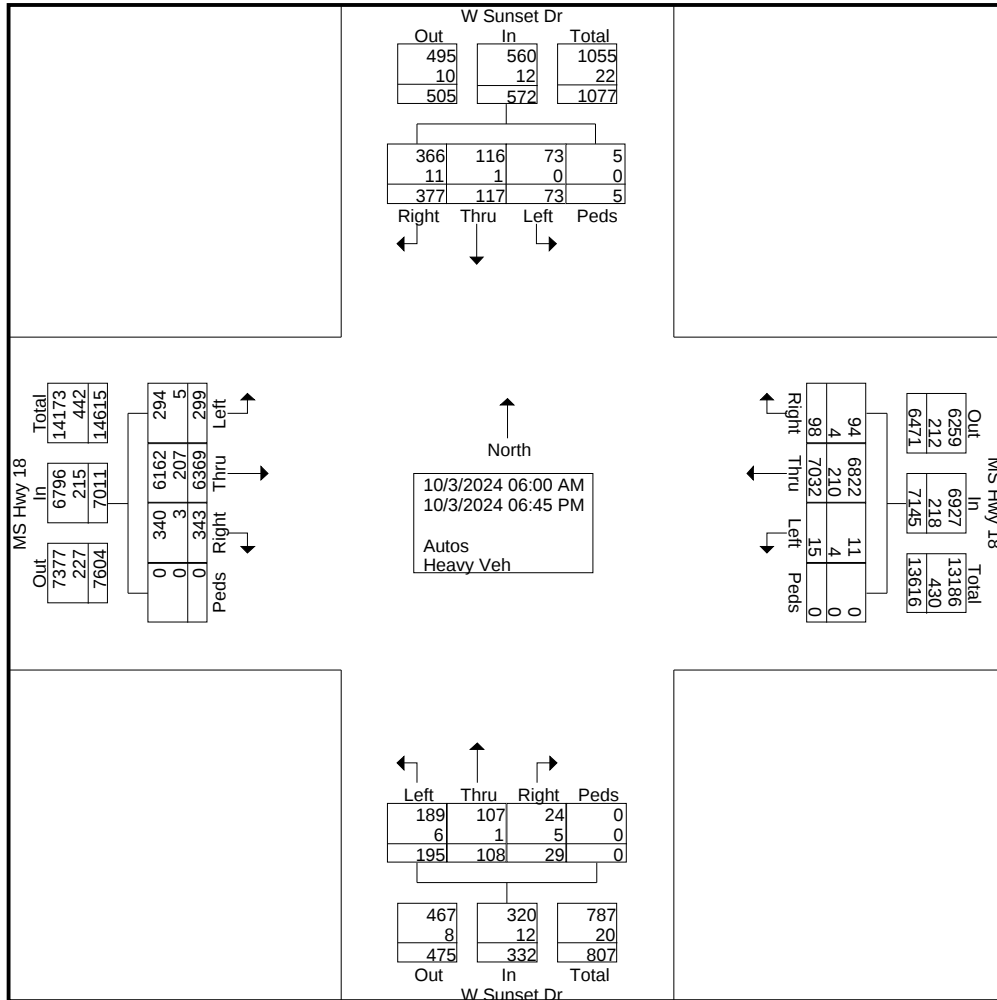
Groups Printed- Autos - Heavy Veh

	W Sunset Dr Southbound					MS Hwy 18 Westbound					W Sunset Dr Northbound					MS Hwy 18 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:15 PM	5	4	6	0	15	0	129	1	0	130	6	1	0	0	7	6	132	5	0	143	295
02:30 PM	2	1	10	0	13	1	116	4	0	121	2	2	0	0	4	7	166	6	0	179	317
02:45 PM	4	4	9	0	17	0	104	5	0	109	1	3	0	0	4	10	151	2	0	163	293
Total	12	12	31	0	55	1	483	14	0	498	10	6	0	0	16	33	609	18	0	660	1229
03:00 PM	2	5	10	0	17	0	117	3	0	120	2	3	0	0	5	10	144	8	0	162	304
03:15 PM	2	4	8	0	14	0	121	2	0	123	1	0	0	0	1	15	185	9	0	209	347
03:30 PM	0	2	9	0	11	0	113	2	0	115	5	1	1	0	7	6	194	9	0	209	342
03:45 PM	0	1	10	0	11	1	156	3	0	160	3	2	1	0	6	3	161	13	0	177	354
Total	4	12	37	0	53	1	507	10	0	518	11	6	2	0	19	34	684	39	0	757	1347
04:00 PM	2	3	8	0	13	0	150	0	0	150	3	4	1	0	8	10	183	11	0	204	375
04:15 PM	0	2	9	0	11	1	132	0	0	133	6	2	0	0	8	8	187	20	0	215	367
04:30 PM	1	5	6	0	12	0	119	4	0	123	2	4	0	0	6	10	208	11	0	229	370
04:45 PM	1	6	9	0	16	0	104	7	0	111	2	3	0	0	5	8	237	9	0	254	386
Total	4	16	32	0	52	1	505	11	0	517	13	13	1	0	27	36	815	51	0	902	1498
05:00 PM	3	3	11	0	17	1	115	2	0	118	2	3	2	0	7	13	220	22	0	255	397
05:15 PM	2	0	17	0	19	1	119	1	0	121	6	2	2	0	10	11	259	25	0	295	445
05:30 PM	1	0	5	0	6	0	137	2	0	139	3	2	0	0	5	9	236	13	0	258	408
05:45 PM	0	5	7	0	12	1	113	3	0	117	3	3	1	0	7	4	195	15	0	214	350
Total	6	8	40	0	54	3	484	8	0	495	14	10	5	0	29	37	910	75	0	1022	1600
06:00 PM	2	2	8	0	12	1	122	0	0	123	4	1	1	0	6	9	177	13	0	199	340
06:15 PM	0	5	5	0	10	0	90	1	0	91	3	4	1	0	8	8	189	7	0	204	313
06:30 PM	1	3	4	0	8	0	63	0	0	63	4	2	0	0	6	7	77	7	0	91	168
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	10	17	0	30	1	275	1	0	277	11	7	2	0	20	24	443	27	0	494	821
Grand Total	73	117	377	5	572	15	7032	98	0	7145	195	108	29	0	332	299	6369	343	0	7011	15060
Apprch %	12.8	20.5	65.9	0.9		0.2	98.4	1.4	0		58.7	32.5	8.7	0		4.3	90.8	4.9	0		
Total %	0.5	0.8	2.5	0	3.8	0.1	46.7	0.7	0	47.4	1.3	0.7	0.2	0	2.2	2	42.3	2.3	0	46.6	
Autos	73	116	366	5	560	11	6822	94	0	6927	189	107	24	0	320	294	6162	340	0	6796	14603
% Autos	100	99.1	97.1	100	97.9	73.3	97	95.9	0	96.9	96.9	99.1	82.8	0	96.4	98.3	96.7	99.1	0	96.9	97
Heavy Veh	0	1	11	0	12	4	210	4	0	218	6	1	5	0	12	5	207	3	0	215	457
% Heavy Veh	0	0.9	2.9	0	2.1	26.7	3	4.1	0	3.1	3.1	0.9	17.2	0	3.6	1.7	3.3	0.9	0	3.1	3

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Intersection: Hwy18/W Sunset
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

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Site Code : 00000000
Start Date : 10/3/2024
Page No : 3

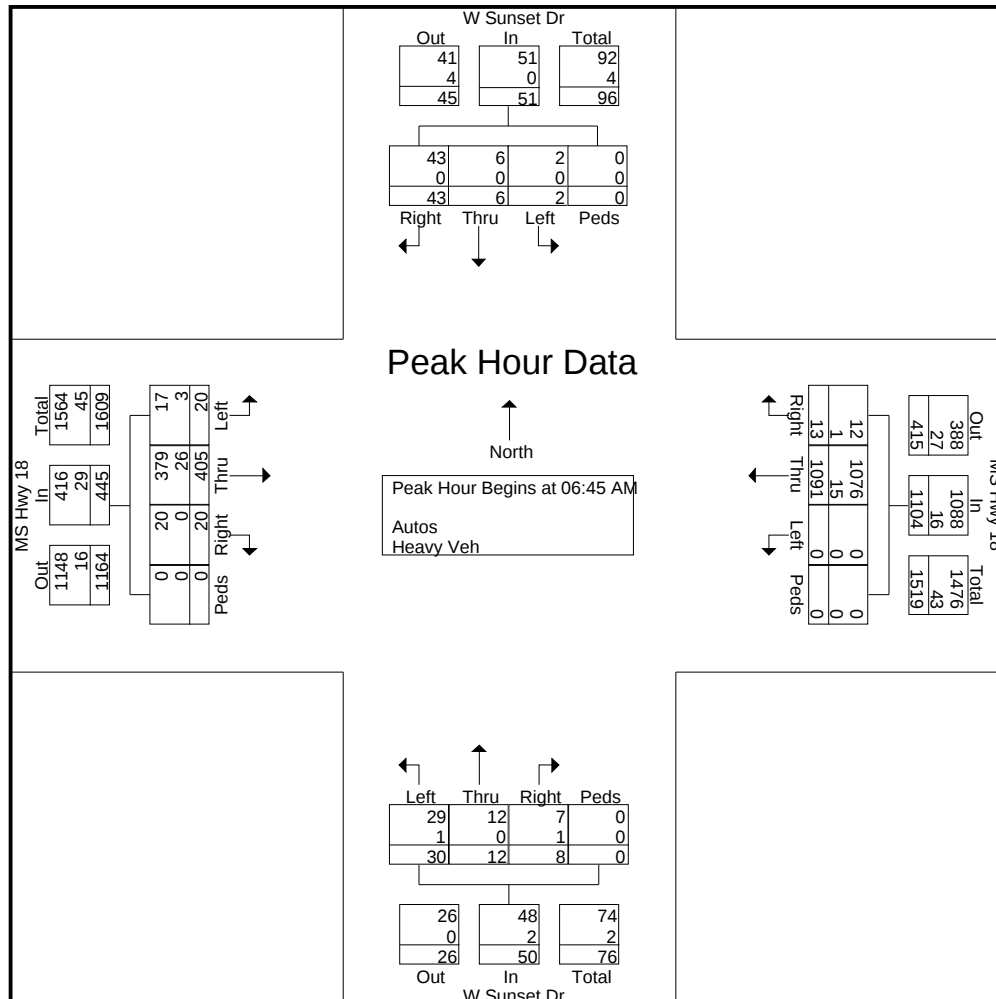


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Intersection: Hwy18/W Sunset
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS18-Sunset
Site Code : 00000000
Start Date : 10/3/2024
Page No : 4

	W Sunset Dr Southbound					MS Hwy 18 Westbound					W Sunset Dr Northbound					MS Hwy 18 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	2	11	0	13	0	262	0	0	262	8	1	1	0	10	0	69	2	0	71	356
07:00 AM	2	1	13	0	16	0	297	3	0	300	8	3	1	0	12	3	93	5	0	101	429
07:15 AM	0	2	11	0	13	0	276	7	0	283	7	4	3	0	14	9	122	9	0	140	450
07:30 AM	0	1	8	0	9	0	256	3	0	259	7	4	3	0	14	8	121	4	0	133	415
Total Volume	2	6	43	0	51	0	1091	13	0	1104	30	12	8	0	50	20	405	20	0	445	1650
% App. Total	3.9	11.8	84.3	0		0	98.8	1.2	0		60	24	16	0		4.5	91	4.5	0		
PHF	.250	.750	.827	.000	.797	.000	.918	.464	.000	.920	.938	.750	.667	.000	.893	.556	.830	.556	.000	.795	.917
Autos	2	6	43	0	51	0	1076	12	0	1088	29	12	7	0	48	17	379	20	0	416	1603
% Autos	100	100	100	0	100	0	98.6	92.3	0	98.6	96.7	100	87.5	0	96.0	85.0	93.6	100	0	93.5	97.2
Heavy Veh	0	0	0	0	0	0	15	1	0	16	1	0	1	0	2	3	26	0	0	29	47
% Heavy Veh	0	0	0	0	0	0	1.4	7.7	0	1.4	3.3	0	12.5	0	4.0	15.0	6.4	0	0	6.5	2.8

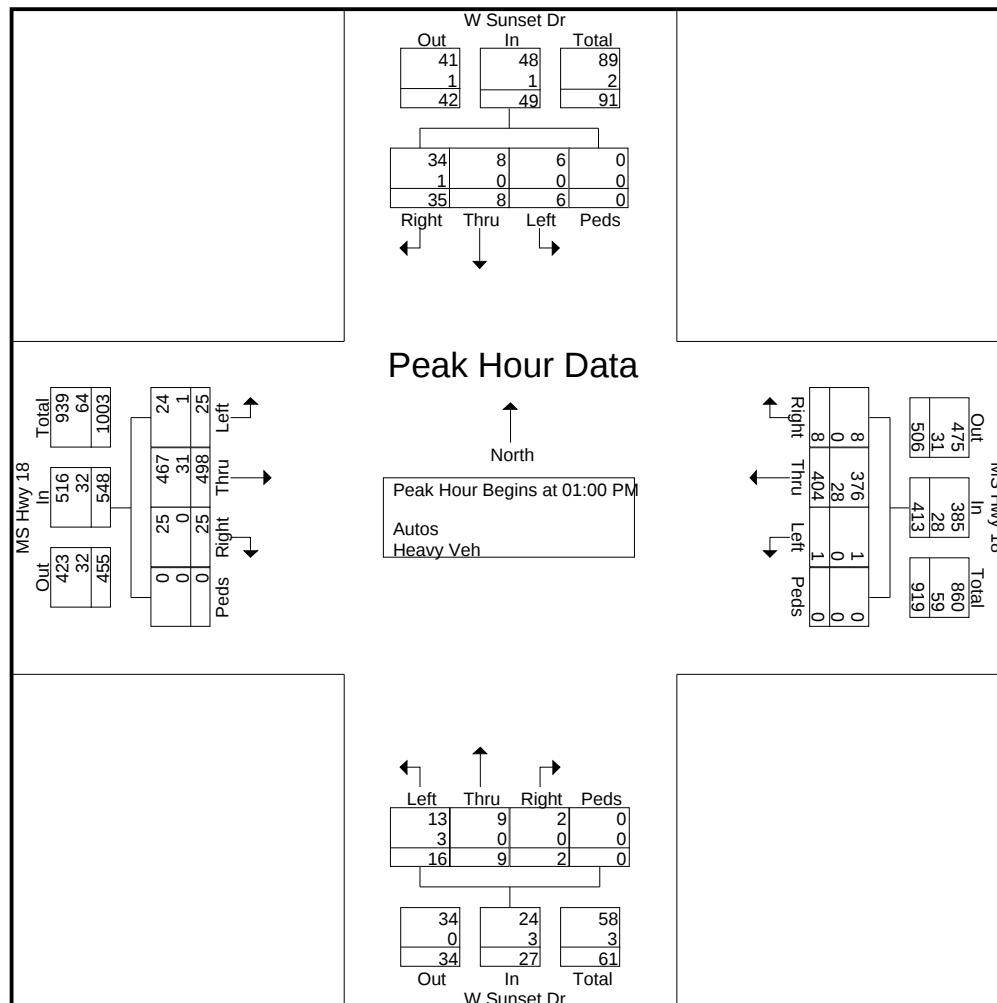


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Intersection: Hwy18/W Sunset
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS18-Sunset
Site Code : 00000000
Start Date : 10/3/2024
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	W Sunset Dr Southbound					MS Hwy 18 Westbound					W Sunset Dr Northbound					MS Hwy 18 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	0	2	8	0	10	0	117	3	0	120	2	3	0	0	5	5	113	7	0	125	260
01:15 PM	3	1	4	0	8	1	87	1	0	89	3	4	1	0	8	9	117	8	0	134	239
01:30 PM	3	4	12	0	19	0	119	2	0	121	5	0	0	0	5	7	137	5	0	149	294
01:45 PM	0	1	11	0	12	0	81	2	0	83	6	2	1	0	9	4	131	5	0	140	244
Total Volume	6	8	35	0	49	1	404	8	0	413	16	9	2	0	27	25	498	25	0	548	1037
% App. Total	12.2	16.3	71.4	0		0.2	97.8	1.9	0		59.3	33.3	7.4	0		4.6	90.9	4.6	0		
PHF	.500	.500	.729	.000	.645	.250	.849	.667	.000	.853	.667	.563	.500	.000	.750	.694	.909	.781	.000	.919	.882
Autos	6	8	34	0	48	1	376	8	0	385	13	9	2	0	24	24	467	25	0	516	973
% Autos	100	100	97.1	0	98.0	100	93.1	100	0	93.2	81.3	100	100	0	88.9	96.0	93.8	100	0	94.2	93.8
Heavy Veh	0	0	1	0	1	0	28	0	0	28	3	0	0	0	3	1	31	0	0	32	64
% Heavy Veh	0	0	2.9	0	2.0	0	6.9	0	0	6.8	18.8	0	0	0	11.1	4.0	6.2	0	0	5.8	6.2

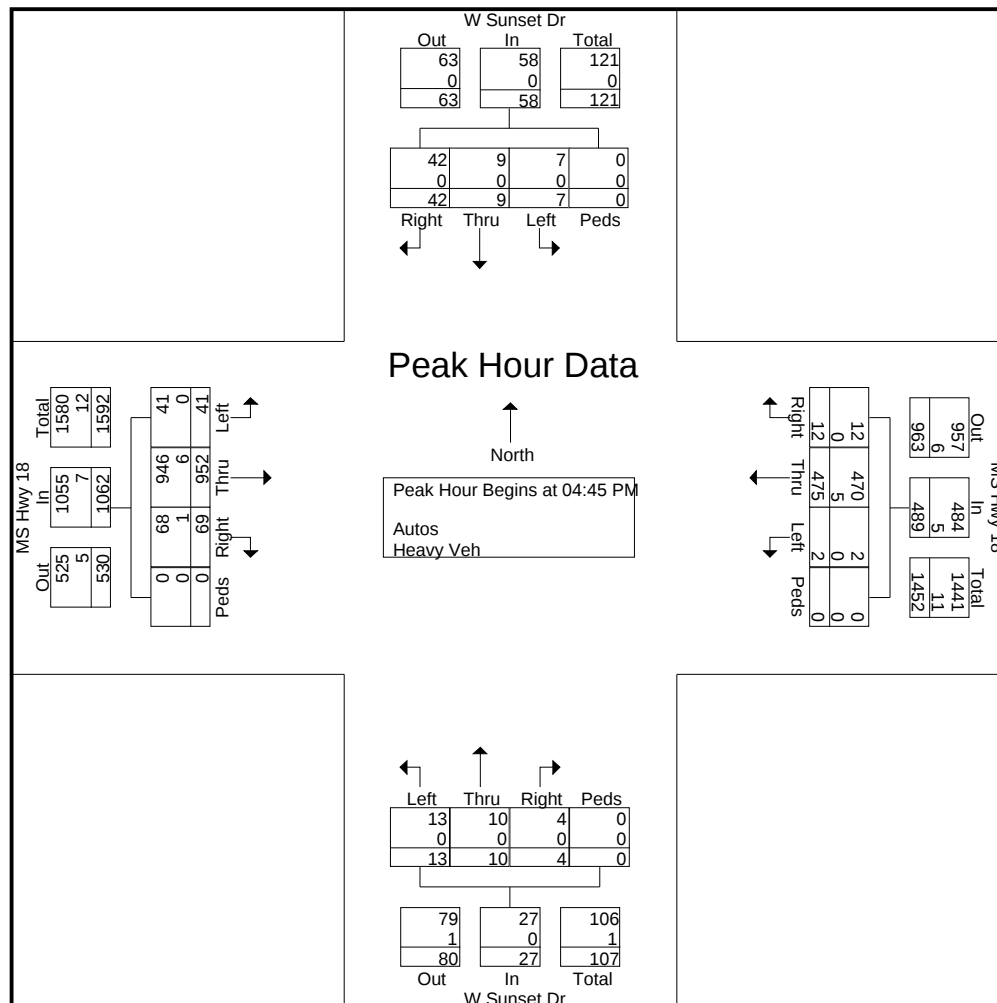


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Intersection: Hwy18/W Sunset
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS18-Sunset
Site Code : 00000000
Start Date : 10/3/2024
Page No : 6

	W Sunset Dr Southbound					MS Hwy 18 Westbound					W Sunset Dr Northbound					MS Hwy 18 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	6	9	0	16	0	104	7	0	111	2	3	0	0	5	8	237	9	0	254	386
05:00 PM	3	3	11	0	17	1	115	2	0	118	2	3	2	0	7	13	220	22	0	255	397
05:15 PM	2	0	17	0	19	1	119	1	0	121	6	2	2	0	10	11	259	25	0	295	445
05:30 PM	1	0	5	0	6	0	137	2	0	139	3	2	0	0	5	9	236	13	0	258	408
Total Volume	7	9	42	0	58	2	475	12	0	489	13	10	4	0	27	41	952	69	0	1062	1636
% App. Total	12.1	15.5	72.4	0		0.4	97.1	2.5	0		48.1	37	14.8	0		3.9	89.6	6.5	0		
PHF	.583	.375	.618	.000	.763	.500	.867	.429	.000	.879	.542	.833	.500	.000	.675	.788	.919	.690	.000	.900	.919
Autos	7	9	42	0	58	2	470	12	0	484	13	10	4	0	27	41	946	68	0	1055	1624
% Autos	100	100	100	0	100	100	98.9	100	0	99.0	100	100	100	0	100	100	99.4	98.6	0	99.3	99.3
Heavy Veh	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	12
% Heavy Veh	0	0	0	0	0	0	1.1	0	0	1.0	0	0	0	0	0	0	0.6	1.4	0	0.7	0.7



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Intersection: Hwy471/Grants F Pkwy
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS471-GFR
Site Code : 00000000
Start Date : 10/3/2024
Page No : 1

Groups Printed- Autos - Heavy Veh

	MS 471 Southbound					Grants Ferry Pkwy Westbound					MS 471 Northbound					Warner Dr Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	4	81	1	0	86	4	0	2	0	6	2	66	0	0	68	0	0	4	0	4	164
06:15 AM	1	93	0	0	94	8	0	6	0	14	0	68	1	0	69	1	0	3	0	4	181
06:30 AM	7	199	0	1	207	6	0	15	0	21	1	105	3	0	109	0	0	4	0	4	341
06:45 AM	5	178	0	0	183	11	0	17	0	28	0	119	2	0	121	3	0	1	0	4	336
Total	17	551	1	1	570	29	0	40	0	69	3	358	6	0	367	4	0	12	0	16	1022
07:00 AM	10	175	0	0	185	19	0	25	0	44	1	118	4	0	123	0	0	6	0	6	358
07:15 AM	8	202	0	0	210	20	0	22	0	42	1	122	1	0	124	0	0	3	0	3	379
07:30 AM	8	232	1	0	241	26	0	46	0	72	2	153	8	0	163	1	0	5	0	6	482
07:45 AM	11	242	0	0	253	14	0	28	0	42	0	152	6	0	158	4	0	8	0	12	465
Total	37	851	1	0	889	79	0	121	0	200	4	545	19	0	568	5	0	22	0	27	1684
08:00 AM	6	204	1	0	211	8	0	15	0	23	2	139	5	0	146	0	1	0	0	1	381
08:15 AM	6	137	0	0	143	5	1	15	0	21	0	124	5	0	129	0	0	3	0	3	296
08:30 AM	7	128	0	0	135	9	0	13	0	22	2	95	3	0	100	0	0	0	0	0	257
08:45 AM	4	116	0	0	120	13	0	19	0	32	1	100	5	0	106	1	0	3	0	4	262
Total	23	585	1	0	609	35	1	62	0	98	5	458	18	0	481	1	1	6	0	8	1196
09:00 AM	4	116	0	0	120	6	0	11	0	17	1	92	5	0	98	0	0	2	0	2	237
09:15 AM	7	75	0	0	82	4	0	6	0	10	1	85	4	0	90	1	0	2	0	3	185
09:30 AM	5	95	0	0	100	6	0	10	0	16	2	83	5	0	90	0	0	2	0	2	208
09:45 AM	6	110	0	0	116	7	0	12	0	19	1	71	1	0	73	1	0	2	0	3	211
Total	22	396	0	0	418	23	0	39	0	62	5	331	15	0	351	2	0	8	0	10	841
10:00 AM	5	86	1	0	92	7	0	7	0	14	0	87	1	0	88	1	0	1	0	2	196
10:15 AM	6	98	0	0	104	3	0	7	0	10	2	80	5	0	87	0	0	2	0	2	203
10:30 AM	6	109	0	0	115	7	0	18	0	25	0	84	5	0	89	0	0	2	0	2	231
10:45 AM	5	103	0	0	108	1	0	4	0	5	1	89	3	0	93	0	0	0	0	0	206
Total	22	396	1	0	419	18	0	36	0	54	3	340	14	0	357	1	0	5	0	6	836
11:00 AM	6	88	0	0	94	9	0	7	0	16	1	89	5	0	95	0	0	2	0	2	207
11:15 AM	11	92	0	0	103	4	0	8	0	12	1	75	5	0	81	1	0	2	0	3	199
11:30 AM	4	101	1	0	106	6	0	7	0	13	5	120	5	0	130	1	0	5	0	6	255
11:45 AM	7	99	1	0	107	3	0	8	0	11	4	98	6	0	108	1	0	0	0	1	227
Total	28	380	2	0	410	22	0	30	0	52	11	382	21	0	414	3	0	9	0	12	888
12:00 PM	5	105	1	0	111	3	0	6	0	9	1	95	12	0	108	2	0	1	0	3	231
12:15 PM	9	94	3	0	106	5	0	8	0	13	1	109	3	0	113	0	0	0	0	0	232
12:30 PM	9	110	0	0	119	5	1	3	0	9	1	107	5	0	113	2	0	2	0	4	245
12:45 PM	9	118	0	0	127	4	0	11	0	15	8	103	9	0	120	0	0	2	0	2	264
Total	32	427	4	0	463	17	1	28	0	46	11	414	29	0	454	4	0	5	0	9	972
01:00 PM	8	114	0	0	122	6	0	6	0	12	2	108	5	0	115	0	0	2	0	2	251
01:15 PM	5	103	1	0	109	4	0	12	0	16	2	111	4	0	117	1	0	1	0	2	244
01:30 PM	5	102	0	0	107	1	0	15	0	16	1	110	8	0	119	0	0	1	0	1	243
01:45 PM	7	119	2	0	128	8	0	4	0	12	1	102	4	0	107	0	0	3	0	3	250
Total	25	438	3	0	466	19	0	37	0	56	6	431	21	0	458	1	0	7	0	8	988
02:00 PM	14	129	0	0	143	7	0	10	0	17	3	111	8	0	122	0	0	5	0	5	287

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy471/Grants F Pkwy
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS471-GFR
Site Code : 00000000
Start Date : 10/3/2024
Page No : 2

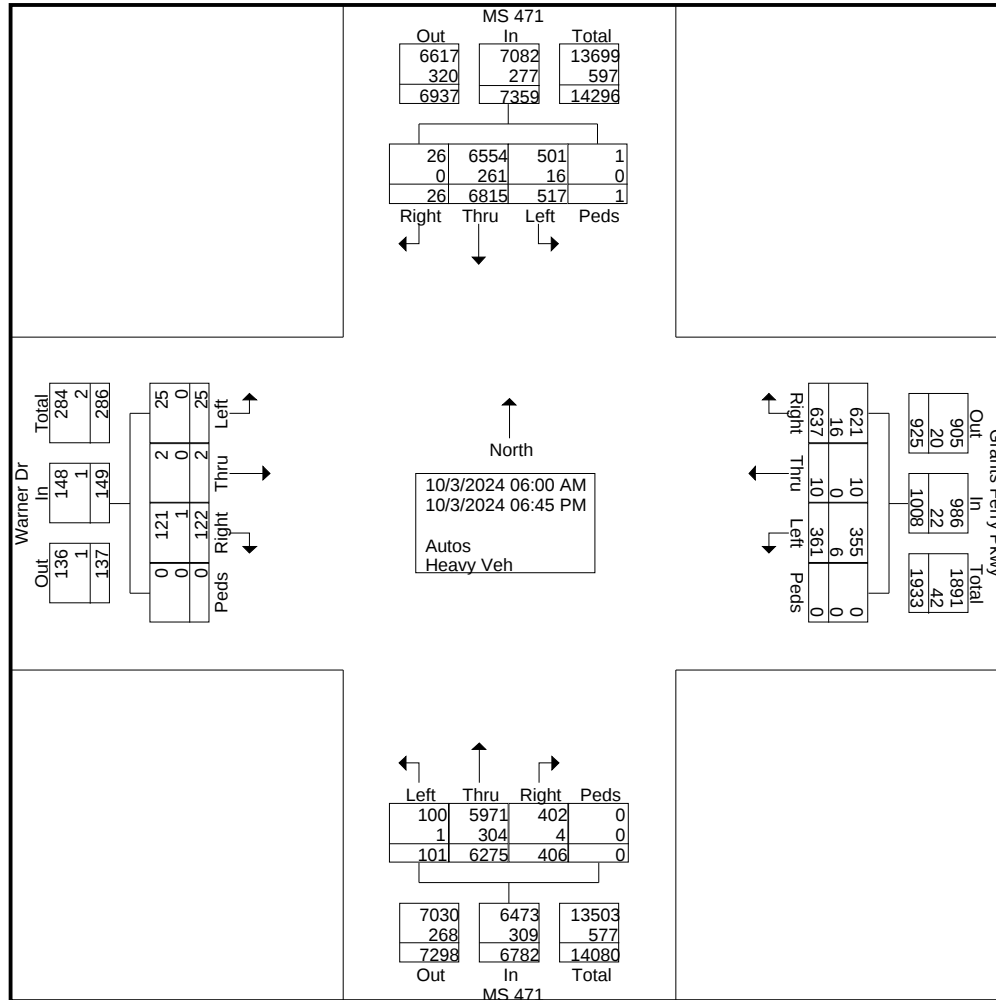
Groups Printed- Autos - Heavy Veh

	MS 471 Southbound					Grants Ferry Pkwy Westbound					MS 471 Northbound					Warner Dr Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:15 PM	17	111	0	0	128	4	0	9	0	13	2	104	8	0	114	0	0	2	0	2	257
02:30 PM	8	155	1	0	164	5	0	9	0	14	2	127	10	0	139	0	0	2	0	2	319
02:45 PM	10	127	0	0	137	2	0	7	0	9	4	114	10	0	128	0	0	3	0	3	277
Total	49	522	1	0	572	18	0	35	0	53	11	456	36	0	503	0	0	12	0	12	1140
03:00 PM	11	128	1	0	140	5	1	15	0	21	1	119	10	0	130	1	0	3	0	4	295
03:15 PM	19	134	1	0	154	5	0	19	0	24	2	150	13	0	165	0	0	1	0	1	344
03:30 PM	12	133	0	0	145	3	0	12	0	15	4	158	10	0	172	1	0	3	0	4	336
03:45 PM	12	125	2	0	139	9	0	7	0	16	3	147	7	0	157	0	0	5	0	5	317
Total	54	520	4	0	578	22	1	53	0	76	10	574	40	0	624	2	0	12	0	14	1292
04:00 PM	18	163	1	0	182	6	2	12	0	20	4	163	13	0	180	0	0	1	0	1	383
04:15 PM	16	115	0	0	131	12	2	17	0	31	2	188	13	0	203	0	0	1	0	1	366
04:30 PM	20	175	1	0	196	6	0	18	0	24	2	215	18	0	235	0	0	1	0	1	456
04:45 PM	22	195	0	0	217	5	0	17	0	22	1	197	17	0	215	0	0	5	0	5	459
Total	76	648	2	0	726	29	4	64	0	97	9	763	61	0	833	0	0	8	0	8	1664
05:00 PM	30	180	2	0	212	7	0	19	0	26	3	208	23	0	234	0	1	2	0	3	475
05:15 PM	18	172	0	0	190	7	2	13	0	22	5	255	25	0	285	0	0	3	0	3	500
05:30 PM	23	167	1	0	191	11	0	15	0	26	3	181	24	0	208	0	0	0	0	0	425
05:45 PM	21	156	1	0	178	5	0	11	0	16	1	148	15	0	164	1	0	3	0	4	362
Total	92	675	4	0	771	30	2	58	0	90	12	792	87	0	891	1	1	8	0	10	1762
06:00 PM	14	112	0	0	126	4	0	11	0	15	5	117	12	0	134	0	0	2	0	2	277
06:15 PM	12	121	1	0	134	4	0	10	0	14	2	144	13	0	159	1	0	1	0	2	309
06:30 PM	10	137	1	0	148	7	1	8	0	16	2	110	7	0	119	0	0	4	0	4	287
06:45 PM	4	56	0	0	60	5	0	5	0	10	2	60	7	0	69	0	0	1	0	1	140
Total	40	426	2	0	468	20	1	34	0	55	11	431	39	0	481	1	0	8	0	9	1013
Grand Total	517	6815	26	1	7359	361	10	637	0	1008	101	6275	406	0	6782	25	2	122	0	149	15298
Apprch %	7	92.6	0.4	0		35.8	1	63.2	0		1.5	92.5	6	0		16.8	1.3	81.9	0		
Total %	3.4	44.5	0.2	0	48.1	2.4	0.1	4.2	0	6.6	0.7	41	2.7	0	44.3	0.2	0	0.8	0	1	
Autos	501	6554	26	1	7082	355	10	621	0	986	100	5971	402	0	6473	25	2	121	0	148	14689
% Autos	96.9	96.2	100	100	96.2	98.3	100	97.5	0	97.8	99	95.2	99	0	95.4	100	100	99.2	0	99.3	96
Heavy Veh	16	261	0	0	277	6	0	16	0	22	1	304	4	0	309	0	0	1	0	1	609
% Heavy Veh	3.1	3.8	0	0	3.8	1.7	0	2.5	0	2.2	1	4.8	1	0	4.6	0	0	0.8	0	0.7	4

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy471/Grants F Pkwy
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS471-GFR
Site Code : 00000000
Start Date : 10/3/2024
Page No : 3

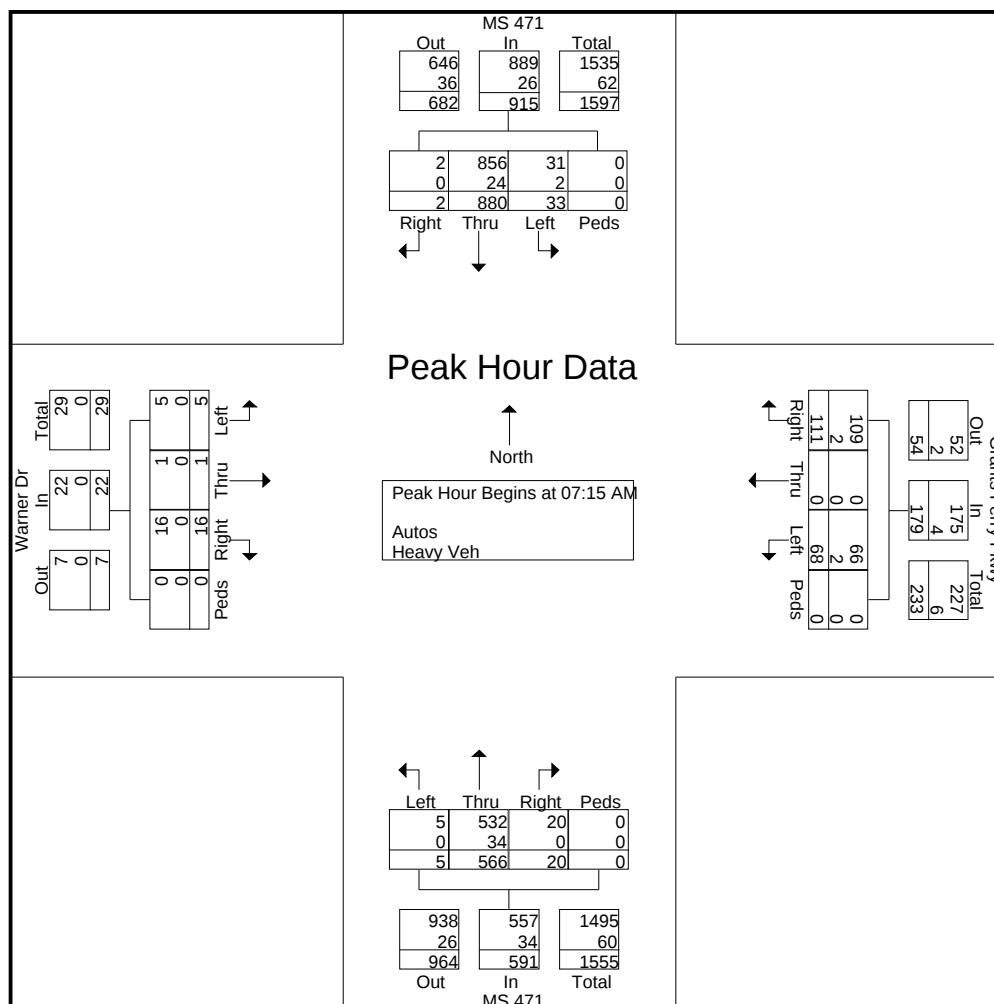


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy471/Grants F Pkwy
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS471-GFR
Site Code : 00000000
Start Date : 10/3/2024
Page No : 4

	MS 471 Southbound					Grants Ferry Pkwy Westbound					MS 471 Northbound					Warner Dr Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	8	202	0	0	210	20	0	22	0	42	1	122	1	0	124	0	0	3	0	3	379
07:30 AM	8	232	1	0	241	26	0	46	0	72	2	153	8	0	163	1	0	5	0	6	482
07:45 AM	11	242	0	0	253	14	0	28	0	42	0	152	6	0	158	4	0	8	0	12	465
08:00 AM	6	204	1	0	211	8	0	15	0	23	2	139	5	0	146	0	1	0	0	1	381
Total Volume	33	880	2	0	915	68	0	111	0	179	5	566	20	0	591	5	1	16	0	22	1707
% App. Total	3.6	96.2	0.2	0		38	0	62	0		0.8	95.8	3.4	0		22.7	4.5	72.7	0		
PHF	.750	.909	.500	.000	.904	.654	.000	.603	.000	.622	.625	.925	.625	.000	.906	.313	.250	.500	.000	.458	.885
Autos	31	856	2	0	889	66	0	109	0	175	5	532	20	0	557	5	1	16	0	22	1643
% Autos	93.9	97.3	100	0	97.2	97.1	0	98.2	0	97.8	100	94.0	100	0	94.2	100	100	100	0	100	96.3
Heavy Veh	2	24	0	0	26	2	0	2	0	4	0	34	0	0	34	0	0	0	0	0	64
% Heavy Veh	6.1	2.7	0	0	2.8	2.9	0	1.8	0	2.2	0	6.0	0	0	5.8	0	0	0	0	0	3.7

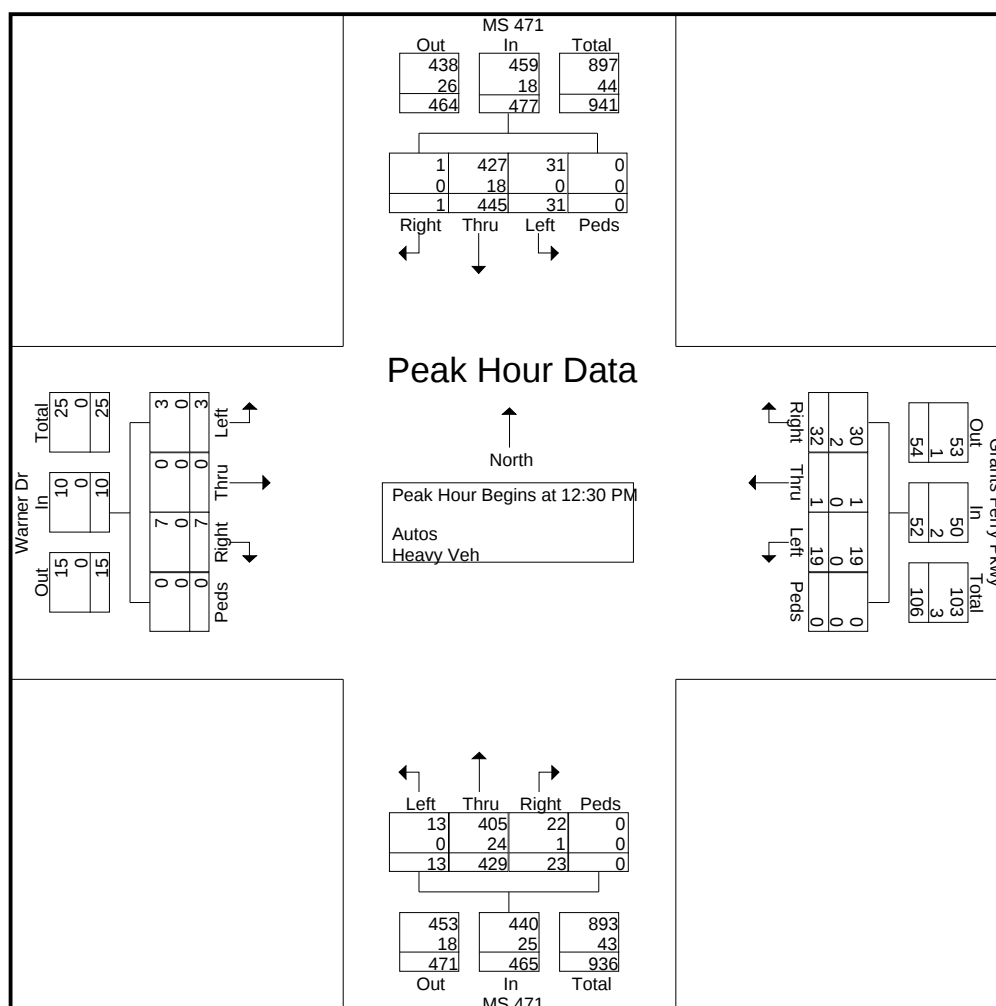


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy471/Grants F Pkwy
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS471-GFR
Site Code : 00000000
Start Date : 10/3/2024
Page No : 5

	MS 471 Southbound					Grants Ferry Pkwy Westbound					MS 471 Northbound					Warner Dr Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	9	110	0	0	119	5	1	3	0	9	1	107	5	0	113	2	0	2	0	4	245
12:45 PM	9	118	0	0	127	4	0	11	0	15	8	103	9	0	120	0	0	2	0	2	264
01:00 PM	8	114	0	0	122	6	0	6	0	12	2	108	5	0	115	0	0	2	0	2	251
01:15 PM	5	103	1	0	109	4	0	12	0	16	2	111	4	0	117	1	0	1	0	2	244
Total Volume	31	445	1	0	477	19	1	32	0	52	13	429	23	0	465	3	0	7	0	10	1004
% App. Total	6.5	93.3	0.2	0		36.5	1.9	61.5	0		2.8	92.3	4.9	0		30	0	70	0		
PHF	.861	.943	.250	.000	.939	.792	.250	.667	.000	.813	.406	.966	.639	.000	.969	.375	.000	.875	.000	.625	.951
Autos	31	427	1	0	459	19	1	30	0	50	13	405	22	0	440	3	0	7	0	10	959
% Autos	100	96.0	100	0	96.2	100	100	93.8	0	96.2	100	94.4	95.7	0	94.6	100	0	100	0	100	95.5
Heavy Veh	0	18	0	0	18	0	0	2	0	2	0	24	1	0	25	0	0	0	0	0	45
% Heavy Veh	0	4.0	0	0	3.8	0	0	6.3	0	3.8	0	5.6	4.3	0	5.4	0	0	0	0	0	4.5

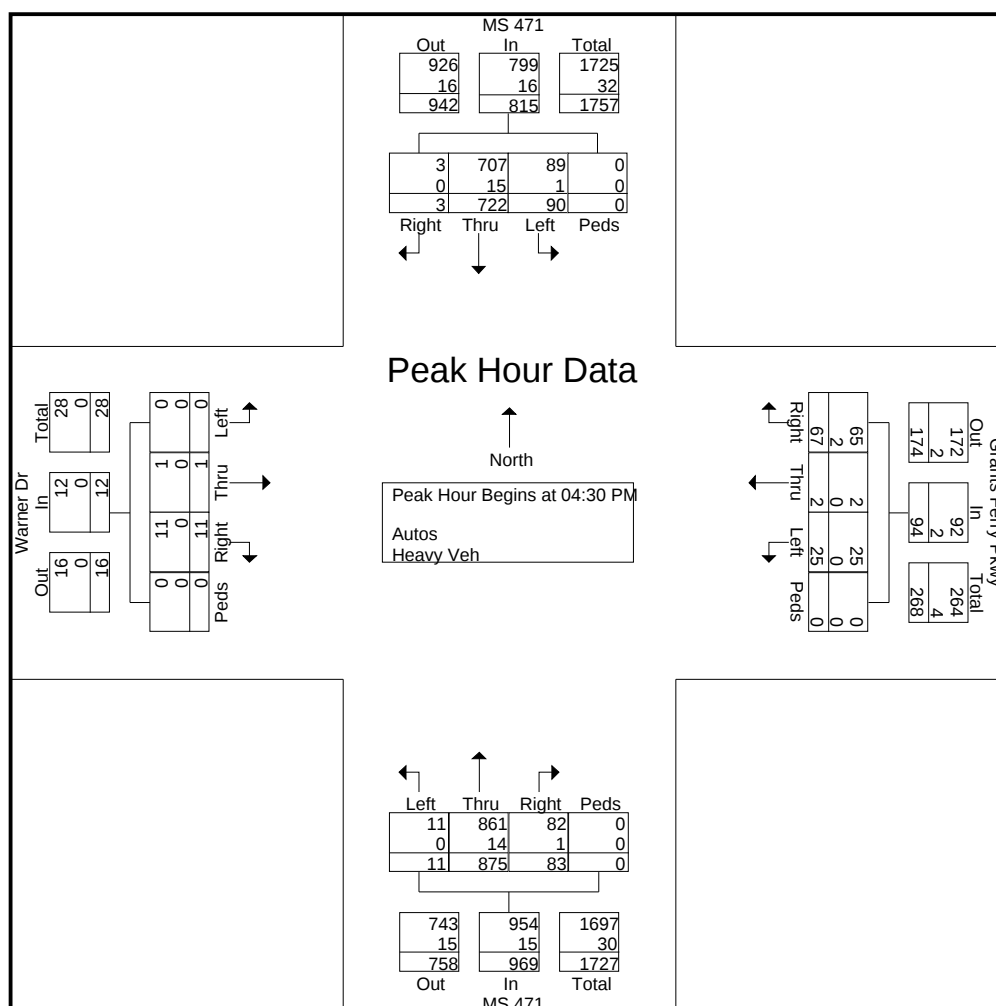


Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy471/Grants F Pkwy
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : MS471-GFR
Site Code : 00000000
Start Date : 10/3/2024
Page No : 6

	MS 471 Southbound					Grants Ferry Pkwy Westbound					MS 471 Northbound					Warner Dr Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	20	175	1	0	196	6	0	18	0	24	2	215	18	0	235	0	0	1	0	1	456
04:45 PM	22	195	0	0	217	5	0	17	0	22	1	197	17	0	215	0	0	5	0	5	459
05:00 PM	30	180	2	0	212	7	0	19	0	26	3	208	23	0	234	0	1	2	0	3	475
05:15 PM	18	172	0	0	190	7	2	13	0	22	5	255	25	0	285	0	0	3	0	3	500
Total Volume	90	722	3	0	815	25	2	67	0	94	11	875	83	0	969	0	1	11	0	12	1890
% App. Total	11	88.6	0.4	0		26.6	2.1	71.3	0		1.1	90.3	8.6	0		0	8.3	91.7	0		
PHF	.750	.926	.375	.000	.939	.893	.250	.882	.000	.904	.550	.858	.830	.000	.850	.000	.250	.550	.000	.600	.945
Autos	89	707	3	0	799	25	2	65	0	92	11	861	82	0	954	0	1	11	0	12	1857
% Autos	98.9	97.9	100	0	98.0	100	100	97.0	0	97.9	100	98.4	98.8	0	98.5	0	100	100	0	100	98.3
Heavy Veh	1	15	0	0	16	0	0	2	0	2	0	14	1	0	15	0	0	0	0	0	33
% Heavy Veh	1.1	2.1	0	0	2.0	0	0	3.0	0	2.1	0	1.6	1.2	0	1.5	0	0	0	0	0	1.7



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy18/I20EB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

File Name : i20eb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 1

Groups Printed- Autos - Heavy Veh

	MS Hwy 18 Southbound					EB On Ramp Westbound					MS Hwy 18 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	8	54	0	0	62	0	0	0	0	0	0	189	6	0	195	31	0	43	0	74	331
06:15 AM	22	55	0	0	77	0	0	0	0	0	0	208	7	0	215	40	0	30	0	70	362
06:30 AM	21	88	0	0	109	0	0	0	0	0	0	344	16	0	360	46	0	42	0	88	557
06:45 AM	13	93	0	0	106	0	0	0	0	0	0	334	29	0	363	62	0	64	0	126	595
Total	64	290	0	0	354	0	0	0	0	0	0	1075	58	0	1133	179	0	179	0	358	1845
07:00 AM	23	102	0	0	125	0	0	0	0	0	0	384	34	0	418	71	0	59	0	130	673
07:15 AM	37	123	0	0	160	0	0	0	0	0	0	389	42	0	431	91	0	59	0	150	741
07:30 AM	32	141	0	1	174	0	0	0	0	0	0	391	21	0	412	98	0	94	0	192	778
07:45 AM	26	152	0	2	180	0	0	0	0	0	0	354	24	0	378	102	0	99	0	201	759
Total	118	518	0	3	639	0	0	0	0	0	0	1518	121	0	1639	362	0	311	0	673	2951
08:00 AM	33	157	0	0	190	0	0	0	0	0	0	273	14	0	287	118	0	104	0	222	699
08:15 AM	24	124	0	1	149	0	0	0	0	0	0	285	14	0	299	100	0	68	0	168	616
08:30 AM	34	95	0	0	129	0	0	0	0	0	0	242	22	0	264	85	1	65	0	151	544
08:45 AM	26	106	0	0	132	0	0	0	0	0	0	256	14	0	270	83	1	67	0	151	553
Total	117	482	0	1	600	0	0	0	0	0	0	1056	64	0	1120	386	2	304	0	692	2412
09:00 AM	24	118	0	1	143	0	0	0	0	0	0	227	19	0	246	91	0	54	0	145	534
09:15 AM	23	114	0	1	138	0	0	0	0	0	0	212	20	0	232	52	0	62	0	114	484
09:30 AM	38	111	0	0	149	0	0	0	0	0	0	229	11	0	240	59	0	67	0	126	515
09:45 AM	35	125	0	1	161	0	0	0	0	0	0	197	13	0	210	70	0	57	0	127	498
Total	120	468	0	3	591	0	0	0	0	0	0	865	63	0	928	272	0	240	0	512	2031
10:00 AM	20	106	0	0	126	0	0	0	0	0	0	219	18	0	237	58	0	54	0	112	475
10:15 AM	32	130	0	0	162	0	0	0	0	0	0	196	18	0	214	87	0	68	0	155	531
10:30 AM	28	128	0	0	156	0	0	0	0	0	0	189	17	0	206	67	0	62	0	129	491
10:45 AM	27	143	0	0	170	0	0	0	0	0	0	236	26	0	262	73	0	75	0	148	580
Total	107	507	0	0	614	0	0	0	0	0	0	840	79	0	919	285	0	259	0	544	2077
11:00 AM	29	143	0	3	175	0	0	0	0	0	0	224	17	0	241	87	2	63	0	152	568
11:15 AM	23	184	0	1	208	0	0	0	0	0	0	234	21	0	255	84	0	79	0	163	626
11:30 AM	38	162	0	0	200	0	0	0	0	0	0	251	23	0	274	89	0	69	0	158	632
11:45 AM	53	174	0	0	227	0	0	0	0	0	0	244	21	0	265	84	1	64	0	149	641
Total	143	663	0	4	810	0	0	0	0	0	0	953	82	0	1035	344	3	275	0	622	2467
12:00 PM	39	193	0	0	232	0	0	0	0	0	0	204	28	0	232	101	0	92	0	193	657
12:15 PM	35	191	0	2	228	0	0	0	0	0	0	220	19	0	239	111	0	95	0	206	673
12:30 PM	55	191	0	0	246	0	0	0	0	0	0	213	24	0	237	103	0	91	0	194	677
12:45 PM	50	221	0	0	271	0	0	0	0	0	0	202	21	0	223	101	0	95	0	196	690
Total	179	796	0	2	977	0	0	0	0	0	0	839	92	0	931	416	0	373	0	789	2697
01:00 PM	35	202	0	0	237	0	0	0	0	0	0	232	25	0	257	71	1	99	0	171	665
01:15 PM	50	193	0	0	243	0	0	0	0	0	0	257	25	0	282	86	0	99	0	185	710
01:30 PM	55	173	0	1	229	0	0	0	0	0	0	211	34	0	245	85	0	87	0	172	646
01:45 PM	53	214	0	0	267	0	0	0	0	0	0	218	38	0	256	94	0	94	0	188	711
Total	193	782	0	1	976	0	0	0	0	0	0	918	122	0	1040	336	1	379	0	716	2732
02:00 PM	47	191	0	0	238	0	0	0	0	0	0	272	57	0	329	93	1	84	0	178	745
02:15 PM	68	184	0	1	253	0	0	0	0	0	0	244	30	0	274	86	0	107	0	193	720

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy18/I20EB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

File Name : i20eb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 2

Groups Printed- Autos - Heavy Veh

	MS Hwy 18 Southbound					EB On Ramp Westbound					MS Hwy 18 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:30 PM	72	191	0	0	263	0	0	0	0	0	0	202	29	0	231	119	0	104	0	223	717
02:45 PM	65	200	0	0	265	0	0	0	0	0	0	244	29	0	273	123	1	89	0	213	751
Total	252	766	0	1	1019	0	0	0	0	0	0	962	145	0	1107	421	2	384	0	807	2933
03:00 PM	57	174	0	0	231	0	0	0	0	0	0	188	26	0	214	102	0	80	0	182	627
03:15 PM	62	209	0	1	272	0	0	0	0	0	0	213	30	0	243	107	2	96	0	205	720
03:30 PM	59	201	0	0	260	0	0	0	0	0	0	211	36	0	247	105	0	131	0	236	743
03:45 PM	54	179	0	0	233	0	0	0	0	0	0	259	33	0	292	120	0	126	0	246	771
Total	232	763	0	1	996	0	0	0	0	0	0	871	125	0	996	434	2	433	0	869	2861
04:00 PM	43	179	0	1	223	0	0	0	0	0	0	238	40	0	278	156	0	156	0	312	813
04:15 PM	63	210	0	0	273	0	0	0	0	0	0	260	34	0	294	164	0	134	0	298	865
04:30 PM	60	256	0	0	316	0	0	0	0	0	0	229	34	0	263	139	0	155	0	294	873
04:45 PM	49	252	0	1	302	0	0	0	0	0	0	214	29	0	243	137	0	137	0	274	819
Total	215	897	0	2	1114	0	0	0	0	0	0	941	137	0	1078	596	0	582	0	1178	3370
05:00 PM	66	233	0	1	300	0	0	0	0	0	0	175	26	0	201	225	0	159	0	384	885
05:15 PM	72	255	0	0	327	0	0	0	0	0	0	181	20	0	201	175	1	154	0	330	858
05:30 PM	66	236	0	0	302	0	0	0	0	0	0	265	38	0	303	129	0	139	0	268	873
05:45 PM	73	252	0	1	326	0	0	0	0	0	0	257	34	0	291	98	0	119	0	217	834
Total	277	976	0	2	1255	0	0	0	0	0	0	878	118	0	996	627	1	571	0	1199	3450
06:00 PM	63	220	0	0	283	0	0	0	0	0	0	205	28	0	233	85	0	100	0	185	701
06:15 PM	64	200	0	0	264	0	0	0	0	0	0	240	18	0	258	94	0	87	0	181	703
06:30 PM	71	197	0	0	268	0	0	0	0	0	0	206	27	0	233	66	0	85	0	151	652
06:45 PM	41	194	0	2	237	0	0	0	0	0	0	179	21	0	200	71	0	87	0	158	595
Total	239	811	0	2	1052	0	0	0	0	0	0	830	94	0	924	316	0	359	0	675	2651
Grand Total	2256	8719	0	22	10997	0	0	0	0	0	0	12546	1300	0	13846	4974	11	4649	0	9634	34477
Apprch %	20.5	79.3	0	0.2		0	0	0	0		0	90.6	9.4	0		51.6	0.1	48.3	0		
Total %	6.5	25.3	0	0.1	31.9	0	0	0	0	0	0	36.4	3.8	0	40.2	14.4	0	13.5	0	27.9	
Autos	2206	8604	0	22	10832	0	0	0	0	0	0	12320	1247	0	13567	4892	9	4455	0	9356	33755
% Autos	97.8	98.7	0	100	98.5	0	0	0	0	0	0	98.2	95.9	0	98	98.4	81.8	95.8	0	97.1	97.9
Heavy Veh	50	115	0	0	165	0	0	0	0	0	0	226	53	0	279	82	2	194	0	278	722
% Heavy Veh	2.2	1.3	0	0	1.5	0	0	0	0	0	0	1.8	4.1	0	2	1.6	18.2	4.2	0	2.9	2.1

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy18/I20EB Ramps

Counter: Spack

City/State: Brandon/MS

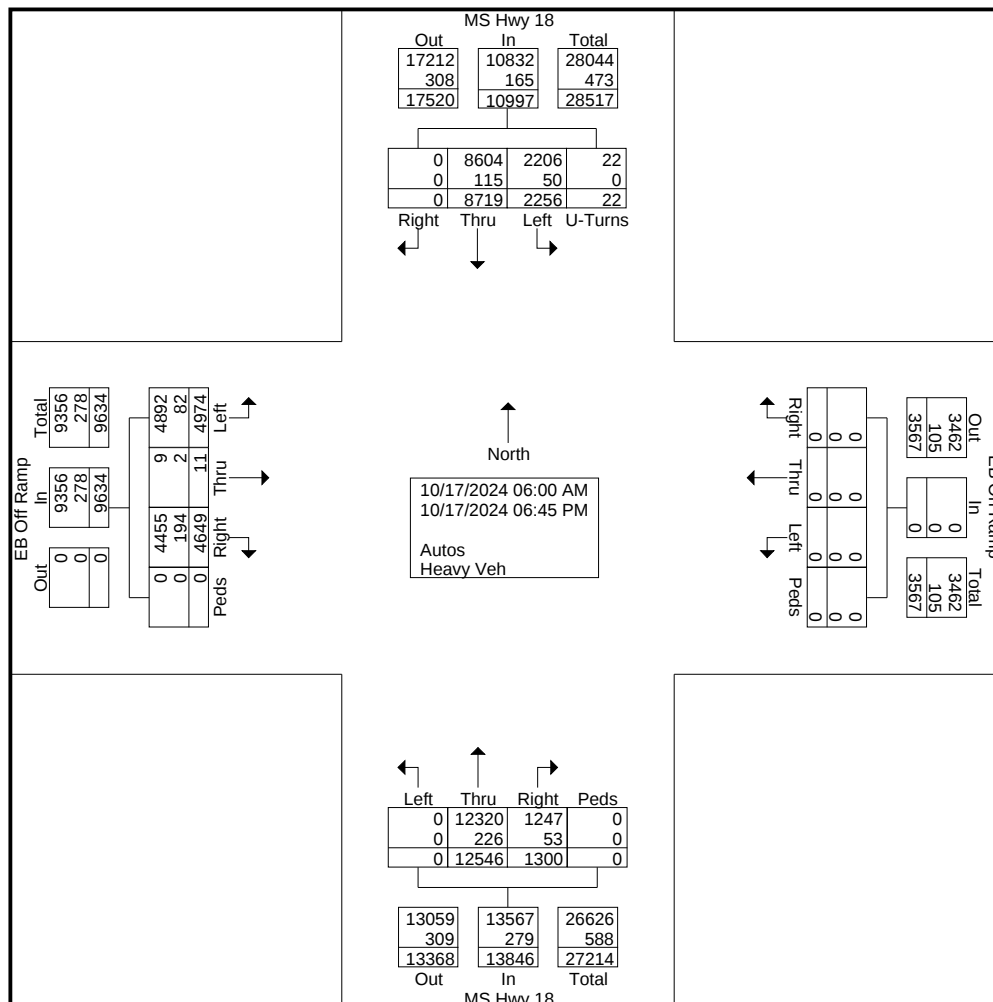
Weather: Clear/Dry

File Name : i20eb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 3



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy18/I20EB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

File Name : i20eb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

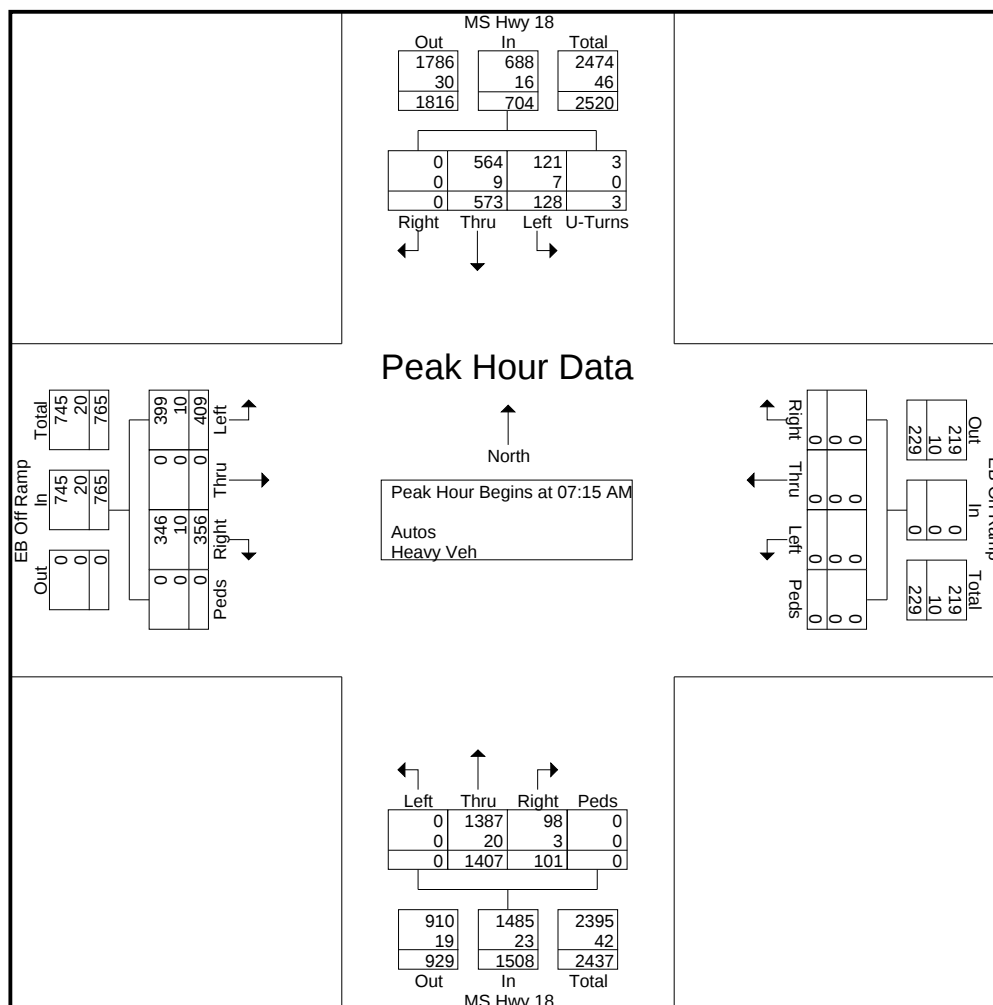
Page No : 4

	MS Hwy 18 Southbound					EB On Ramp Westbound					MS Hwy 18 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	37	123	0	0	160	0	0	0	0	0	0	389	42	0	431	91	0	59	0	150	741
07:30 AM	32	141	0	1	174	0	0	0	0	0	0	391	21	0	412	98	0	94	0	192	778
07:45 AM	26	152	0	2	180	0	0	0	0	0	0	354	24	0	378	102	0	99	0	201	759
08:00 AM	33	157	0	0	190	0	0	0	0	0	0	273	14	0	287	118	0	104	0	222	699
Total Volume	128	573	0	3	704	0	0	0	0	0	0	1407	101	0	1508	409	0	356	0	765	2977
% App. Total	18.2	81.4	0	0.4		0	0	0	0		0	93.3	6.7	0		53.5	0	46.5	0		
PHF	.865	.912	.000	.375	.926	.000	.000	.000	.000	.000	.000	.900	.601	.000	.875	.867	.000	.856	.000	.861	.957
Autos	121	564	0	3	688	0	0	0	0	0	0	1387	98	0	1485	399	0	346	0	745	2918
% Autos	94.5	98.4	0	100	97.7	0	0	0	0	0	0	98.6	97.0	0	98.5	97.6	0	97.2	0	97.4	98.0
Heavy Veh	7	9	0	0	16	0	0	0	0	0	0	20	3	0	23	10	0	10	0	20	59
% Heavy Veh	5.5	1.6	0	0	2.3	0	0	0	0	0	0	1.4	3.0	0	1.5	2.4	0	2.8	0	2.6	2.0



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy18/I20EB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

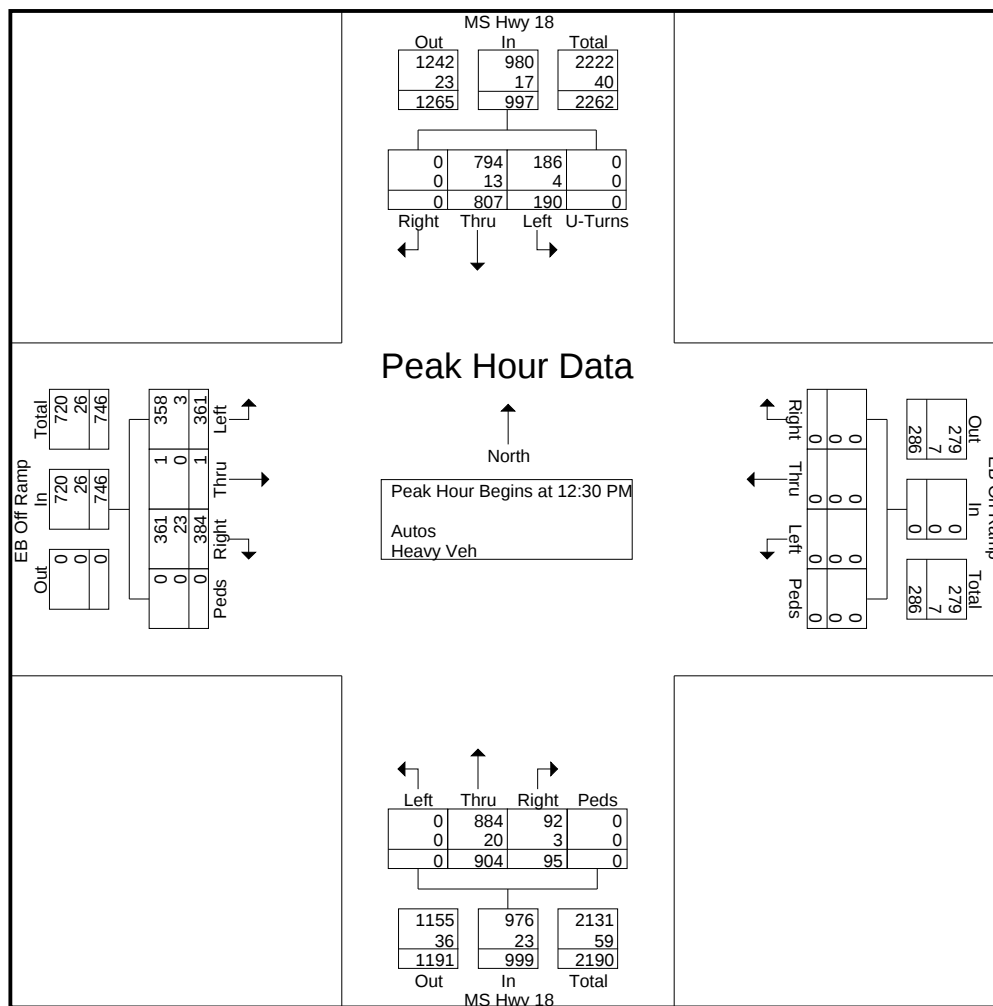
File Name : i20eb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 5

	MS Hwy 18 Southbound					EB On Ramp Westbound					MS Hwy 18 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	55	191	0	0	246	0	0	0	0	0	0	213	24	0	237	103	0	91	0	194	677
12:45 PM	50	221	0	0	271	0	0	0	0	0	0	202	21	0	223	101	0	95	0	196	690
01:00 PM	35	202	0	0	237	0	0	0	0	0	0	232	25	0	257	71	1	99	0	171	665
01:15 PM	50	193	0	0	243	0	0	0	0	0	0	257	25	0	282	86	0	99	0	185	710
Total Volume	190	807	0	0	997	0	0	0	0	0	0	904	95	0	999	361	1	384	0	746	2742
% App. Total	19.1	80.9	0	0		0	0	0	0		0	90.5	9.5	0		48.4	0.1	51.5	0		
PHF	.864	.913	.000	.000	.920	.000	.000	.000	.000	.000	.000	.879	.950	.000	.886	.876	.250	.970	.000	.952	.965
Autos	186	794	0	0	980	0	0	0	0	0	0	884	92	0	976	358	1	361	0	720	2676
% Autos	97.9	98.4	0	0	98.3	0	0	0	0	0	0	97.8	96.8	0	97.7	99.2	100	94.0	0	96.5	97.6
Heavy Veh	4	13	0	0	17	0	0	0	0	0	0	20	3	0	23	3	0	23	0	26	66
% Heavy Veh	2.1	1.6	0	0	1.7	0	0	0	0	0	0	2.2	3.2	0	2.3	0.8	0	6.0	0	3.5	2.4



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: Hwy18/I20EB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

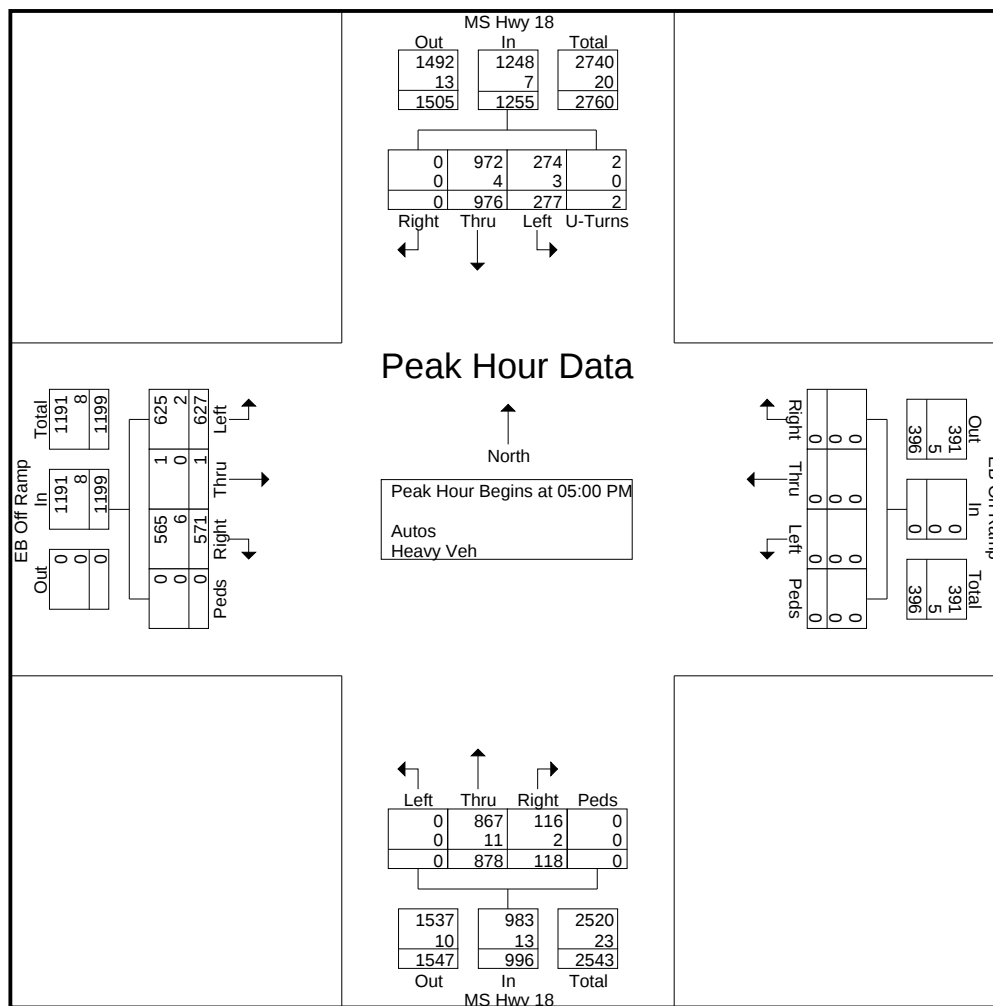
File Name : i20eb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

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	MS Hwy 18 Southbound					EB On Ramp Westbound					MS Hwy 18 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	66	233	0	1	300	0	0	0	0	0	0	175	26	0	201	225	0	159	0	384	885
05:15 PM	72	255	0	0	327	0	0	0	0	0	0	181	20	0	201	175	1	154	0	330	858
05:30 PM	66	236	0	0	302	0	0	0	0	0	0	265	38	0	303	129	0	139	0	268	873
05:45 PM	73	252	0	1	326	0	0	0	0	0	0	257	34	0	291	98	0	119	0	217	834
Total Volume	277	976	0	2	1255	0	0	0	0	0	0	878	118	0	996	627	1	571	0	1199	3450
% App. Total	22.1	77.8	0	0.2		0	0	0	0		0	88.2	11.8	0		52.3	0.1	47.6	0		
PHF	.949	.957	.000	.500	.959	.000	.000	.000	.000	.000	.000	.828	.776	.000	.822	.697	.250	.898	.000	.781	.975
Autos	274	972	0	2	1248	0	0	0	0	0	0	867	116	0	983	625	1	565	0	1191	3422
% Autos	98.9	99.6	0	100	99.4	0	0	0	0	0	0	98.7	98.3	0	98.7	99.7	100	98.9	0	99.3	99.2
Heavy Veh	3	4	0	0	7	0	0	0	0	0	0	11	2	0	13	2	0	6	0	8	28
% Heavy Veh	1.1	0.4	0	0	0.6	0	0	0	0	0	0	1.3	1.7	0	1.3	0.3	0	1.1	0	0.7	0.8



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: MS18/I20 WB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

File Name : i20wb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 1

Groups Printed- Autos - Heavy Veh

	MS Hwy 18 Southbound					WB Off Ramp Westbound					MS Hwy 18 Northbound					WB On Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
06:00 AM	0	45	61	0	106	14	0	17	0	31	105	92	0	0	197	0	0	0	0	0	334
06:15 AM	0	68	84	0	152	9	0	33	0	42	132	124	0	0	256	0	0	0	0	0	450
06:30 AM	0	101	125	0	226	14	0	41	0	55	144	207	0	0	351	0	0	0	0	0	632
06:45 AM	0	97	136	0	233	12	0	64	0	76	142	247	0	1	390	0	0	0	0	0	699
Total	0	311	406	0	717	49	0	155	0	204	523	670	0	1	1194	0	0	0	0	0	2115
07:00 AM	0	126	119	0	245	16	0	82	0	98	177	289	0	1	467	0	0	0	0	0	810
07:15 AM	0	132	150	0	282	17	0	71	0	88	145	330	0	0	475	0	0	0	0	0	845
07:30 AM	0	152	145	0	297	25	0	83	0	108	128	358	0	0	486	0	0	0	0	0	891
07:45 AM	0	170	142	0	312	27	0	85	0	112	129	335	0	1	465	0	0	0	0	0	889
Total	0	580	556	0	1136	85	0	321	0	406	579	1312	0	2	1893	0	0	0	0	0	3435
08:00 AM	0	162	105	0	267	25	0	69	0	94	115	301	0	0	416	0	0	0	0	0	777
08:15 AM	0	138	89	0	227	18	0	64	0	82	98	268	0	3	369	0	0	0	0	0	678
08:30 AM	0	102	91	0	193	23	0	63	0	86	103	243	0	0	346	0	0	0	0	0	625
08:45 AM	0	122	89	0	211	9	0	48	0	57	128	221	0	0	349	0	0	0	0	0	617
Total	0	524	374	0	898	75	0	244	0	319	444	1033	0	3	1480	0	0	0	0	0	2697
09:00 AM	0	129	90	0	219	16	0	39	0	55	92	212	0	3	307	0	0	0	0	0	581
09:15 AM	0	120	79	0	199	17	0	41	0	58	77	198	0	0	275	0	0	0	0	0	532
09:30 AM	0	132	82	0	214	21	0	42	0	63	98	201	0	0	299	0	0	0	0	0	576
09:45 AM	0	148	69	0	217	10	0	51	0	61	70	201	0	0	271	0	0	0	0	0	549
Total	0	529	320	0	849	64	0	173	0	237	337	812	0	3	1152	0	0	0	0	0	2238
10:00 AM	0	110	77	0	187	17	1	41	0	59	73	193	0	1	267	0	0	0	0	0	513
10:15 AM	0	155	70	0	225	9	1	34	0	44	68	197	0	2	267	0	0	0	0	0	536
10:30 AM	0	142	80	0	222	12	1	32	0	45	68	214	0	0	282	0	0	0	0	0	549
10:45 AM	0	156	80	0	236	13	0	38	0	51	80	221	0	2	303	0	0	0	0	0	590
Total	0	563	307	0	870	51	3	145	0	199	289	825	0	5	1119	0	0	0	0	0	2188
11:00 AM	0	176	74	0	250	14	1	40	0	55	62	249	0	1	312	0	0	0	0	0	617
11:15 AM	0	193	93	0	286	13	0	39	0	52	68	259	0	0	327	0	0	0	0	0	665
11:30 AM	0	196	94	0	290	13	0	40	0	53	63	258	0	1	322	0	0	0	0	0	665
11:45 AM	0	202	92	0	294	17	0	36	0	53	83	256	0	0	339	0	0	0	0	0	686
Total	0	767	353	0	1120	57	1	155	0	213	276	1022	0	2	1300	0	0	0	0	0	2633
12:00 PM	0	204	94	0	298	20	0	36	0	56	65	256	0	1	322	0	0	0	0	0	676
12:15 PM	0	213	101	0	314	22	0	45	0	67	55	271	0	1	327	0	0	0	0	0	708
12:30 PM	0	229	124	0	353	23	0	46	0	69	55	277	0	0	332	0	0	0	0	0	754
12:45 PM	0	256	87	0	343	13	0	47	0	60	64	246	0	1	311	0	0	0	0	0	714
Total	0	902	406	0	1308	78	0	174	0	252	239	1050	0	3	1292	0	0	0	0	0	2852
01:00 PM	0	209	98	0	307	22	0	43	0	65	70	223	0	2	295	0	0	0	0	0	667
01:15 PM	0	211	104	0	315	17	0	37	0	54	90	254	0	2	346	0	0	0	0	0	715
01:30 PM	0	240	82	0	322	12	0	40	0	52	77	239	0	1	317	0	0	0	0	0	691
01:45 PM	0	251	81	0	332	17	0	42	0	59	64	233	0	1	298	0	0	0	0	0	689
Total	0	911	365	0	1276	68	0	162	0	230	301	949	0	6	1256	0	0	0	0	0	2762
02:00 PM	0	204	115	0	319	18	0	34	0	52	87	284	0	1	372	0	0	0	0	0	743
02:15 PM	0	240	118	0	358	10	0	26	0	36	77	245	0	1	323	0	0	0	0	0	717

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: MS18/I20 WB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

File Name : i20wb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 2

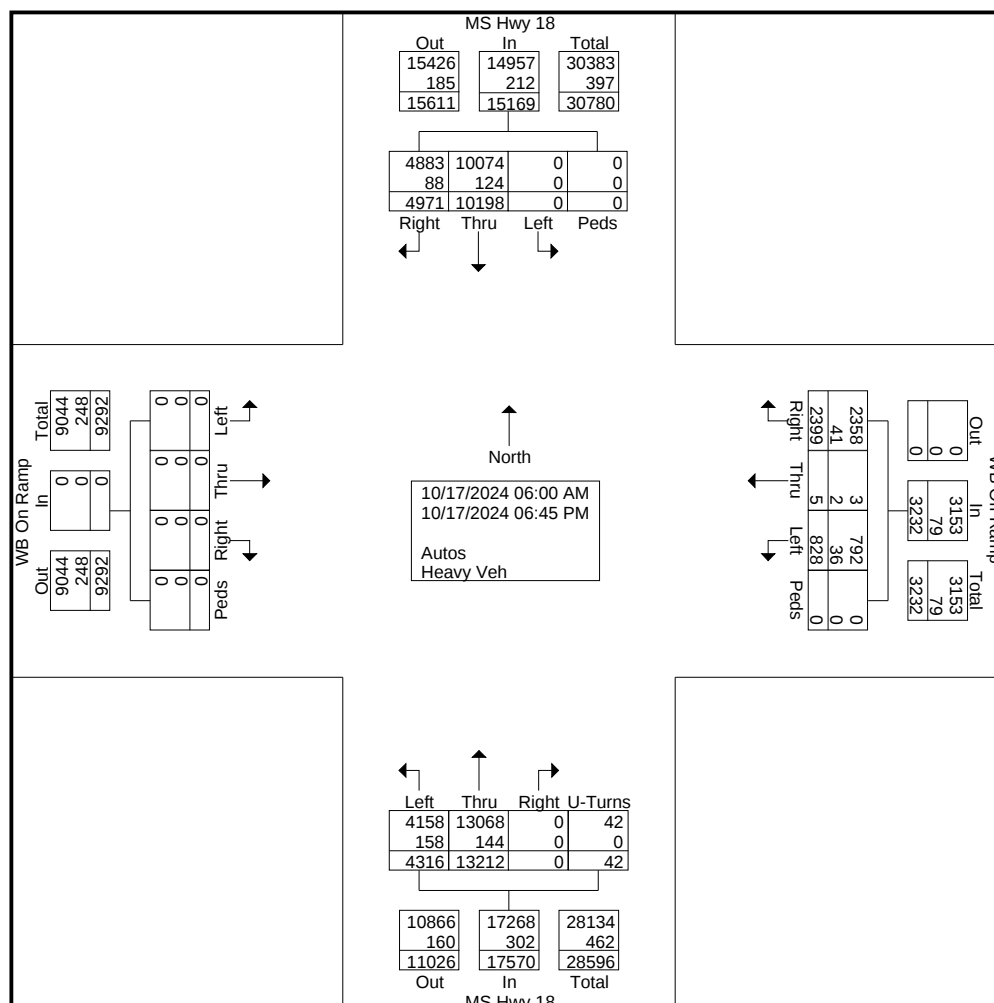
Groups Printed- Autos - Heavy Veh

	MS Hwy 18 Southbound					WB Off Ramp Westbound					MS Hwy 18 Northbound					WB On Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:30 PM	0	234	87	0	321	19	0	36	0	55	72	224	0	1	297	0	0	0	0	0	673
02:45 PM	0	232	71	0	303	14	0	59	0	73	84	308	0	3	395	0	0	0	0	0	771
Total	0	910	391	0	1301	61	0	155	0	216	320	1061	0	6	1387	0	0	0	0	0	2904
03:00 PM	0	235	127	0	362	17	0	46	0	63	53	226	0	0	279	0	0	0	0	0	704
03:15 PM	0	273	99	0	372	7	0	37	0	44	81	258	0	0	339	0	0	0	0	0	755
03:30 PM	0	238	82	0	320	16	0	48	0	64	71	258	0	2	331	0	0	0	0	0	715
03:45 PM	0	214	88	0	302	15	0	48	0	63	69	293	0	1	363	0	0	0	0	0	728
Total	0	960	396	0	1356	55	0	179	0	234	274	1035	0	3	1312	0	0	0	0	0	2902
04:00 PM	0	241	102	0	343	20	0	41	0	61	70	296	0	1	367	0	0	0	0	0	771
04:15 PM	0	259	108	0	367	19	0	46	0	65	90	353	0	0	443	0	0	0	0	0	875
04:30 PM	0	316	116	0	432	28	0	51	0	79	56	299	0	1	356	0	0	0	0	0	867
04:45 PM	0	279	81	0	360	9	0	37	0	46	31	325	0	0	356	0	0	0	0	0	762
Total	0	1095	407	0	1502	76	0	175	0	251	247	1273	0	2	1522	0	0	0	0	0	3275
05:00 PM	0	284	109	0	393	12	0	50	0	62	27	306	0	0	333	0	0	0	0	0	788
05:15 PM	0	323	93	0	416	14	0	46	0	60	46	319	0	1	366	0	0	0	0	0	842
05:30 PM	0	289	99	0	388	9	0	58	0	67	78	328	0	0	406	0	0	0	0	0	861
05:45 PM	0	269	91	0	360	24	1	59	0	84	83	300	0	1	384	0	0	0	0	0	828
Total	0	1165	392	0	1557	59	1	213	0	273	234	1253	0	2	1489	0	0	0	0	0	3319
06:00 PM	0	271	88	0	359	13	0	33	0	46	59	239	0	0	298	0	0	0	0	0	703
06:15 PM	0	241	74	0	315	15	0	29	0	44	75	271	0	1	347	0	0	0	0	0	706
06:30 PM	0	250	69	0	319	15	0	41	0	56	72	197	0	3	272	0	0	0	0	0	647
06:45 PM	0	219	67	0	286	7	0	45	0	52	47	210	0	0	257	0	0	0	0	0	595
Total	0	981	298	0	1279	50	0	148	0	198	253	917	0	4	1174	0	0	0	0	0	2651
Grand Total	0	10198	4971	0	15169	828	5	2399	0	3232	4316	13212	0	42	17570	0	0	0	0	0	35971
Apprch %	0	67.2	32.8	0		25.6	0.2	74.2	0		24.6	75.2	0	0.2		0	0	0	0		
Total %	0	28.4	13.8	0	42.2	2.3	0	6.7	0	9	12	36.7	0	0.1	48.8	0	0	0	0	0	
Autos	0	10074	4883	0	14957	792	3	2358	0	3153	4158	13068	0	42	17268	0	0	0	0	0	35378
% Autos	0	98.8	98.2	0	98.6	95.7	60	98.3	0	97.6	96.3	98.9	0	100	98.3	0	0	0	0	0	98.4
Heavy Veh	0	124	88	0	212	36	2	41	0	79	158	144	0	0	302	0	0	0	0	0	593
% Heavy Veh	0	1.2	1.8	0	1.4	4.3	40	1.7	0	2.4	3.7	1.1	0	0	1.7	0	0	0	0	0	1.6

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: MS18/I20 WB Ramps
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : i20wb-hwy18
Site Code : 00000000
Start Date : 10/17/2024
Page No : 3



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: MS18/I20 WB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

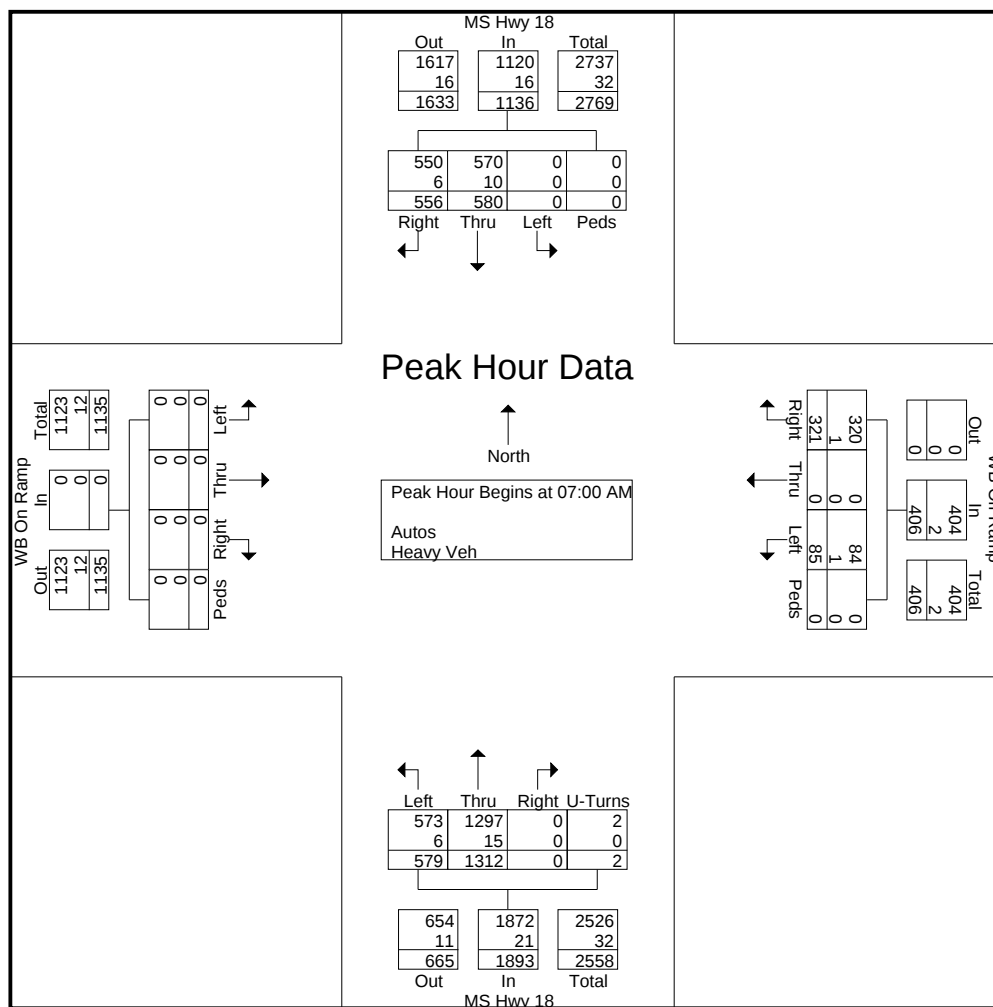
File Name : i20wb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 4

	MS Hwy 18 Southbound					WB Off Ramp Westbound					MS Hwy 18 Northbound					WB On Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	126	119	0	245	16	0	82	0	98	177	289	0	1	467	0	0	0	0	0	810
07:15 AM	0	132	150	0	282	17	0	71	0	88	145	330	0	0	475	0	0	0	0	0	845
07:30 AM	0	152	145	0	297	25	0	83	0	108	128	358	0	0	486	0	0	0	0	0	891
07:45 AM	0	170	142	0	312	27	0	85	0	112	129	335	0	1	465	0	0	0	0	0	889
Total Volume	0	580	556	0	1136	85	0	321	0	406	579	1312	0	2	1893	0	0	0	0	0	3435
% App. Total	0	51.1	48.9	0		20.9	0	79.1	0		30.6	69.3	0	0.1		0	0	0	0		
PHF	.000	.853	.927	.000	.910	.787	.000	.944	.000	.906	.818	.916	.000	.500	.974	.000	.000	.000	.000	.000	.964
Autos	0	570	550	0	1120	84	0	320	0	404	573	1297	0	2	1872	0	0	0	0	0	3396
% Autos	0	98.3	98.9	0	98.6	98.8	0	99.7	0	99.5	99.0	98.9	0	100	98.9	0	0	0	0	0	98.9
Heavy Veh	0	10	6	0	16	1	0	1	0	2	6	15	0	0	21	0	0	0	0	0	39
% Heavy Veh	0	1.7	1.1	0	1.4	1.2	0	0.3	0	0.5	1.0	1.1	0	0	1.1	0	0	0	0	0	1.1



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: MS18/I20 WB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

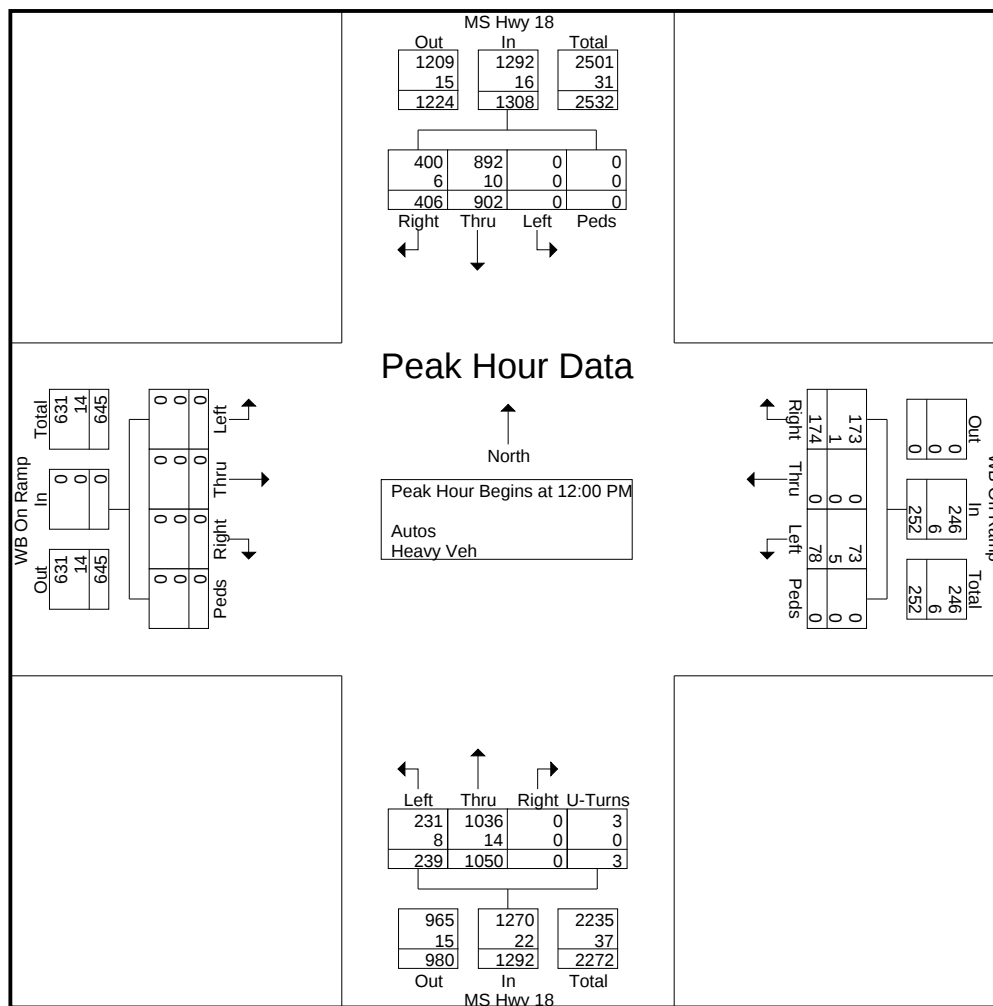
File Name : i20wb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 5

	MS Hwy 18 Southbound					WB Off Ramp Westbound					MS Hwy 18 Northbound					WB On Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	204	94	0	298	20	0	36	0	56	65	256	0	1	322	0	0	0	0	0	676
12:15 PM	0	213	101	0	314	22	0	45	0	67	55	271	0	1	327	0	0	0	0	0	708
12:30 PM	0	229	124	0	353	23	0	46	0	69	55	277	0	0	332	0	0	0	0	0	754
12:45 PM	0	256	87	0	343	13	0	47	0	60	64	246	0	1	311	0	0	0	0	0	714
Total Volume	0	902	406	0	1308	78	0	174	0	252	239	1050	0	3	1292	0	0	0	0	0	2852
% App. Total	0	69	31	0		31	0	69	0		18.5	81.3	0	0.2		0	0	0	0	0	
PHF	.000	.881	.819	.000	.926	.848	.000	.926	.000	.913	.919	.948	.000	.750	.973	.000	.000	.000	.000	.000	.946
Autos	0	892	400	0	1292	73	0	173	0	246	231	1036	0	3	1270	0	0	0	0	0	2808
% Autos	0	98.9	98.5	0	98.8	93.6	0	99.4	0	97.6	96.7	98.7	0	100	98.3	0	0	0	0	0	98.5
Heavy Veh	0	10	6	0	16	5	0	1	0	6	8	14	0	0	22	0	0	0	0	0	44
% Heavy Veh	0	1.1	1.5	0	1.2	6.4	0	0.6	0	2.4	3.3	1.3	0	0	1.7	0	0	0	0	0	1.5



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: MS18/I20 WB Ramps

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

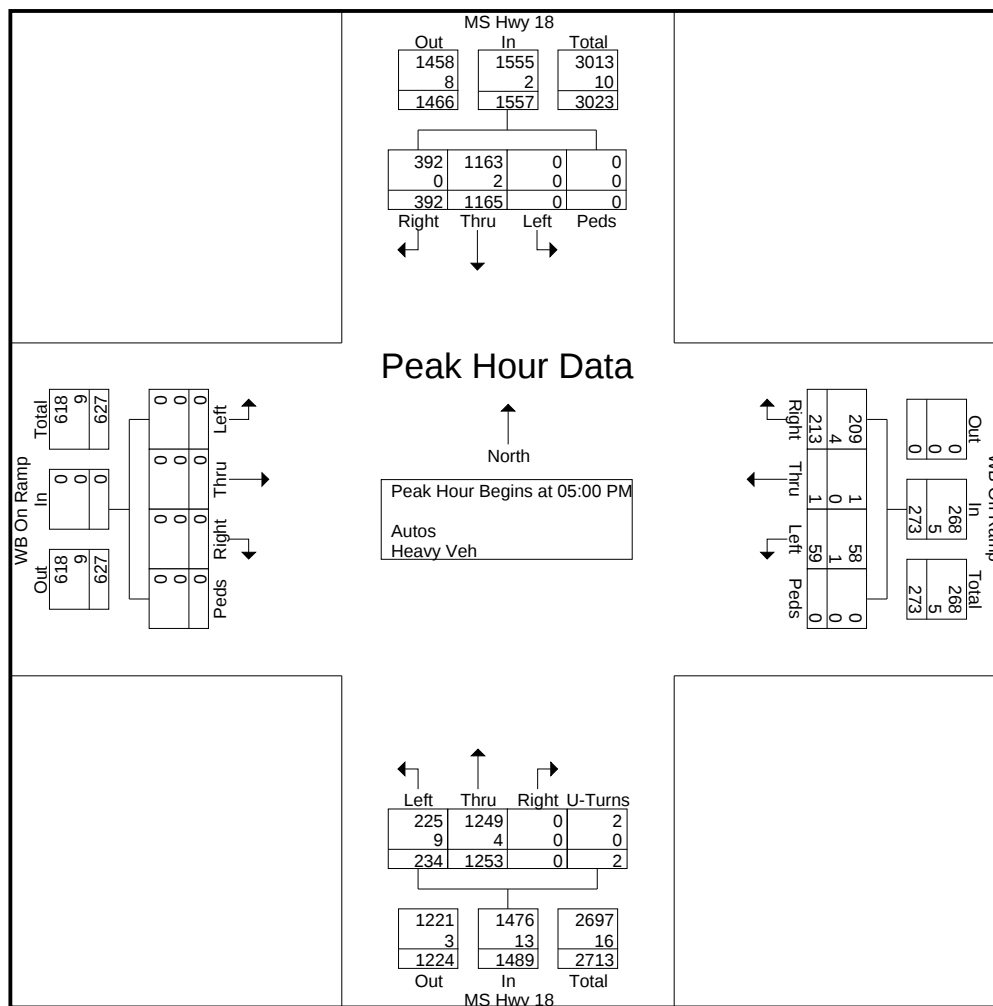
File Name : i20wb-hwy18

Site Code : 00000000

Start Date : 10/17/2024

Page No : 6

	MS Hwy 18 Southbound					WB Off Ramp Westbound					MS Hwy 18 Northbound					WB On Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	284	109	0	393	12	0	50	0	62	27	306	0	0	333	0	0	0	0	0	788
05:15 PM	0	323	93	0	416	14	0	46	0	60	46	319	0	1	366	0	0	0	0	0	842
05:30 PM	0	289	99	0	388	9	0	58	0	67	78	328	0	0	406	0	0	0	0	0	861
05:45 PM	0	269	91	0	360	24	1	59	0	84	83	300	0	1	384	0	0	0	0	0	828
Total Volume	0	1165	392	0	1557	59	1	213	0	273	234	1253	0	2	1489	0	0	0	0	0	3319
% App. Total	0	74.8	25.2	0		21.6	0.4	78	0		15.7	84.2	0	0.1		0	0	0	0		
PHF	.000	.902	.899	.000	.936	.615	.250	.903	.000	.813	.705	.955	.000	.500	.917	.000	.000	.000	.000	.000	.964
Autos	0	1163	392	0	1555	58	1	209	0	268	225	1249	0	2	1476	0	0	0	0	0	3299
% Autos	0	99.8	100	0	99.9	98.3	100	98.1	0	98.2	96.2	99.7	0	100	99.1	0	0	0	0	0	99.4
Heavy Veh	0	2	0	0	2	1	0	4	0	5	9	4	0	0	13	0	0	0	0	0	20
% Heavy Veh	0	0.2	0	0	0.1	1.7	0	1.9	0	1.8	3.8	0.3	0	0	0.9	0	0	0	0	0	0.6



Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: I20EB Ramps/Hwy 80
Counter: Spack
City/State: Brandon/MS
Weather: Clear/Dry

File Name : I20EB-Hwy80
Site Code : 00000000
Start Date : 10/17/2024
Page No : 1

Groups Printed- Autos - Heavy Veh

Start Time	Hwy 80 Southbound					EB On Ramp Westbound					Hwy 80 Northbound					EB Off Ramp Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	8	19	0	0	27	0	0	0	0	0	0	114	9	0	123	3	0	41	0	44	194
06:15 AM	13	39	0	0	52	0	0	0	0	0	0	162	8	0	170	10	0	59	0	69	291
06:30 AM	13	43	0	0	56	0	0	0	0	0	0	220	12	0	232	20	0	55	0	75	363
06:45 AM	16	73	0	0	89	0	0	0	0	0	0	257	25	0	282	15	0	83	0	98	469
Total	50	174	0	0	224	0	0	0	0	0	0	753	54	0	807	48	0	238	0	286	1317
07:00 AM	12	76	0	0	88	0	0	0	0	0	0	281	14	0	295	13	0	87	0	100	483
07:15 AM	22	74	0	0	96	0	0	0	0	0	0	304	14	0	318	20	0	113	0	133	547
07:30 AM	12	104	0	0	116	0	0	0	0	0	0	342	12	0	354	21	1	89	0	111	581
07:45 AM	14	102	0	0	116	0	0	0	0	0	0	322	17	0	339	22	0	104	0	126	581
Total	60	356	0	0	416	0	0	0	0	0	0	1249	57	0	1306	76	1	393	0	470	2192
08:00 AM	7	84	0	0	91	0	0	0	0	0	0	270	5	0	275	24	0	100	0	124	490
08:15 AM	6	61	0	0	67	0	0	0	0	0	0	243	12	0	255	12	0	97	0	109	431
08:30 AM	16	95	0	0	111	0	0	0	0	0	0	181	16	0	197	22	0	90	0	112	420
08:45 AM	15	84	0	0	99	0	0	0	0	0	0	214	14	0	228	12	0	99	0	111	438
Total	44	324	0	0	368	0	0	0	0	0	0	908	47	0	955	70	0	386	0	456	1779
09:00 AM	11	78	0	0	89	0	0	0	0	0	0	191	11	0	202	11	0	78	0	89	380
09:15 AM	10	77	0	0	87	0	0	0	0	0	0	176	7	0	183	19	0	70	0	89	359
09:30 AM	8	83	0	0	91	0	0	0	0	0	0	171	8	0	179	17	1	79	0	97	367
09:45 AM	16	89	0	0	105	0	0	0	0	0	0	159	6	0	165	21	0	54	0	75	345
Total	45	327	0	0	372	0	0	0	0	0	0	697	32	0	729	68	1	281	0	350	1451
10:00 AM	11	119	0	0	130	0	0	0	0	0	0	188	10	0	198	12	0	83	0	95	423
10:15 AM	11	101	0	0	112	0	0	0	0	0	0	175	7	0	182	16	0	80	0	96	390
10:30 AM	10	103	0	0	113	0	0	0	0	0	0	213	7	0	220	15	0	77	0	92	425
10:45 AM	9	129	0	0	138	0	0	0	0	0	0	160	9	0	169	25	0	94	0	119	426
Total	41	452	0	0	493	0	0	0	0	0	0	736	33	0	769	68	0	334	0	402	1664
11:00 AM	17	125	0	0	142	0	0	0	0	0	0	167	9	0	176	15	0	75	0	90	408
11:15 AM	12	116	0	0	128	0	0	0	0	0	0	218	7	0	225	24	0	87	0	111	464
11:30 AM	19	141	0	0	160	0	0	0	0	0	0	224	10	0	234	21	0	77	0	98	492
11:45 AM	19	141	0	0	160	0	0	0	0	0	0	202	14	0	216	30	0	77	0	107	483
Total	67	523	0	0	590	0	0	0	0	0	0	811	40	0	851	90	0	316	0	406	1847
12:00 PM	16	160	0	0	176	0	0	0	0	0	0	198	12	0	210	24	0	89	0	113	499
12:15 PM	11	141	0	0	152	0	0	0	0	0	0	224	11	0	235	20	0	97	0	117	504
12:30 PM	22	153	0	0	175	0	0	0	0	0	0	204	13	0	217	24	0	107	0	131	523
12:45 PM	27	152	0	0	179	0	0	0	0	0	0	203	12	0	215	18	0	90	0	108	502
Total	76	606	0	0	682	0	0	0	0	0	0	829	48	0	877	86	0	383	0	469	2028
01:00 PM	22	155	0	0	177	0	0	0	0	0	0	222	11	0	233	23	0	93	0	116	526
01:15 PM	20	153	0	0	173	0	0	0	0	0	0	181	7	0	188	21	0	87	0	108	469
01:30 PM	16	153	0	0	169	0	0	0	0	0	0	217	19	0	236	25	0	111	0	136	541
01:45 PM	21	158	0	0	179	0	0	0	0	0	0	195	10	0	205	33	0	127	0	160	544
Total	79	619	0	0	698	0	0	0	0	0	0	815	47	0	862	102	0	418	0	520	2080
02:00 PM	27	129	0	0	156	0	0	0	0	0	0	221	14	0	235	20	0	96	0	116	507
02:15 PM	20	142	0	0	162	0	0	0	0	0	0	215	18	0	233	23	0	107	0	130	525

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: I20EB Ramps/Hwy 80

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

File Name : I20EB-Hwy80

Site Code : 00000000

Start Date : 10/17/2024

Page No : 2

Groups Printed- Autos - Heavy Veh

	Hwy 80 Southbound					EB On Ramp Westbound					Hwy 80 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
02:30 PM	21	144	0	0	165	0	0	0	0	0	0	169	12	0	181	16	0	114	0	130	476
02:45 PM	19	165	0	0	184	0	0	0	0	0	0	202	14	0	216	26	0	109	0	135	535
Total	87	580	0	0	667	0	0	0	0	0	0	807	58	0	865	85	0	426	0	511	2043
03:00 PM	27	167	0	0	194	0	0	0	0	0	0	169	8	0	177	18	0	137	0	155	526
03:15 PM	20	134	0	0	154	0	0	0	0	0	0	217	18	0	235	24	0	134	0	158	547
03:30 PM	22	155	0	0	177	0	0	0	0	0	0	225	18	0	243	23	0	153	0	176	596
03:45 PM	23	153	0	0	176	0	0	0	0	0	0	215	18	0	233	29	0	178	0	207	616
Total	92	609	0	0	701	0	0	0	0	0	0	826	62	0	888	94	0	602	0	696	2285
04:00 PM	26	171	0	0	197	0	0	0	0	0	0	216	15	0	231	22	0	193	0	215	643
04:15 PM	26	184	0	0	210	0	0	0	0	0	0	178	25	0	203	39	0	224	0	263	676
04:30 PM	43	204	0	0	247	0	0	0	0	0	0	191	19	0	210	34	0	218	0	252	709
04:45 PM	30	181	0	0	211	0	0	0	0	0	0	203	13	0	216	39	0	254	0	293	720
Total	125	740	0	0	865	0	0	0	0	0	0	788	72	0	860	134	0	889	0	1023	2748
05:00 PM	53	271	0	0	324	0	0	0	0	0	0	187	31	0	218	59	0	218	0	277	819
05:15 PM	58	288	0	0	346	0	0	0	0	0	0	185	27	0	212	48	0	256	0	304	862
05:30 PM	38	215	0	0	253	0	0	0	0	0	0	211	18	0	229	32	0	181	0	213	695
05:45 PM	28	158	0	0	186	0	0	0	0	0	0	194	13	0	207	26	1	169	0	196	589
Total	177	932	0	0	1109	0	0	0	0	0	0	777	89	0	866	165	1	824	0	990	2965
06:00 PM	27	196	0	0	223	0	0	0	0	0	0	123	13	0	136	24	0	137	0	161	520
06:15 PM	23	147	0	0	170	0	0	0	0	0	0	144	13	0	157	18	0	122	0	140	467
06:30 PM	28	149	0	0	177	0	0	0	0	0	0	171	8	0	179	20	0	129	0	149	505
06:45 PM	17	127	0	0	144	0	0	0	0	0	0	113	12	0	125	22	0	117	0	139	408
Total	95	619	0	0	714	0	0	0	0	0	0	551	46	0	597	84	0	505	0	589	1900
Grand Total	1038	6861	0	0	7899	0	0	0	0	0	0	10547	685	0	11232	1170	3	5995	0	7168	26299
Apprch %	13.1	86.9	0	0		0	0	0	0		0	93.9	6.1	0		16.3	0	83.6	0		
Total %	3.9	26.1	0	0	30	0	0	0	0	0	0	40.1	2.6	0	42.7	4.4	0	22.8	0	27.3	
Autos	1018	6708	0	0	7726	0	0	0	0	0	0	10244	662	0	10906	1139	0	5705	0	6844	25476
% Autos	98.1	97.8	0	0	97.8	0	0	0	0	0	0	97.1	96.6	0	97.1	97.4	0	95.2	0	95.5	96.9
Heavy Veh	20	153	0	0	173	0	0	0	0	0	0	303	23	0	326	31	3	290	0	324	823
% Heavy Veh	1.9	2.2	0	0	2.2	0	0	0	0	0	0	2.9	3.4	0	2.9	2.6	100	4.8	0	4.5	3.1

Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: I20EB Ramps/Hwy 80

Counter: Spack

City/State: Brandon/MS

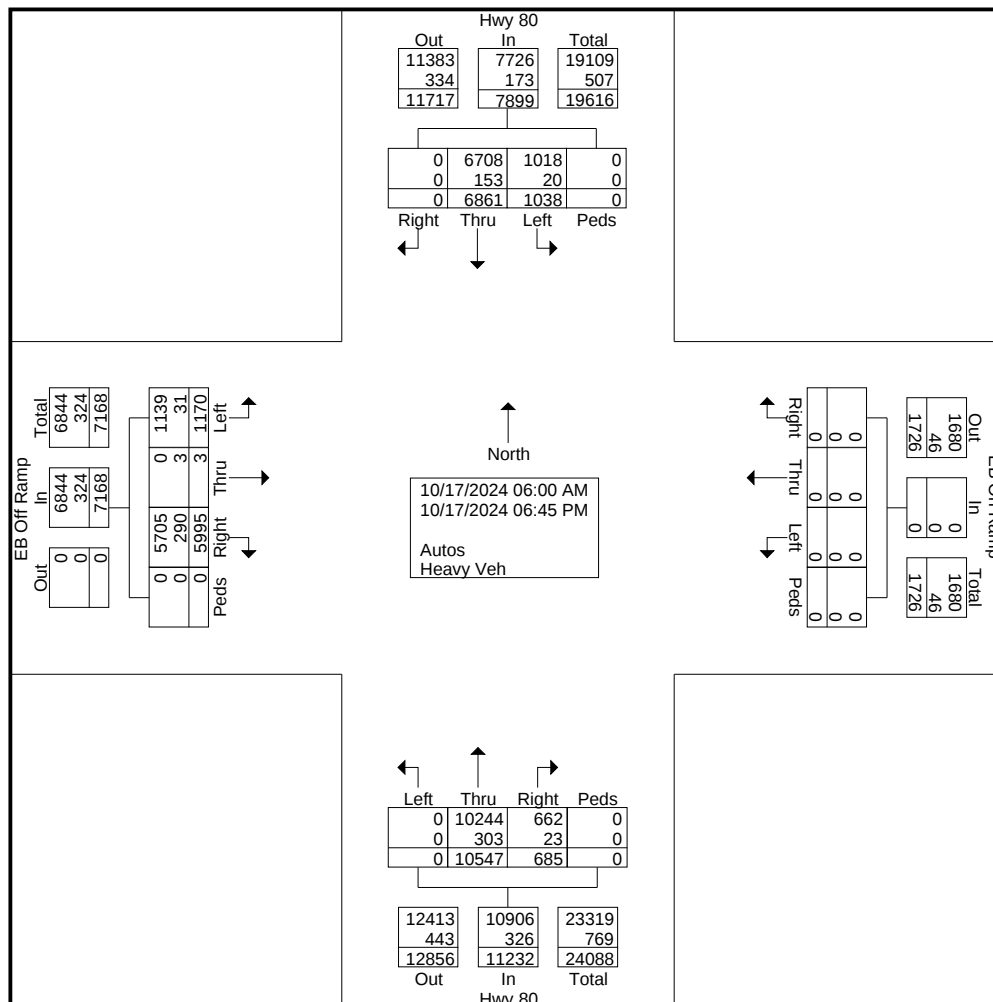
Weather: Clear/Dry

File Name : I20EB-Hwy80

Site Code : 00000000

Start Date : 10/17/2024

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Kiser Traffic and Engineering, LLC
P.O. Box 2441, Madison, MS 39130

Intersection: I20EB Ramps/Hwy 80

Counter: Spack

City/State: Brandon/MS

Weather: Clear/Dry

File Name : I20EB-Hwy80

Site Code : 00000000

Start Date : 10/17/2024

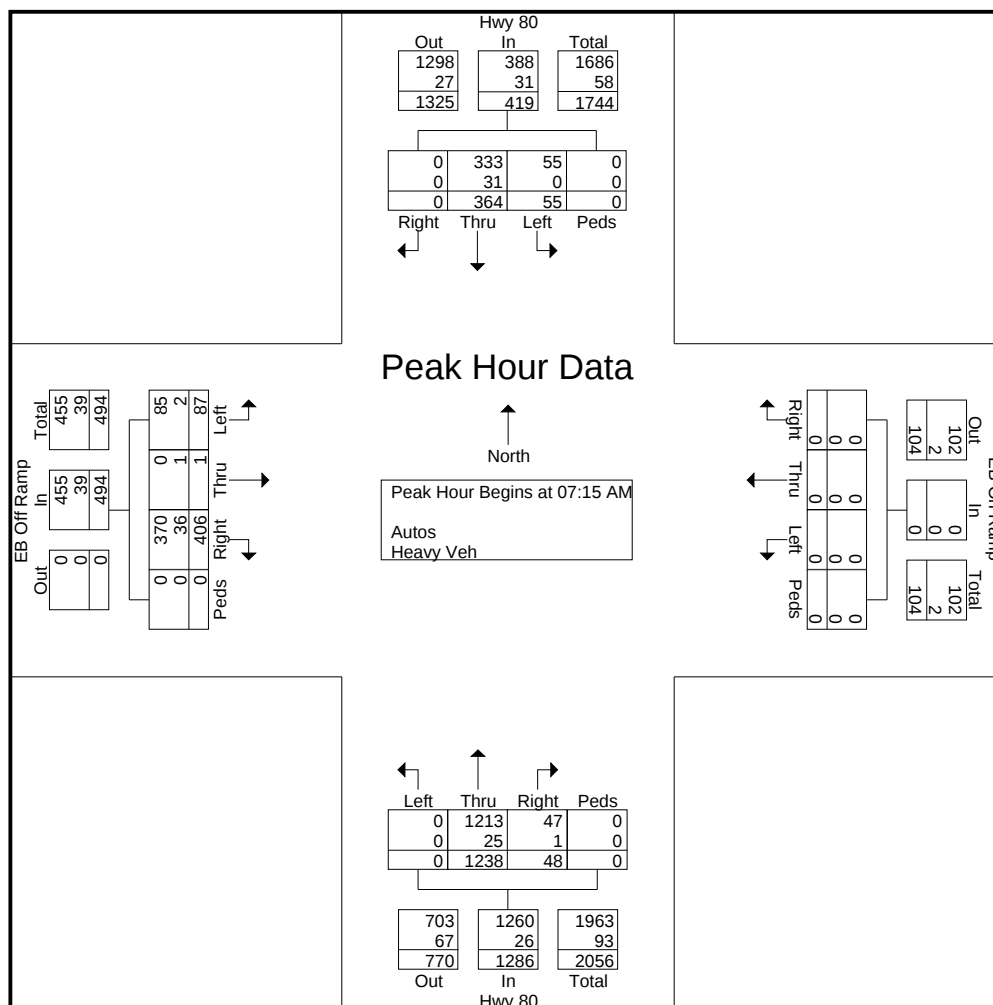
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	Hwy 80 Southbound					EB On Ramp Westbound					Hwy 80 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	22	74	0	0	96	0	0	0	0	0	0	304	14	0	318	20	0	113	0	133	547
07:30 AM	12	104	0	0	116	0	0	0	0	0	0	342	12	0	354	21	1	89	0	111	581
07:45 AM	14	102	0	0	116	0	0	0	0	0	0	322	17	0	339	22	0	104	0	126	581
08:00 AM	7	84	0	0	91	0	0	0	0	0	0	270	5	0	275	24	0	100	0	124	490
Total Volume	55	364	0	0	419	0	0	0	0	0	0	1238	48	0	1286	87	1	406	0	494	2199
% App. Total	13.1	86.9	0	0		0	0	0	0		0	96.3	3.7	0		17.6	0.2	82.2	0		
PHF	.625	.875	.000	.000	.903	.000	.000	.000	.000	.000	.000	.905	.706	.000	.908	.906	.250	.898	.000	.929	.946
Autos	55	333	0	0	388	0	0	0	0	0	0	1213	47	0	1260	85	0	370	0	455	2103
% Autos	100	91.5	0	0	92.6	0	0	0	0	0	0	98.0	97.9	0	98.0	97.7	0	91.1	0	92.1	95.6
Heavy Veh	0	31	0	0	31	0	0	0	0	0	0	25	1	0	26	2	1	36	0	39	96
% Heavy Veh	0	8.5	0	0	7.4	0	0	0	0	0	0	2.0	2.1	0	2.0	2.3	100	8.9	0	7.9	4.4



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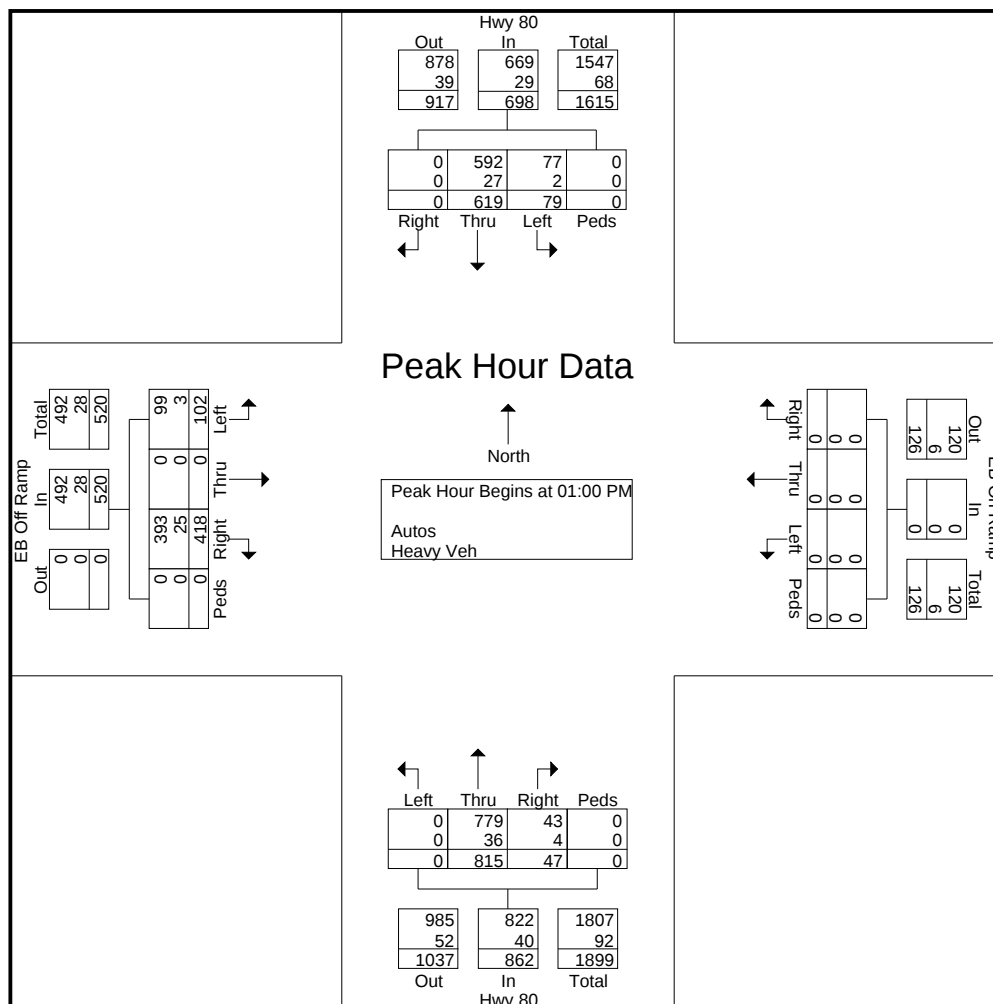
File Name : I20EB-Hwy80

Site Code : 00000000

Start Date : 10/17/2024

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	Hwy 80 Southbound					EB On Ramp Westbound					Hwy 80 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	22	155	0	0	177	0	0	0	0	0	0	222	11	0	233	23	0	93	0	116	526
01:15 PM	20	153	0	0	173	0	0	0	0	0	0	181	7	0	188	21	0	87	0	108	469
01:30 PM	16	153	0	0	169	0	0	0	0	0	0	217	19	0	236	25	0	111	0	136	541
01:45 PM	21	158	0	0	179	0	0	0	0	0	0	195	10	0	205	33	0	127	0	160	544
Total Volume	79	619	0	0	698	0	0	0	0	0	0	815	47	0	862	102	0	418	0	520	2080
% App. Total	11.3	88.7	0	0		0	0	0	0		0	94.5	5.5	0		19.6	0	80.4	0		
PHF	.898	.979	.000	.000	.975	.000	.000	.000	.000	.000	.000	.918	.618	.000	.913	.773	.000	.823	.000	.813	.956
Autos	77	592	0	0	669	0	0	0	0	0	0	779	43	0	822	99	0	393	0	492	1983
% Autos	97.5	95.6	0	0	95.8	0	0	0	0	0	0	95.6	91.5	0	95.4	97.1	0	94.0	0	94.6	95.3
Heavy Veh	2	27	0	0	29	0	0	0	0	0	0	36	4	0	40	3	0	25	0	28	97
% Heavy Veh	2.5	4.4	0	0	4.2	0	0	0	0	0	0	4.4	8.5	0	4.6	2.9	0	6.0	0	5.4	4.7



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Start Date : 10/17/2024

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	Hwy 80 Southbound					EB On Ramp Westbound					Hwy 80 Northbound					EB Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	43	204	0	0	247	0	0	0	0	0	0	191	19	0	210	34	0	218	0	252	709
04:45 PM	30	181	0	0	211	0	0	0	0	0	0	203	13	0	216	39	0	254	0	293	720
05:00 PM	53	271	0	0	324	0	0	0	0	0	0	187	31	0	218	59	0	218	0	277	819
05:15 PM	58	288	0	0	346	0	0	0	0	0	0	185	27	0	212	48	0	256	0	304	862
Total Volume	184	944	0	0	1128	0	0	0	0	0	0	766	90	0	856	180	0	946	0	1126	3110
% App. Total	16.3	83.7	0	0		0	0	0	0		0	89.5	10.5	0		16	0	84	0		
PHF	.793	.819	.000	.000	.815	.000	.000	.000	.000	.000	.000	.943	.726	.000	.982	.763	.000	.924	.000	.926	.902
Autos	183	935	0	0	1118	0	0	0	0	0	0	751	89	0	840	179	0	936	0	1115	3073
% Autos	99.5	99.0	0	0	99.1	0	0	0	0	0	0	98.0	98.9	0	98.1	99.4	0	98.9	0	99.0	98.8
Heavy Veh	1	9	0	0	10	0	0	0	0	0	0	15	1	0	16	1	0	10	0	11	37
% Heavy Veh	0.5	1.0	0	0	0.9	0	0	0	0	0	0	2.0	1.1	0	1.9	0.6	0	1.1	0	1.0	1.2

