



1100 Marion St., Suite 300
Knoxville, Tennessee 37921
tel: 865.963.4300
fax: 865.524-5311

8-E-25-SU
TIL Version 1
6/23/2025

June 23, 2025

Mr. Lynn Holt
Vice President of Facilities Operation & Property Management
ORNL Federal Credit Union
P.O. Box 365
Oak Ridge, Tennessee 37831

RE: NORTHSORE TOWN CENTER ORNL DRIVE-IN BANK, KNOXVILLE, TN.

Dear Mr. Holt:

This letter report is a summary of the anticipated trip generation for the proposed development of a ORNL drive thru bank within the Northshore Town Center located in southwest Knoxville adjacent to the Pellissippi Parkway (I-140) and Northshore Drive (SR 332) interchange. **Figure 1** illustrates this location. The proposed use is consistent with the uses assumed for the original Northshore Town Center traffic study approved March of 2011 and previous updates. The trip generation of the Northshore Town Center is updated in this letter to reflect the development of a proposed 4,136 square foot drive-thru bank. The proposed site plan is illustrated in **Figure 2**. The trip generation included in this letter report builds upon a March 2022 transportation analysis for the Town Center Shops and coffee drive-thru to the north of this site adjacent to the existing Target. The proposed development of the drive-thru bank is located within Zone C of the original 2011 traffic study illustrated in **Figure 3**. The trip generation for the Northshore Town Center was updated by applying trip generation rates published in the current 11th edition of **Trip Generation**, the recognized reference published by the Institute of Transportation Engineers (ITE).

The trip generation for the proposed drive-thru bank is presented in **Table 1**. This trip generation is compared to the **Table 2** trip generation updated the March 2022 study prepared for the retail shops and coffee drive-thru land use revision. The updated trip generation for the Northshore Town Center reflecting the changes for Zone C is presented in the **Table 3**.

TABLE 1 Town Center ORNL Drive-Thru Trip Generation

LAND USE	L.U.C	SIZE	DAILY TRAFFIC	AM PEAK ENTER	AM PEAK EXIT	TOTAL	PM PEAK ENTER	PM PEAK EXIT	TOTAL
DRIVE-THRU BANK	912	4,135	415	24	17	41	43	43	86
Pass-By Trips	25%		104	6	4	10	11	11	22
Primary Trips			311	18	13	31	32	32	65

REFERENCE: Trip Generation 11th Edition, published by the Institute of Transportation Engineers.

The trip generation for this site is reduced 25-percent for pass-by trips assumed for the drive-thru bank. This reduction reflects a pass-by rate assumed previously for Zone C.



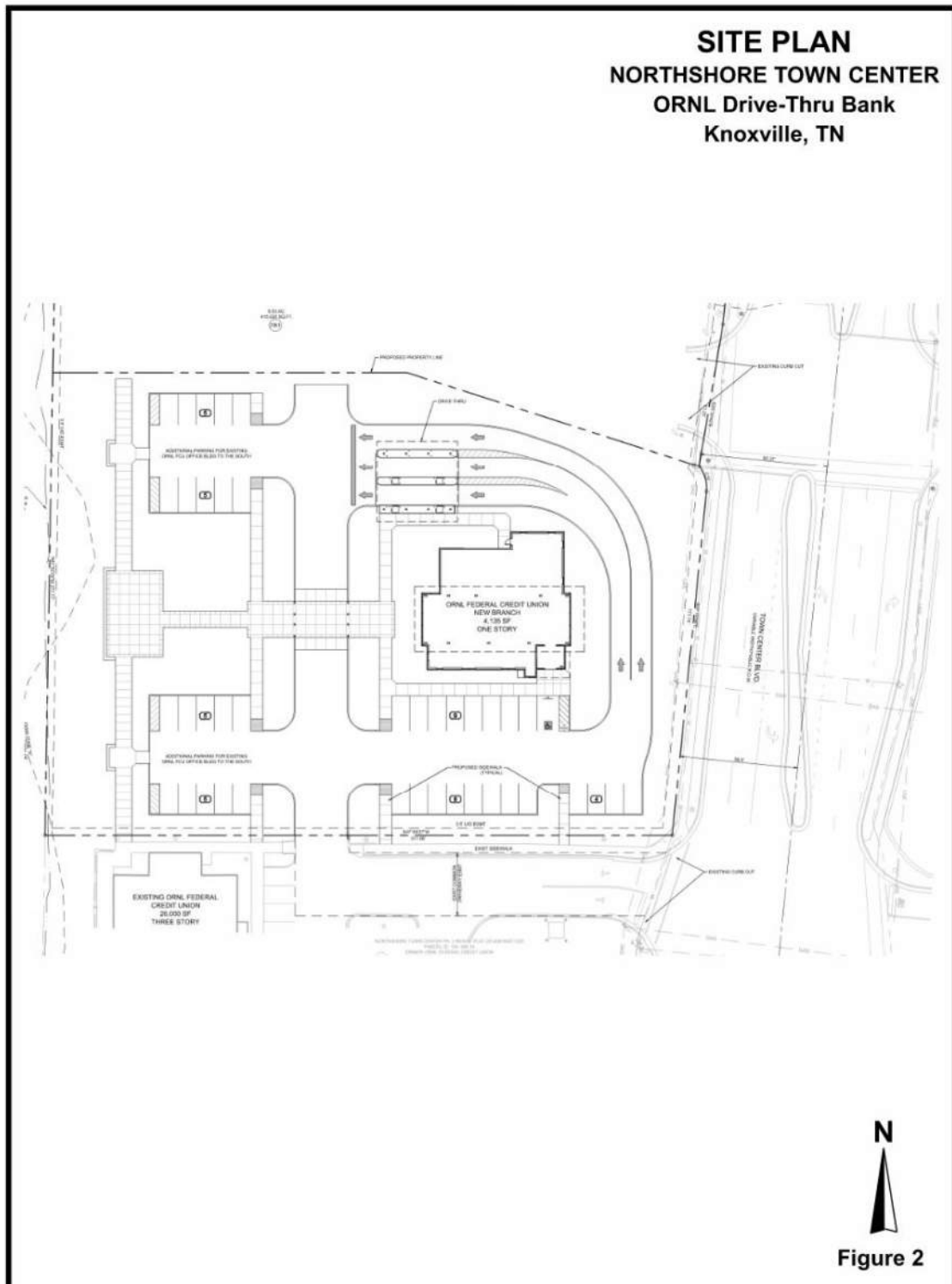
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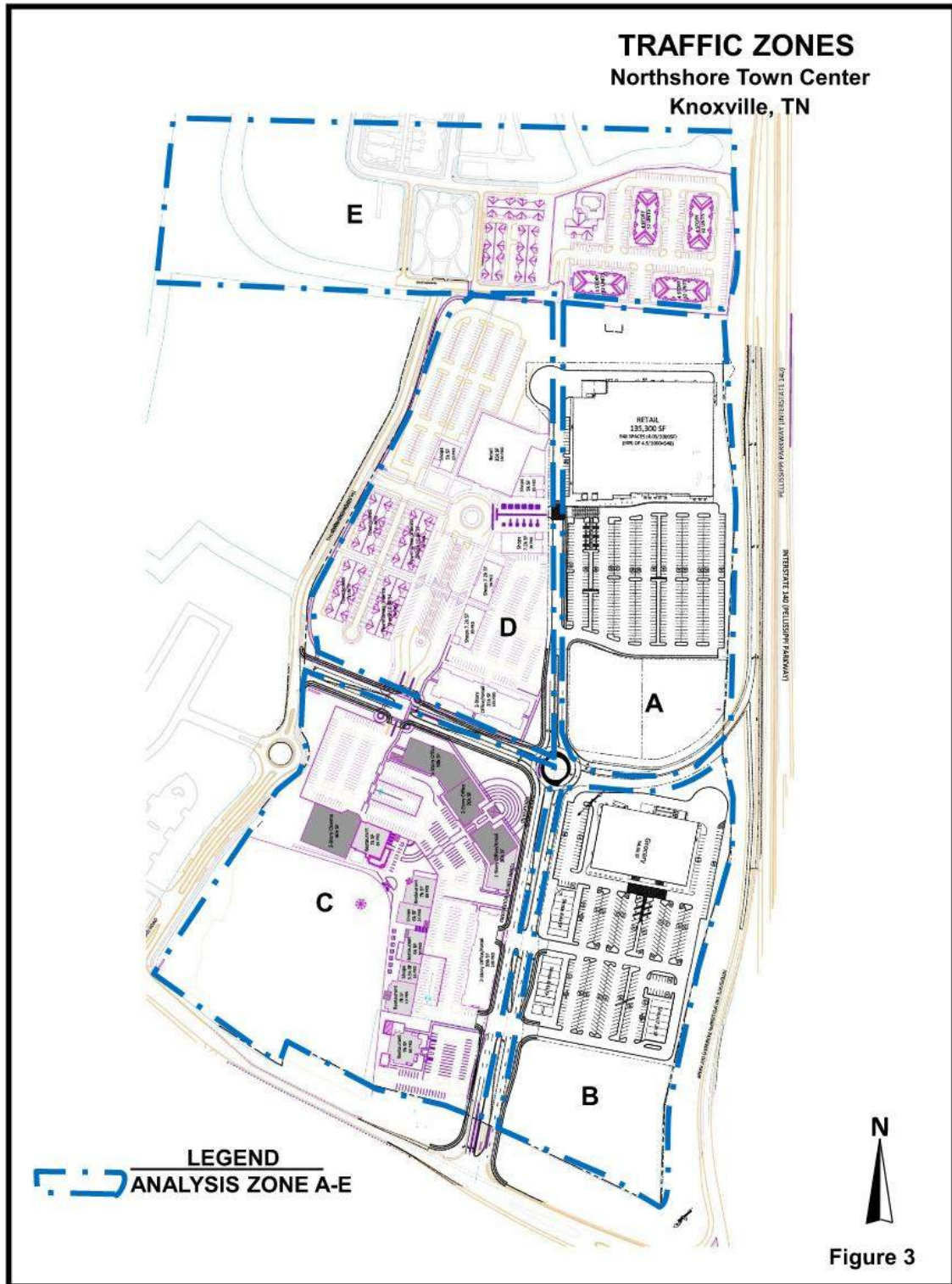
VICINITY MAP
Town Center Shops
ORNL Drive-Thru Bank
Knoxville, TN



Figure 1

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TABLE 2
NORTHSHORE TOWN CENTER
Trip Generation-March 2022

ZONE	LAND USE	L.U.C	SIZE	DAILY TRAFFIC	ENTER	AM PEAK EXIT	TOTAL	PM PEAK ENTER	EXIT	TOTAL
A	DISCOUNT STORE	815	135,320			EXISTING TRAFFIC				
	FASTFOOD REST. (w. drive thru)	934	2,900			EXISTING TRAFFIC				
	DRIVE-IN BANK	912	5,500	552	32	23	55	58	58	116
	SUB-TOTAL		143,720	552	32	23	55	58	58	116
	Internal Trips	10%		55	3	2	5	6	6	12
	Pass-By Trips	30%		166	10	7	16	17	17	35
	Primary Trips			331	19	14	33	35	35	69
B	SUPERMARKET	850	54,000			ZONE BUILTOUT EXISTING TRAFFIC				
	SPECIAL RETAIL	814	25,900							
	FASTFOOD RESTAURANT	934	4,992							
	DRIVE-IN BANK	912	4,500							
C	OFFICE BLDG	710	57,500			EXISTING TRAFFIC				
	SHOPPING CENTER (40-150K sqft)	821	87,000	8,108	190	117	307	377	409	786
	H.T. RESTAURANT	932	14,000	1,501	74	60	134	77	49	127
	MULTIPLEX THEATER	445	8	1,760	-	-	-	55	57	112
	SUB-TOTAL		158,500	11,369	264	177	441	510	515	1,025
	Internal Trips	10%		1,137	26	18	44	51	52	102
	Pass-By Trips	25%		2,842	66	44	110	127	129	256
	Primary Trips			7,390	172	115	287	331	335	666
D	KNOX CO MULTI-FAMILY		24	265	3	11	14	14	12	26
	SHOPPING CENTER (40-150K sqft)	821	51,173	5,351	112	69	181	245	266	511
	COFFEE/DONUT SHOP (w. drive thru)	937	2,000	1,067	88	84	172	39	39	78
	MEDICAL OFFICE	720	24,000			EXISTING TRAFFIC				
	SUB-TOTAL		77,173	6,683	203	164	367	299	317	615
	Internal Trips	10%		668	20	16	37	30	32	62
	Pass-By Trips	34%		2,272	69	56	125	102	108	209
	Primary Trips			3,742	114	92	205	167	177	345
E	SINGLE FAMILY	210	193	1,904	35	106	141	120	71	191
	Existing Single-Family Units	210	88	924	17	50	67	57	33	90
	Single Family Subdivision Buildout		105	980	18	56	74	63	38	101
TOTAL TRIP GENERATION				19,583	517	419	936	930	927	1,857
TOTAL PRIMARY TRIP GENERATION				12,443	322	276	599	597	585	1,181

REFERENCE: Trip Generation, 11th Edition, published by the Institute of Transportation Engineers.



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TABLE 3
NORTHSHORE TOWN CENTER
Trip Generation-June 2025

ZONE	LAND USE	L.U.C	SIZE	DAILY TRAFFIC	ENTER	AM PEAK EXIT	TOTAL	PM PEAK ENTER	PM PEAK EXIT	TOTAL
A	DISCOUNT STORE	815	135,320			EXISTING TRAFFIC				
	FASTFOOD REST. (w. drive thru)	934	2,900			EXISTING TRAFFIC				
	DRIVE-IN BANK ³	912	5,500	552	32	23	55	58	58	116
	SUB-TOTAL		143,720	552	32	23	55	58	58	116
	Internal Trips	10%		55	3	2	5	6	6	12
	Pass-By Trips	30%		166	10	7	16	17	17	35
	Primary Trips			331	19	14	33	35	35	69
B	SUPERMARKET	850	54,000			ZONE BUILTOUT EXISTING TRAFFIC				
	SHOPPING CENTER (<40K sqft)	822	25,900							
	FASTFOOD RESTAURANT	934	4,992							
	DRIVE-IN BANK	912	4,500							
C	OFFICE BLDG	710	57,500			EXISTING TRAFFIC				
	SHOPPING CENTER (40-150K sqft)	821	87,000	8,108	190	117	307	377	409	786
	H.T. RESTAURANT	932	7,000	750	37	30	67	39	25	63
	DRIVE-THRU BANK	912	4,135	415	24	17	41	43	43	86
	MULTIPLEX THEATER	445	8	1,760	-	-	-	55	57	112
	SUB-TOTAL		151,500	11,033	251	164	415	514	534	1,047
	Internal Trips	10%		1,103	25	16	42	51	53	105
D	Internal Trips	25%		2,758	63	41	104	129	133	262
	Primary Trips			7,172	163	106	270	334	347	681
	KNOX CO MULTI-FAMILY		24	265	3	11	14	14	12	26
	SHOPPING CENTER (40-150K sqft)	821	51,173	5,351	112	69	181	245	266	511
	COFFEE/DONUT SHOP (w. drive thru)	937	2,000	1,067	88	84	172	39	39	78
	MEDICAL OFFICE	720	24,000			EXISTING TRAFFIC				
	SUB-TOTAL		77,173	6,683	203	164	367	299	317	615
E	Internal Trips	10%		668	20	16	37	30	32	62
	Pass-By Trips	34%		2,272	69	56	125	102	108	209
	Primary Trips			3,742	114	92	205	167	177	345
	SINGLE FAMILY	210	193	1,904	35	106	141	120	71	191
	Existing Single-Family Units	210	88	924	17	50	67	57	33	90
	Single Family Subdivision Buildout		105	980	18	56	74	63	38	101
	TOTAL TRIP GENERATION			19,248	504	406	910	934	946	1,879
TOTAL PRIMARY TRIP GENERATION				12,225	314	268	582	600	597	1,196

REFERENCE: Trip Generation, 11th Edition, published by the Institute of Transportation Engineers.

Changes in Zone C reflects the added 4,135 square-foot drive-thru bank (LUC 912) and replacing a previously assumed approximate 14,000 square feet of restaurant land uses (LUC 932) with 7,000 square feet of restaurant uses. The comparison of the trip generation, reflected in Tables 2 and 3 using Trip Generation, 11th Edition, compared the previous March 2022 planned land uses with this proposed land use change. The comparison of the current updated trip generation with the trip generation of March 2022 finds that the trip generation is decreased for the daily and AM peak hour but is increased for the PM peak hour. After some adjustment



for the pass-by and internal trips, the PM increase is approximately 14 trips. The reduction for the AM peak hour is approximately 17 trips after pass-by and internal adjustments. The daily generated trips for Zone C are reduced 336 trips. **Table 4** details the changes in the remaining trips that may be generated by the Northshore Town Center. The increased PM peak hour is not significant. The trip generation of the proposed site accounts for approximately 1.1-percent of the daily and 2.3 percent of the PM peak hour of the original trip generation for the Northshore Town Center. The comparison of the Zone C trip generation is presented in **Table 5**.

TABLE 4
Northshore Town Center
Trip Generation Comparison

	DATE	DAILY TRAFFIC	AM PEAK			PM PEAK		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
NORTHSHORE TOWN CENTER	Mar-22	19,583	517	419	936	930	927	1,857
Primary Trips		12,443	322	276	598	597	585	1,182
NORTHSHORE TOWN CENTER	Jun-25	19,248	504	406	910	934	946	1,880
Primary Trips		12,225	314	268	582	600	597	1,197
Change in Trips Generated		-336	-13	-13	-26	5	19	23
Change in Primary Trips		-218	-8	-8	-16	3	12	15

REFERENCE: Trip Generation 11th Edition, published by the Institute of Transportation Engineers.

TABLE 5
Zone C Trip Generation Comparison

ZONE	LAND USE	L.U.C	SIZE	DAILY TRAFFIC	AM PEAK			PM PEAK		
					ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
C March 2022	OFFICE BLDG	710	57,500	717	92	12	104	18	87	105
	SHOPPING CENTER (40-150K sqft)	821	87,000	8,108	190	117	307	377	409	786
	H.T. RESTAURANT	932	14,000	1,501	74	60	134	77	49	127
	MULTIPLEX THEATER	445	8	1,760	-	-	-	55	57	112
				12,086	356	189	545	527	602	1,130
C June 2025	OFFICE BLDG	710	57,500	717	92	12	104	18	87	105
	SHOPPING CENTER (40-150K sqft)	821	87,000	8,108	190	117	307	377	409	786
	H.T. RESTAURANT	932	7,000	750	37	30	67	39	25	63
	DRIVE-THRU BANK	912	4,135	415	24	17	41	43	43	86
	MULTIPLEX THEATER	445	8	1,760	-	-	-	55	57	112
				11,750	343	176	519	532	621	1152
Trip Generation Reduction				-336	-13	-13	-26	5	19	22

REFERENCE: Trip Generation 11th Edition, published by the Institute of Transportation Engineers.

A further analysis was conducted comparing the original trip generation from 2011 with the current 2025 trip generation reflecting both changes in various Northshore Town Center revised land uses and/or densities and the changes from the trip rates published in **Trip Generation 8th Edition**. **Table 6** below presents the differences that are reflected in this most current trip generation of the existing and proposed land uses based on **Trip Generation 11th Edition** with the trip generation of 2011, based on **Trip Generation 8th Edition**.

TABLE 6
NORTHSHORE TOWN CENTER
Trip Generation Comparison from 2011

	DATE	DAILY TRAFFIC	AM PEAK			PM PEAK		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
NORTHSHORE TOWN CENTER ¹	Jan-11	37,211	834	666	1,500	1,823	1,938	3,761
Primary Trips		26,155	575	510	1,085	1,286	1,336	2,622
NORTHSHORE TOWN CENTER ²	Jun-25	39,147	1,085	798	1,883	1,839	1,924	3,763
Primary Trips		24,533	672	523	1,195	1,165	1,198	2,363
Change in Trips Generated		1,936	251	132	383	16	-14	2
Change in Primary Trips		-1,622	97	13	110	-121	-138	-259

REFERENCE: 1.) Trip Generation 8th Edition, published by the Institute of Transportation Engineers.

2.) Trip Generation 11th Edition, published by the Institute of Transportation Engineers.

The primary trips generated difference from 2011 indicates a reduction of the daily trips, an increase during the AM peak hour, and a negligible change in the PM peak hour. The PM peak hour is the more critical peak hour. The detailed trip generation tables for both the current and the 2011 land uses, densities, and trip rates are attached. This comparison reflects all the changes in the Northshore Town Center and not just the current proposed ORNL drive-thru bank. The more significant changes have included a couple of fast-food restaurants which are higher trip generators but also exhibit higher pass-by rates.

The study of this proposed site, in addition to the analysis of its trip generation, did analyze the Northshore Drive (SR 332) intersection with Town Center Boulevard and the existing ORNL driveway intersection with Town Center Boulevard. The following **Figures 4-10** illustrate the current traffic control, 2025 traffic turning movements, 2030 background traffic, trip distribution and assignment for AM and PM peak hours, based on the current distribution of the ORNL driveway, and the projected 2030 traffic conditions. Background traffic for a 2030 condition reflecting a 1.93-percent annual growth rate (growth factor of 1.965) for Northshore Drive (SR 332) and trips generated for the Town Center Shops, including a drive-thru coffee shop, in the previous March 2022 study. Analyses of the proposed site access determined that levels of service (LOS) B would be provided with the proposed bank approach and provided an acceptable minimum LOS C for the Northshore Drive (SR 332) intersection with Town Center Boulevard. **Table 7** presents the analyses conducted for this study.

GEOMETRY AND TRAFFIC CONTROL

Northshore Town Center
ORNL Drive-Thru Bank

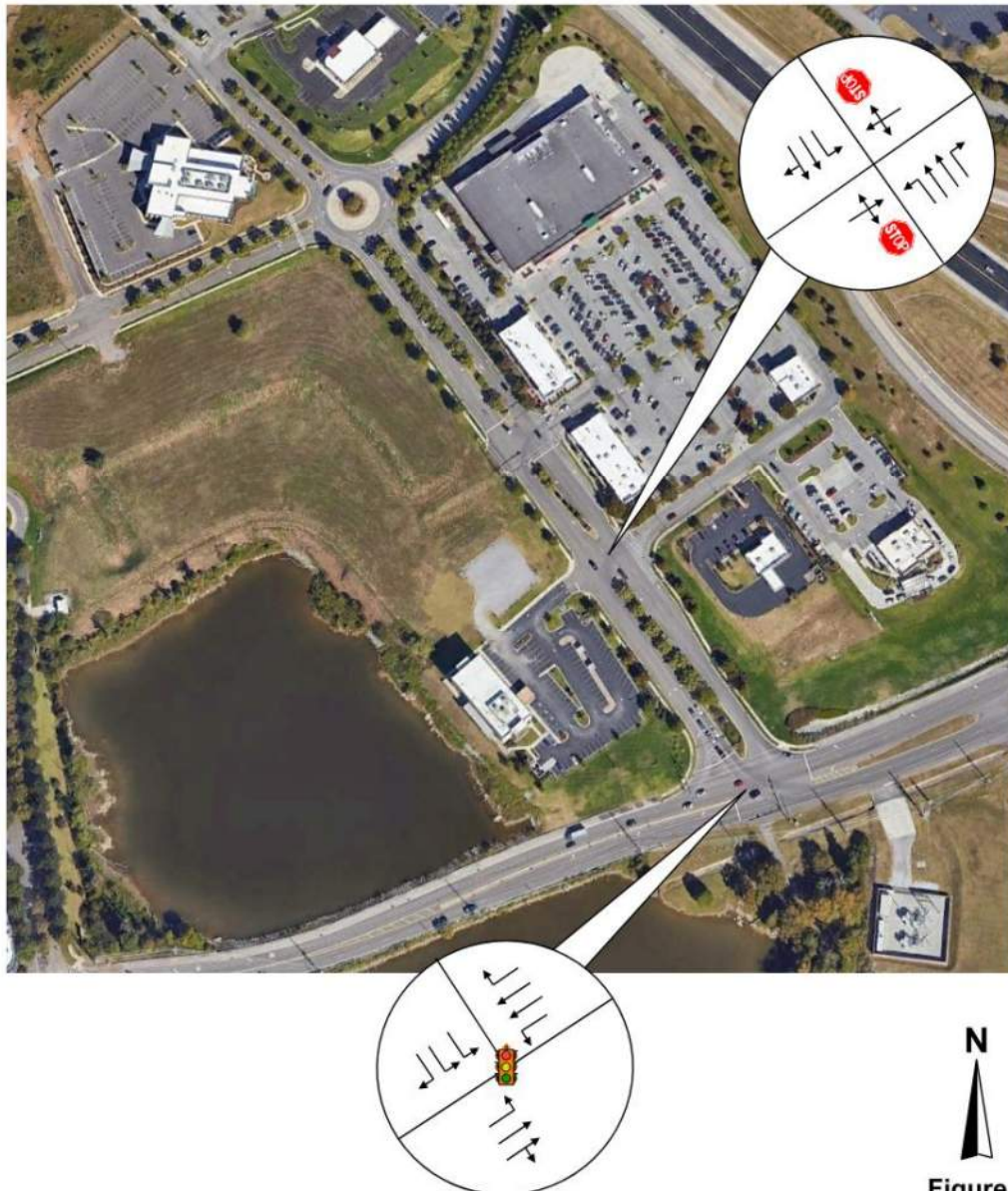


Figure 4

**2025
EXISTING
TRAFFIC**
Northshore Town Center
ORNL Drive-Thru Bank

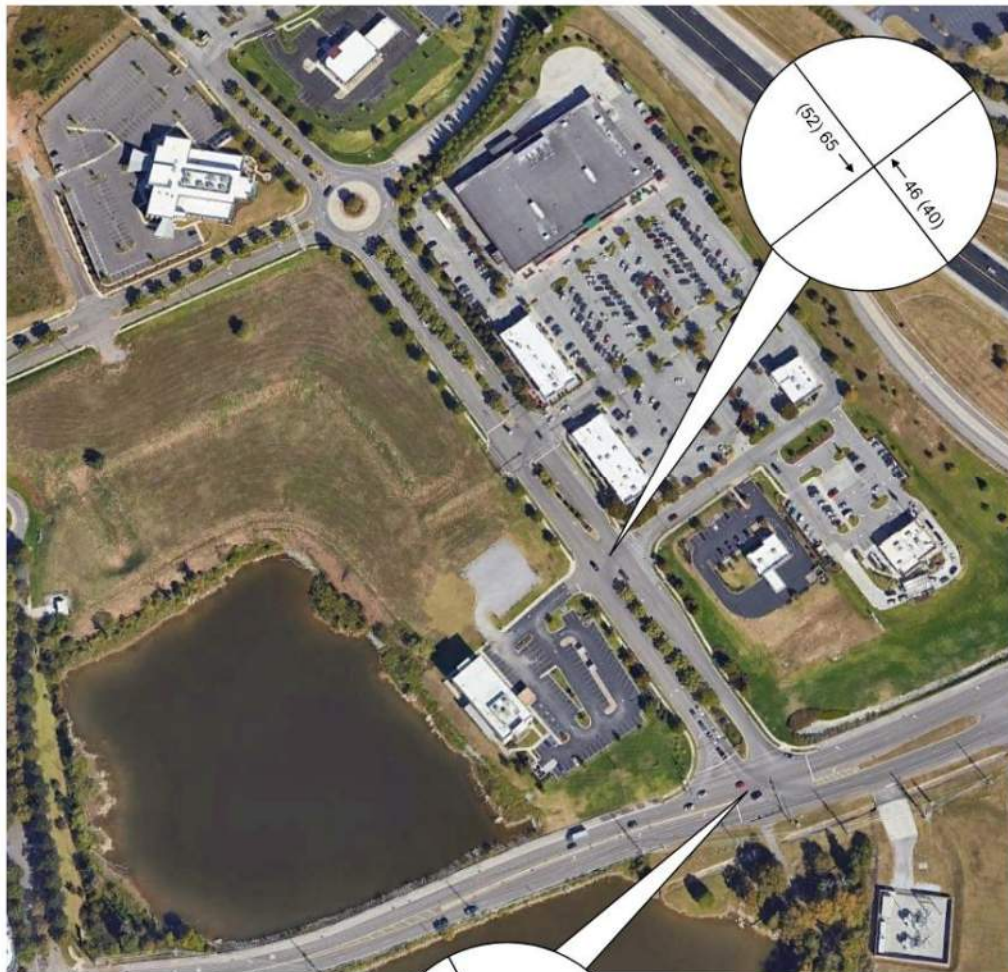


LEGEND
XXX AM PEAK
(XXX) PM PEAK

Figure 5

TOWN CENTER SHOPS BACKGROUND TRIP ASSIGNMENT

Northshore Town Center
ORNL Drive-Thru Bank



N
Figure 6A



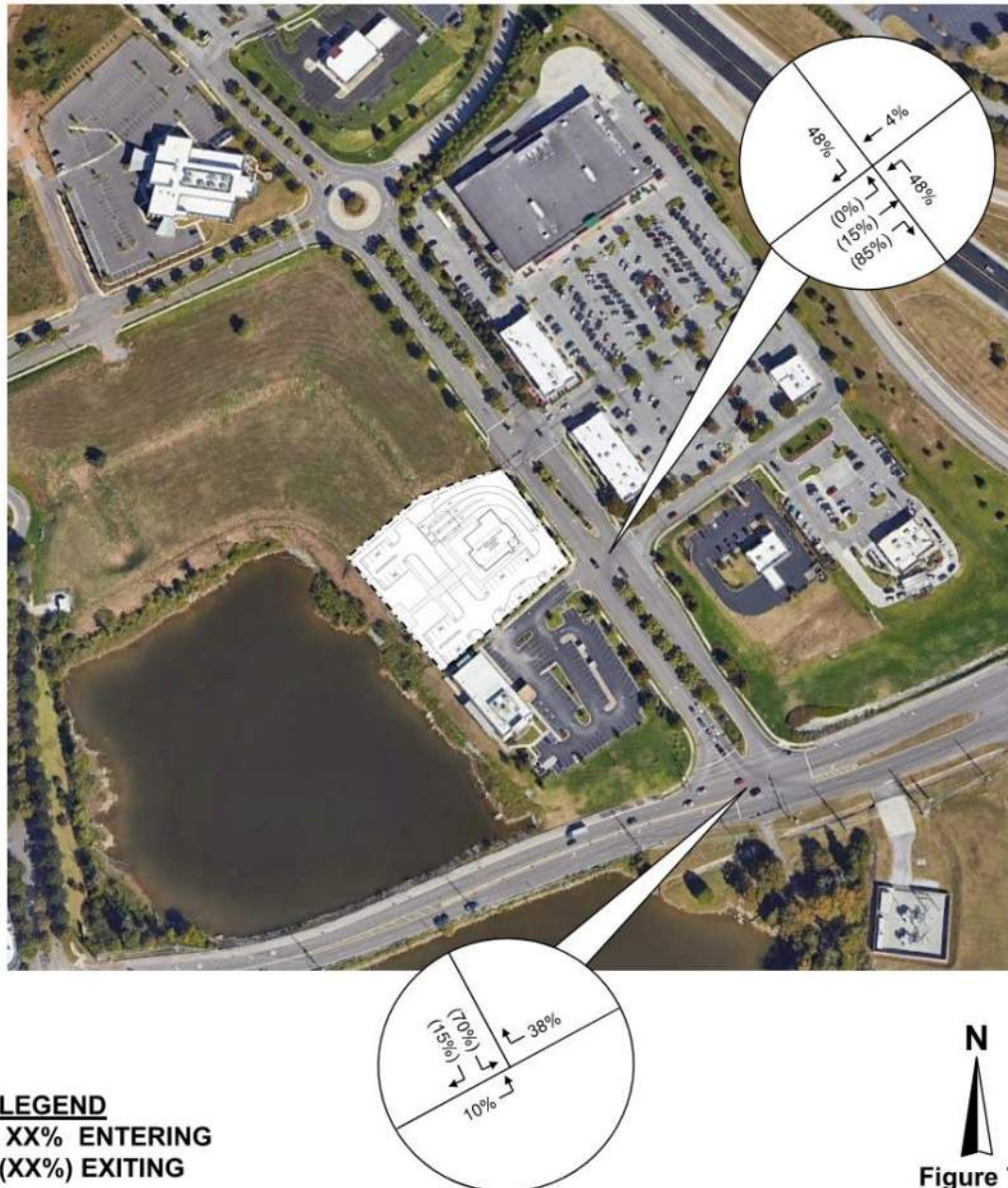
**2030
BACKGROUND
TRAFFIC**
Northshore Town Center
ORNL Drive-Thru Bank



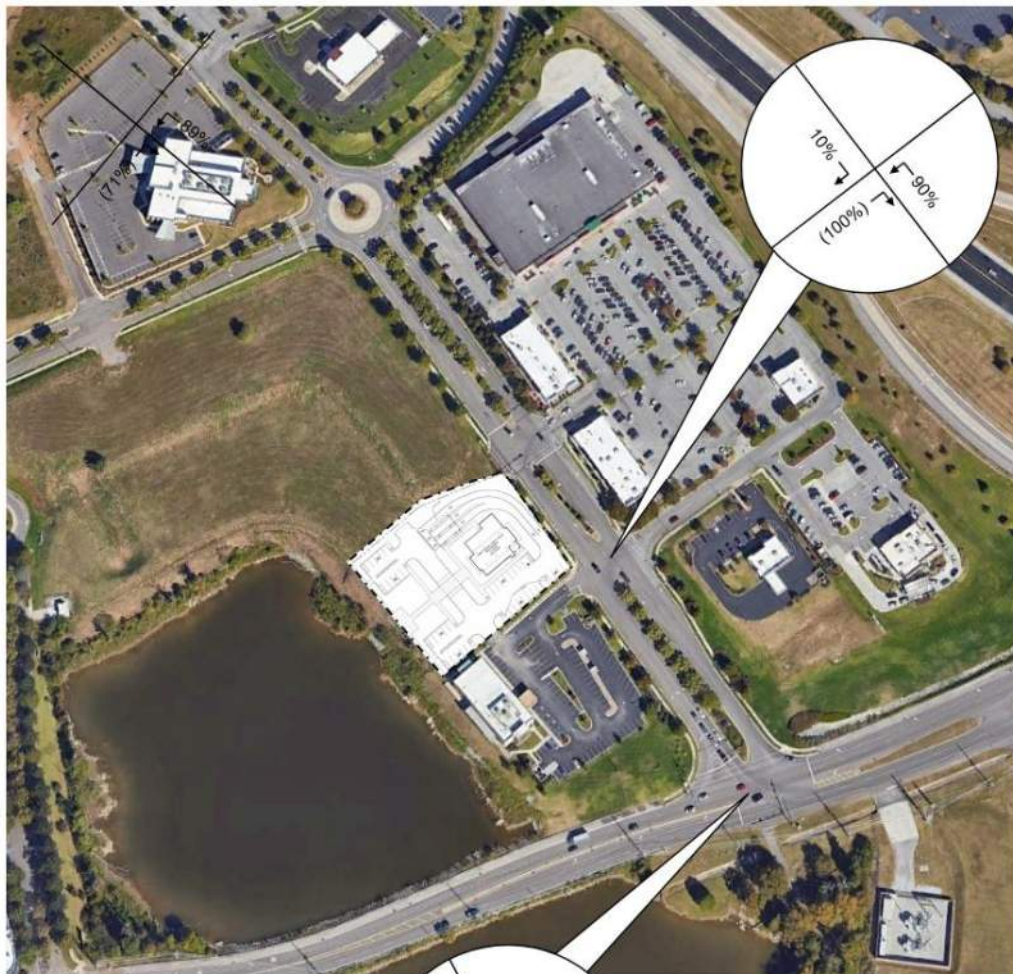
LEGEND
XXX AM PEAK
(XXX) PM PEAK

N
Figure 6B

**AM PEAK-HOUR
DISTRIBUTION
AND ASSIGNMENT**
Northshore Town Center
ORNL Drive-Thru Bank



**AM PASS-BY
DISTRIBUTION
AND ASSIGNMENT**
Northshore Town Center
ORNL Drive-Thru Bank



LEGEND
XX% ENTERING
(XX%) EXITING



Figure 7B



**PM PEAK-HOUR
DISTRIBUTION
AND ASSIGNMENT**
Northshore Town Center
ORNL Drive-Thru Bank

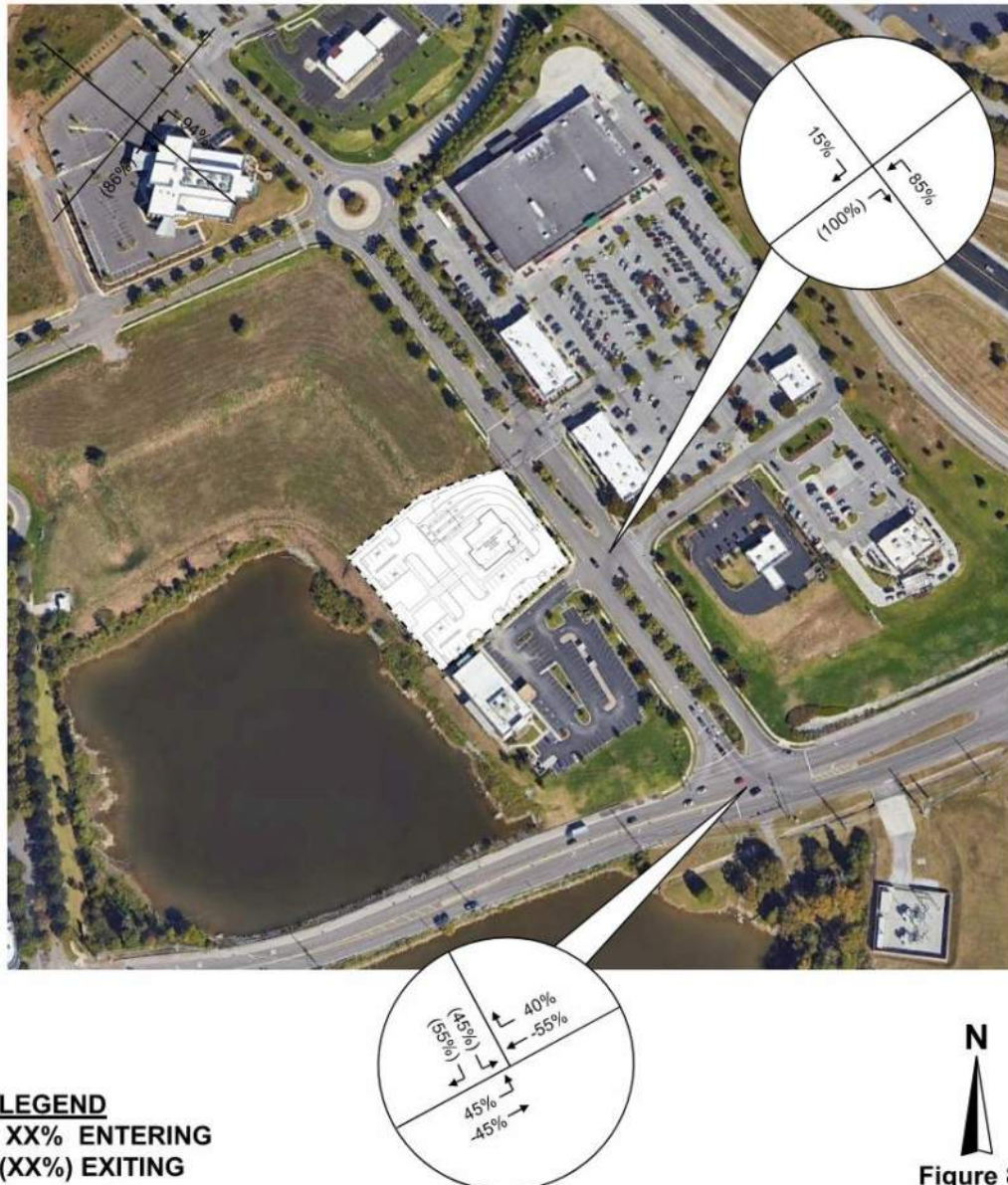


LEGEND
XX% ENTERING
(XX%) EXITING

N
Figure 8A

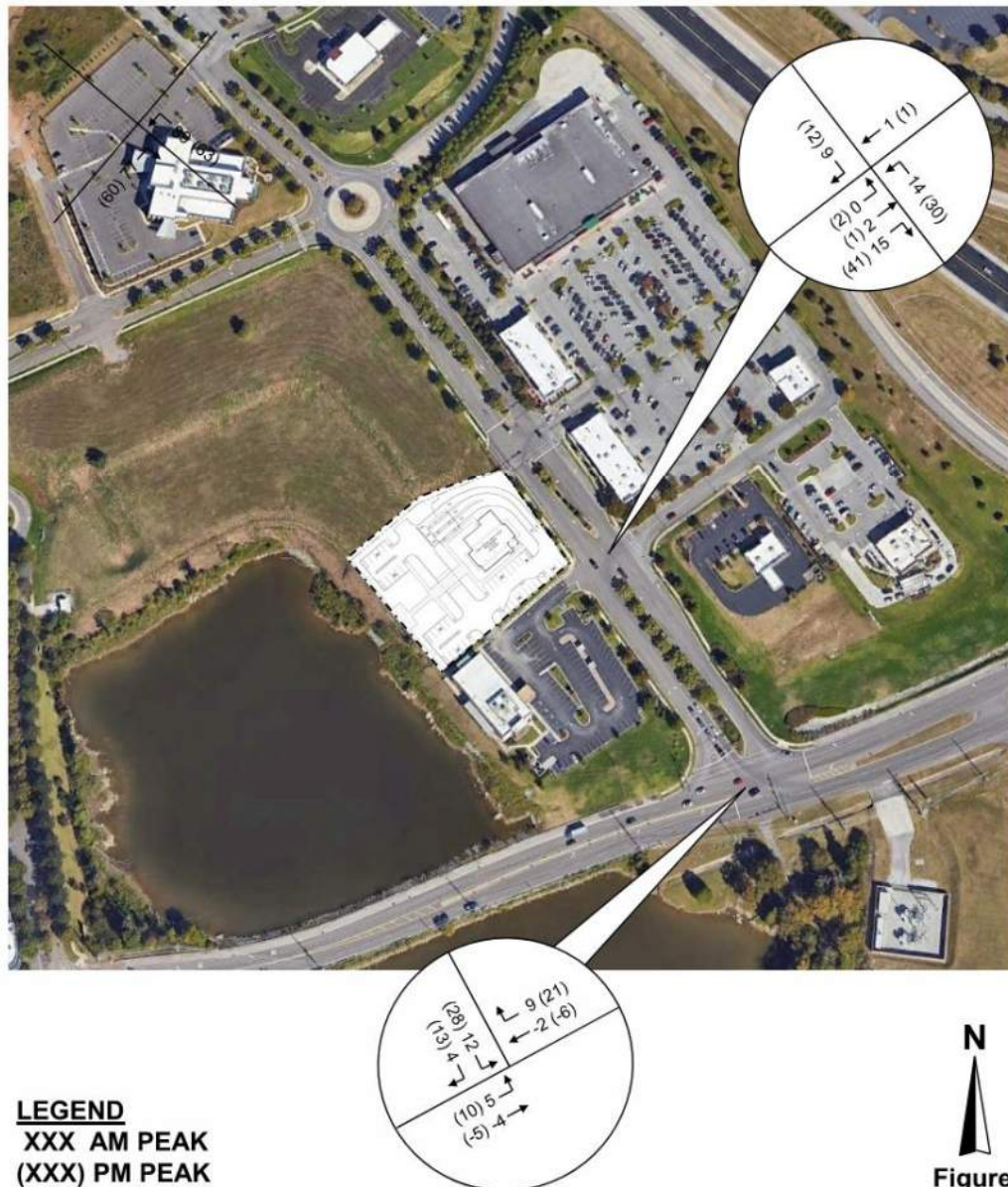


**PM PASS-BY
DISTRIBUTION
AND ASSIGNMENT**
Northshore Town Center
ORNL Drive-Thru Bank



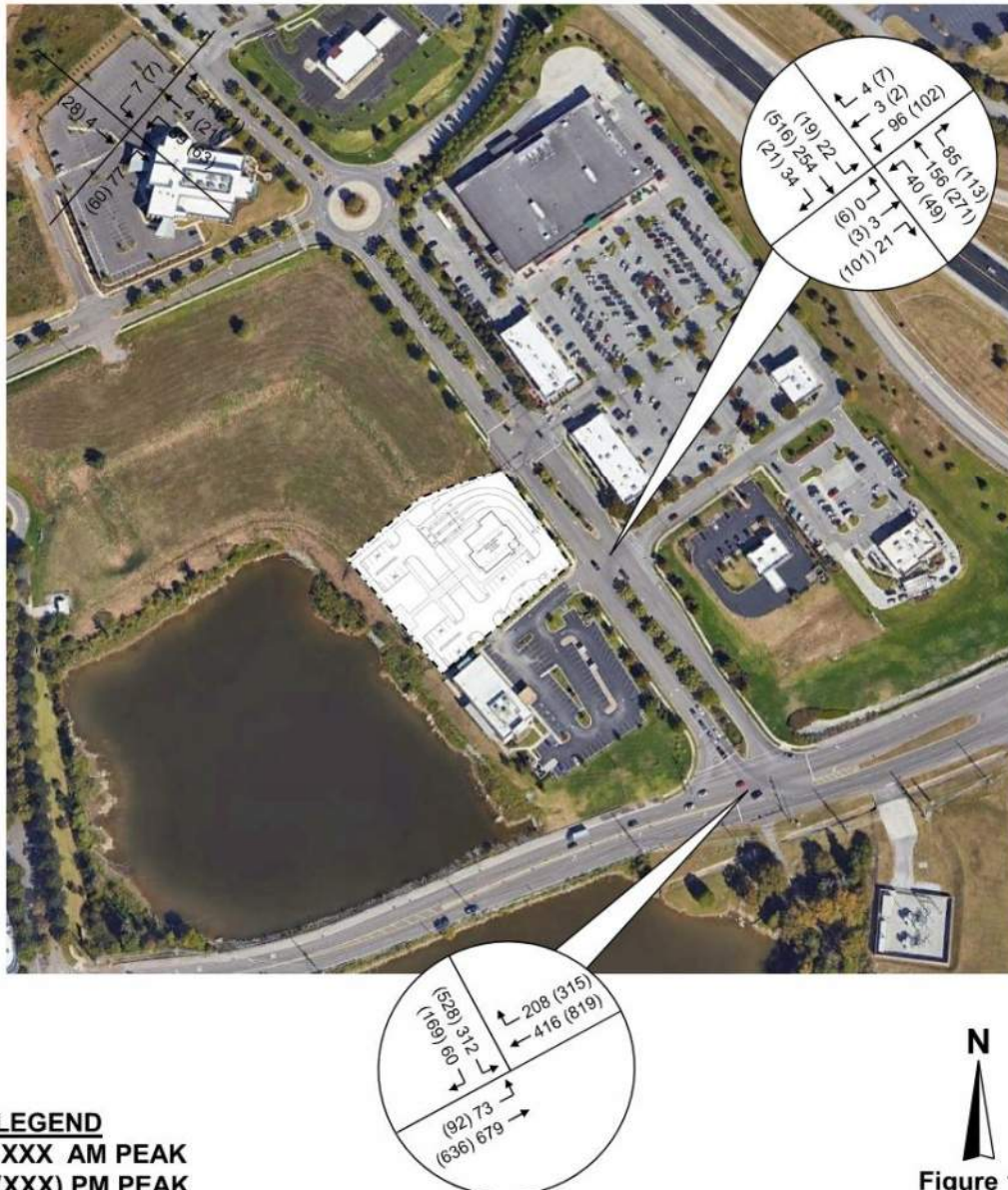
PROJECT TRIPS

Northshore Town Center
ORNL Drive-Thru Bank



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**2030
PROJECTED
TRAFFIC**
Northshore Town Center
ORNL Drive-Thru Bank





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TABLE 7
Capacity and Level of Service

INTERSECTION	TRAFFIC CONTROL	PEAK PERIOD	V/C	DELAY	LOS
Northshore Drive (SR 332) & Town Center Boulevard	SIGNAL	AM	0.400	17.3	B
		PM	0.590	24.0	C
Town Center Boulevard & ORNL Access	STOP EB/WB	AM	0.046 / 0.337	11.6 / 21.2	B / C
		PM	0.200 / 0.476	12.5 / 31.5	B / D

Note: Average vehicle delay estimated in seconds.

The trips generated by the proposed site as identified in Table 1 and the analysis of the site accesses result in minimal traffic impact to the public street system. Levels of service for the site egress are B for the AM and PM peak hours and the intersection of Town Center Boulevard with Northshore Drive (SR 332) operates with a minimum LOS C. Recommendations and conclusions of the original 2011 traffic impact assessment remain valid. Should you have any questions, please call me.

Sincerely,
CDM Smith Inc.



John F. Gould, P.E.
Senior Transportation Engineer

Enclosures: 2025 Northshore Town Center Cumulative Trip Generation
WSA 2011 TIA 2011 Table 4 Trip Generation
Site Trip Generation
Synchro HCM Reports
2025 Turning Movement Count

Project No. 308400



NORTHSHORE TOWN CENTER

Trip Generation

Jun-25

ZONE	LAND USE	L.U.C	SIZE	DAILY TRAFFIC	ENTER	AM PEAK EXIT	TOTAL	ENTER	PM PEAK EXIT	TOTAL
A	DISCOUNT STORE	815	135,320	6,829	91	39	129	308	308	615
	FASTFOOD REST. (w. drive thru)	934	2,900	1,356	66	63	129	50	46	96
	DRIVE-IN BANK ³	912	5,500	552	32	23	55	58	58	116
	SUB-TOTAL		143,720	8,736	188	125	313	415	412	827
	Internal Trips	10%		874	19	13	31	42	41	83
	Pass-By Trips	30%		2,621	56	38	94	125	123	248
	Primary Trips			5,242	113	75	188	249	247	496
B	SUPERMARKET	850	54,000	5,042	91	63	154	235	235	469
	SHOPPING CENTER (<40K sqft)	822	25,900	1,323	32	22	54	77	77	153
	FASTFOOD RESTAURANT	934	4,992	2,334	114	109	223	86	79	165
	DRIVE-IN BANK	912	4,500	452	26	19	45	47	47	95
	SUB-TOTAL		89,392	9,150	263	213	476	444	438	882
	Internal Trips	10%		915	26	21	48	44	44	88
	Pass-By Trips	30%		2,745	79	64	143	133	131	264
	Primary Trips			5,490	158	128	286	266	263	529
C	OFFICE BLDG	710	57,500	717	92	12	104	18	87	105
	SHOPPING CENTER (40-150K sqft)	821	87,000	8,108	190	117	307	377	409	786
	H.T. RESTAURANT	932	7,000	750	37	30	67	39	25	63
	DRIVE-THRU BANK	912	4,135	415	24	17	41	43	43	86
	MULTIPLEX THEATER	445	8	1,760	-	-	-	55	57	112
	SUB-TOTAL		151,500	11,750	343	176	519	532	621	1,152
	Internal Trips	10%		1,175	34	18	52	53	62	115
D	KNOX CO MULTI-FAMILY		24	265	3	11	14	14	12	26
	SHOPPING CENTER (40-150K sqft)	821	51,173	5,351	112	69	181	245	266	511
	COFFEE/DONUT SHOP (w. drive thru)	937	2,000	1,067	88	84	172	39	39	78
	MEDICAL OFFICE	720	24,000	923	53	14	67	28	66	95
	SUB-TOTAL		77,173	7,606	255	178	433	327	383	710
	Internal Trips	10%		761	26	18	43	33	38	71
	Pass-By Trips	34%		2,586	87	61	147	111	130	241
	Primary Trips			4,259	143	100	243	183	214	398
E	SINGLE FAMILY	210	193	1,904	35	106	141	120	71	191
	Existing Single-Family Units	210	88	924	17	50	67	57	33	90
	Single Family Subdivision Buildout		105	980	18	56	74	63	38	101
TOTAL TRIP GENERATION				39,147	1,085	798	1,883	1,839	1,924	3,762
TOTAL PRIMARY TRIP GENERATION				24,533	672	523	1,195	1,165	1,198	2,363

REFERENCE: Trip Generation, 11th Edition, published by the Institute of Transportation Engineers.

Generated trips reflected in the existing traffic volumes.

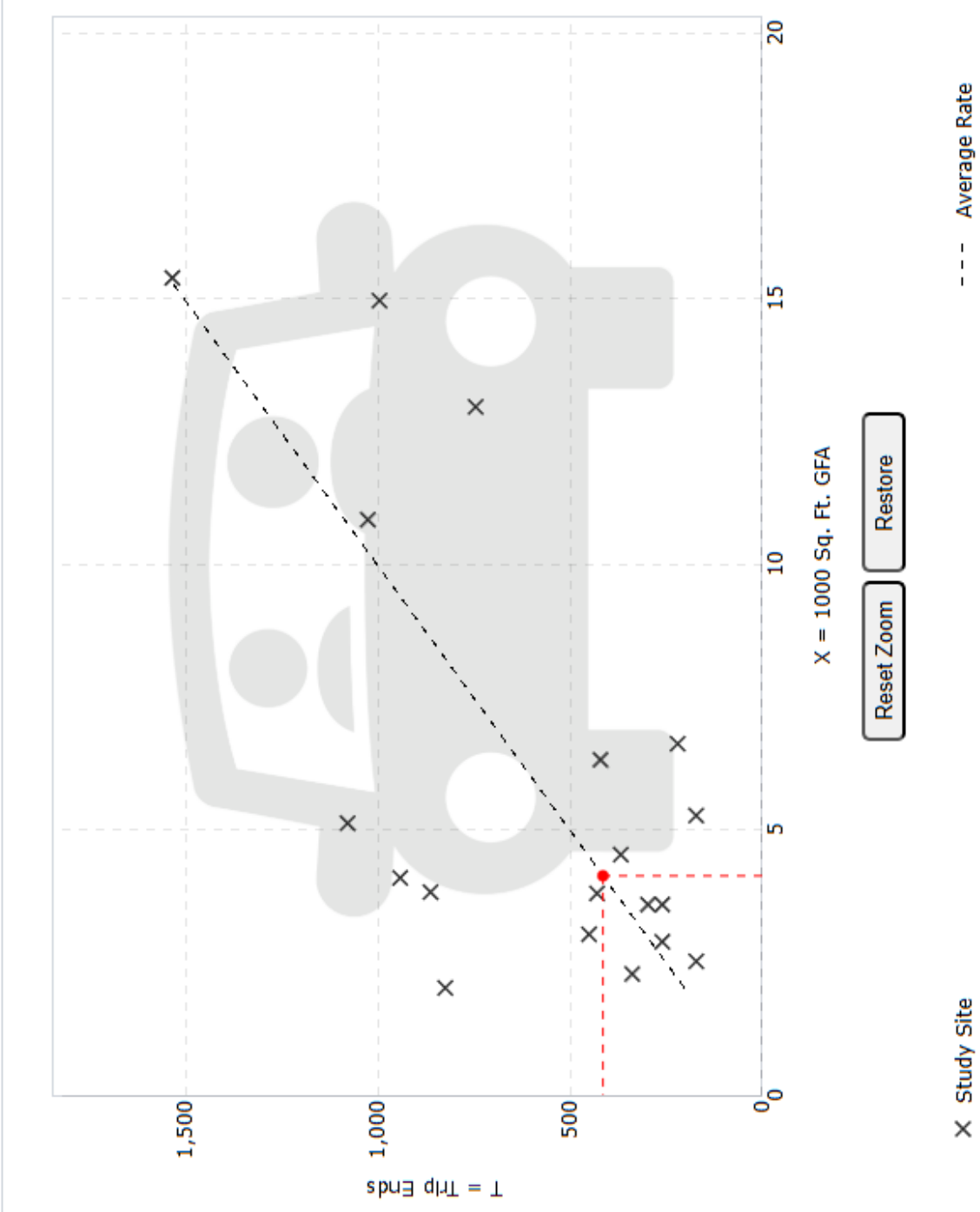
Zones C/D revised trip generation.

**TABLE 4
TRIP GENERATION**

ZONE	LAND USE	L.U.C	SIZE	DAILY	ENTER	AM PEAK	TOTAL	ENTER	PM PEAK	TOTAL
				TRAFFIC						
A	DISCOUNT STORE	815	135,320	8,347	98	46	143	338	338	677
	H.T. RESTAURANT	932	6,500	826	39	36	75	43	30	72
	DRIVE-IN BANK	912	4,500	667	31	24	56	58	58	116
	SUB-TOTAL		146,320	9,840	168	106	274	439	426	865
	Internal Trips	10%		984	17	11	27	44	43	87
	Pass-By Trips	20%		1,968	34	21	55	88	85	173
	Primary Trips			6,888	117	74	192	307	298	606
B	SUPERMARKET	850	54,000	5,007	118	76	194	302	290	592
	SPECIAL RETAIL	814	25,900	1,146	16	10	27	37	47	84
	SERVICE STA w CONV. MARKET	945	1,000	1,271	40	39	79	49	49	97
	DRIVE-IN BANK	912	4,500	667	31	24	56	58	58	116
	SUB-TOTAL		85,400	8,090	206	149	355	445	443	889
	Internal Trips	10%		809	21	15	36	45	44	89
	Pass-By Trips	20%		1,618	41	30	71	89	89	178
	Primary Trips			5,663	144	105	249	312	310	622
C	OFFICE BLDG.	710	57,500	871	106	14	120	24	119	143
	SHOPPING CENTER	820	87,000	6,203	87	55	142	278	301	579
	H.T. RESTAURANT	932	14,000	1,780	84	77	161	92	64	156
	MULTIPLEX THEATER	445	8	-	-	-	-	49	60	109
	SUB-TOTAL		158,500	8,855	276	147	424	444	544	988
	Internal Trips	10%		885	28	15	42	44	54	99
	Pass-By Trips	25%		2,214	69	37	106	111	136	247
	Primary Trips			5,756	180	96	275	288	354	642
D	KNOX CO MULTI-FAMILY	225	24	265	3	11	14	14	12	26
	SHOPPING CENTER	820	79,100	5,831	82	52	134	261	283	544
	OFFICE BLDG.	710	17,500	349	41	6	47	17	82	98
	SUB-TOTAL		96,600	6,444	126	69	195	292	376	668
	Internal Trips	10%		644	13	7	19	29	38	67
	Pass-By Trips	30%		1,933	38	21	58	88	113	200
	Primary Trips			3,867	76	41	117	175	226	401
E	SINGLE FAMILY	210	120	1,230	23	70	94	78	46	124
	KNOX CO MULTI-FAMILY	225	325	2,753	35	124	159	125	102	227
	SUB-TOTAL		445	3,983	58	194	252	203	148	351
	Internal Trips			-	-	-	-	-	-	-
	Pass-By Trips			-	-	-	-	-	-	-
	Primary Trips			3,983	58	194	252	203	148	351
TOTAL TRIP GENERATION				37,211	834	666	1,500	1,823	1,938	3,761
TOTAL PRIMARY TRIP GENERATION				26,155	575	510	1,085	1,286	1,336	2,622

REFERENCE: Trip Generation, 8th Edition, published by the Institute of Transportation Engineers.

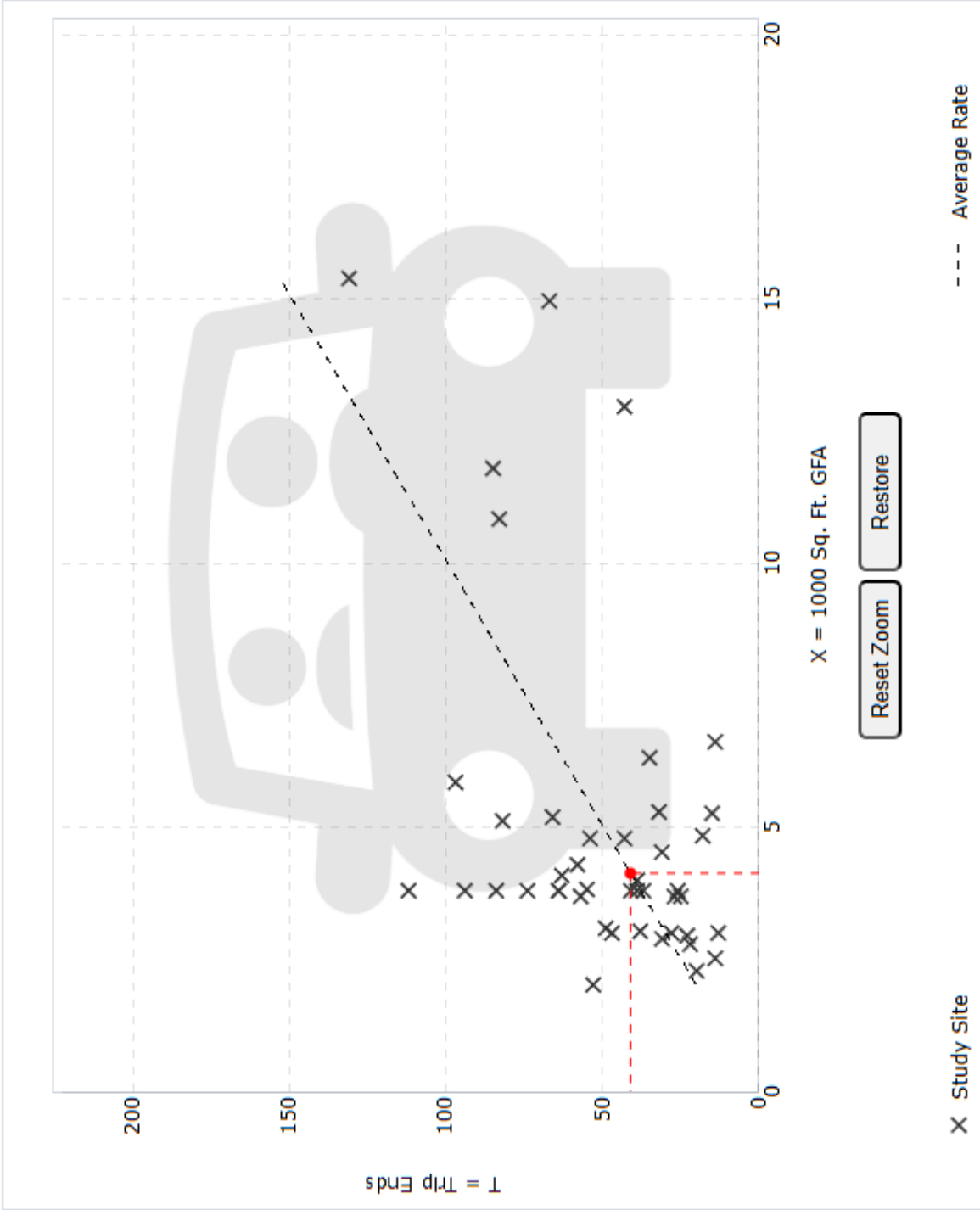
Data Plot and Equation



DATA STATISTICS

Land Use:	Drive-in Bank (912) Click for Description and Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	19
Avg. 1000 Sq. Ft. GFA:	6
Average Rate:	100.35
Range of Rates:	32.67 - 408.42
Standard Deviation:	68.62
Fitted Curve Equation:	Not Given
R ² :	****
Directional Distribution:	50% entering, 50% exiting
Calculated Trip Ends:	Average Rate: 414 (Total), 207 (Entry), 207 (Exit)

Data Plot and Equation

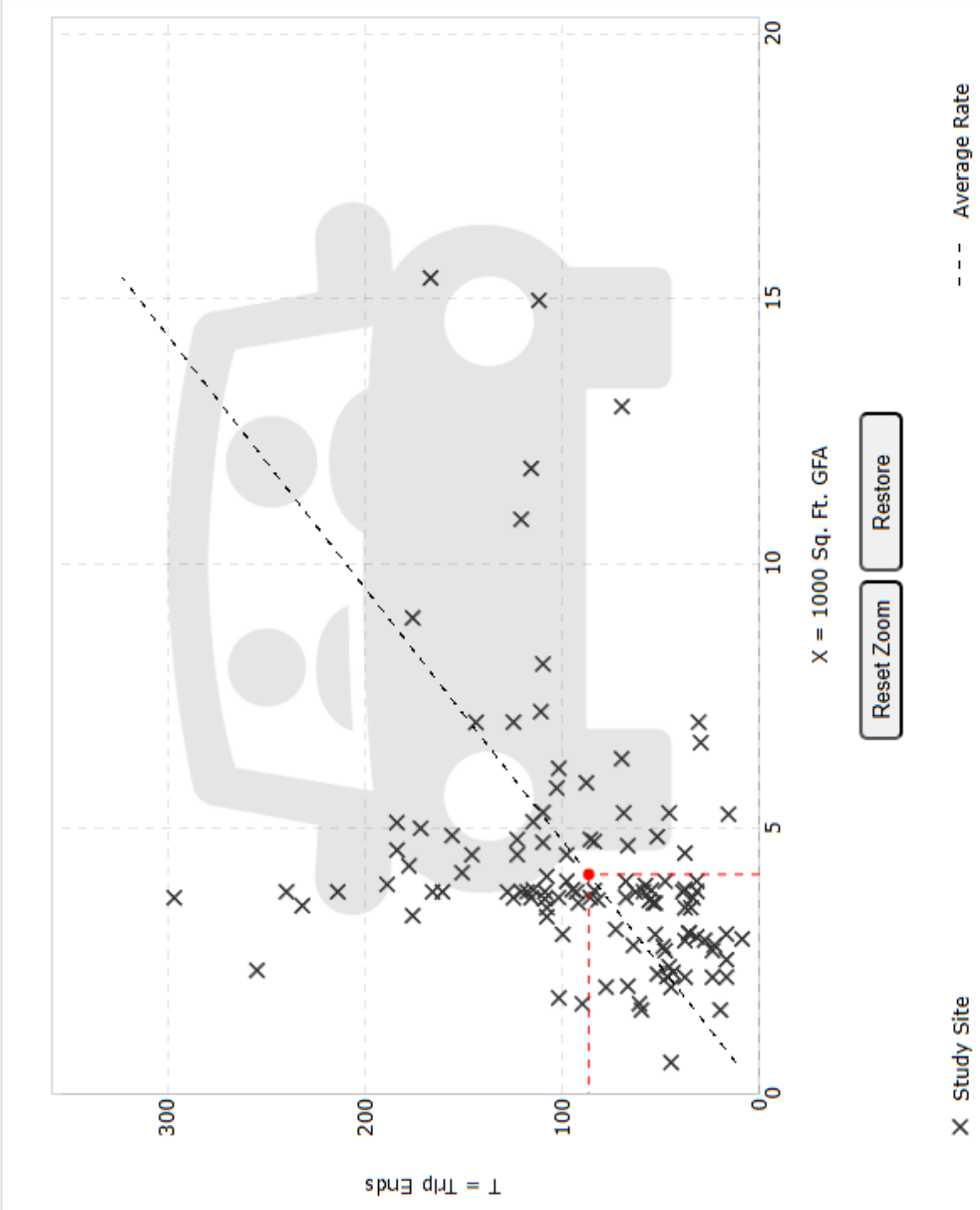


DATA STATISTICS

Land Use:
Drive-in Bank (912) Click for Description and Data Plots
Independent Variable:
1000 Sq. Ft. GFA
Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
44
Avg. 1000 Sq. Ft. GFA:
5
Average Rate:
9.95
Range of Rates:
2.12 - 29.47
Standard Deviation:
6.00
Fitted Curve Equation:
Not Given
R ² :

Directional Distribution:
58% entering, 42% exiting
Calculated Trip Ends:
Average Rate: 41 (Total), 24 (Entry), 17 (Exit)

Data Plot and Equation



DATA STATISTICS

Land Use:

Drive-in Bank (912) [Click for Description and Data Plots](#)

Independent Variable:

1000 Sq. Ft. GFA

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

114

Avg. 1000 Sq. Ft. GFA:

4

Average Rate:

21.01

Range of Rates:

3.04 - 109.91

Standard Deviation:

15.13

Fitted Curve Equation:

Not Given

R²:

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 87 (Total), 43 (Entry), 44 (Exit)

06/23/2025

2030 Projected Traffic AM Peak Hour 2030 Projected Traffic Contions AM Peak Hour 2030 Projected Traffic
Gould Page 1

HCM Signalized Intersection Capacity Analysis

3: Private Road/Town Center Blvd & Northshore Drive (SR 332)

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	73	679	0	1	418	208	312	0	60	1	0	1
Future Volume (vph)	73	679	0	1	418	208	312	0	60	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	7.0		7.0	7.0	7.0	6.5		6.5		4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97		1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00		0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95		1.00		0.98	
Satd. Flow (prot)	1770	3539		1770	3539	1583	3433		1583		1695	
Flt Permitted	0.45	1.00		0.37	1.00	1.00	0.76		1.00		0.98	
Satd. Flow (perm)	838	3539		692	3539	1583	2734		1583		1695	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	79	738	0	1	454	226	339	0	65	1	0	1
RTOR Reduction (vph)	0	0	0	0	0	87	0	0	54	0	2	0
Lane Group Flow (vph)	79	738	0	1	454	139	339	0	11	0	0	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm		Perm	Perm	NA	
Protected Phases	5	2			6						8	
Permitted Phases	2			6		6	4		4	8		
Actuated Green, G (s)	86.1	86.1		73.6	73.6	73.6	20.4		20.4		22.4	
Effective Green, g (s)	86.1	86.1		73.6	73.6	73.6	20.4		20.4		22.4	
Actuated g/C Ratio	0.72	0.72		0.61	0.61	0.61	0.17		0.17		0.19	
Clearance Time (s)	6.5	7.0		7.0	7.0	7.0	6.5		6.5		4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0		3.0		3.0	
Lane Grp Cap (vph)	647	2539		424	2170	970	464		269		316	
v/s Ratio Prot	0.01	c0.21			0.13							
v/s Ratio Perm	0.08			0.00		0.09	c0.12		0.01		0.00	
v/c Ratio	0.12	0.29		0.00	0.21	0.14	0.73		0.04		0.00	
Uniform Delay, d1	5.2	6.1		9.0	10.3	9.8	47.2		41.6		39.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00		1.00		1.00	
Incremental Delay, d2	0.1	0.3		0.0	0.2	0.3	5.8		0.1		0.0	
Delay (s)	5.3	6.3		9.0	10.5	10.1	53.0		41.7		39.7	
Level of Service	A	A		A	B	B	D		D		D	
Approach Delay (s/veh)		6.2			10.4			51.2			39.7	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		17.3										
HCM 2000 Volume to Capacity ratio		0.40										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		53.5%										
Analysis Period (min)		15										
c Critical Lane Group												

06/23/2025

2030 Projected Traffic PM Peak Hour 2030 Projected Traffic Contions PM Peak Hour 2030 Report 06/18/2024
Gould Page 1

HCM Signalized Intersection Capacity Analysis

3: Private Road/Town Center Blvd & Northshore Drive (SR 332)

06/23/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	92	636	0	1	819	315	528	0	169	1	0	1
Future Volume (vph)	92	636	0	1	819	315	528	0	169	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	7.0		7.0	7.0	7.0	6.5		6.5		4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97		1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00		0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95		1.00		0.98	
Satd. Flow (prot)	1770	3539		1770	3539	1583	3433		1583		1695	
Flt Permitted	0.22	1.00		0.39	1.00	1.00	0.76		1.00		0.98	
Satd. Flow (perm)	414	3539		724	3539	1583	2734		1583		1695	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	691	0	1	890	342	574	0	184	1	0	1
RTOR Reduction (vph)	0	0	0	0	0	170	0	0	136	0	1	0
Lane Group Flow (vph)	100	691	0	1	890	172	574	0	48	0	1	0
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm		Perm	Perm	NA	
Protected Phases	5	2			6						8	
Permitted Phases	2			6		6	4		4	8		
Actuated Green, G (s)	75.3	75.3		60.5	60.5	60.5	31.2		31.2		33.2	
Effective Green, g (s)	75.3	75.3		60.5	60.5	60.5	31.2		31.2		33.2	
Actuated g/C Ratio	0.63	0.63		0.50	0.50	0.50	0.26		0.26		0.28	
Clearance Time (s)	6.5	7.0		7.0	7.0	7.0	6.5		6.5		4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0		3.0		3.0	
Lane Grp Cap (vph)	353	2220		365	1784	798	710		411		468	
v/s Ratio Prot	0.02	c0.20			c0.25							
v/s Ratio Perm	0.16			0.00		0.11	c0.21		0.03		0.00	
v/c Ratio	0.28	0.31		0.00	0.50	0.22	0.81		0.12		0.00	
Uniform Delay, d1	10.9	10.3		14.8	19.7	16.6	41.6		33.9		31.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00		1.00		1.00	
Incremental Delay, d2	0.4	0.4		0.0	1.0	0.6	6.7		0.1		0.0	
Delay (s)	11.4	10.7		14.8	20.7	17.2	48.3		34.0		31.4	
Level of Service	B	B		B	C	B	D		C		C	
Approach Delay (s/veh)		10.8			19.7			44.9			31.4	
Approach LOS		B			B			D			C	
Intersection Summary												
HCM 2000 Control Delay (s/veh)		24.0			HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio		0.59										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)				20.0			
Intersection Capacity Utilization		64.0%			ICU Level of Service				C			
Analysis Period (min)		15										

c Critical Lane Group

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	599	987	-	-	1264	-	254
HCM Lane V/C Ratio	0.2	0.054	-	-	0.016	-	0.476
HCM Ctrl Dly (s/v)	12.5	8.9	-	-	7.9	-	31.5
HCM Lane LOS	B	A	-	-	A	-	D
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0	-	2.4



[Click here for Map](#)

Peak Hour Turning Movement Count

Knoxville, TN



www.marrtraffic.com



Tuesday, March 25, 2025		
	Partly Cloudy	58°F
Period	0700 - 0900	APPLY
Peak Hour	0730 - 0830	APPLY
Global PH	0730 - 0830	APPLY

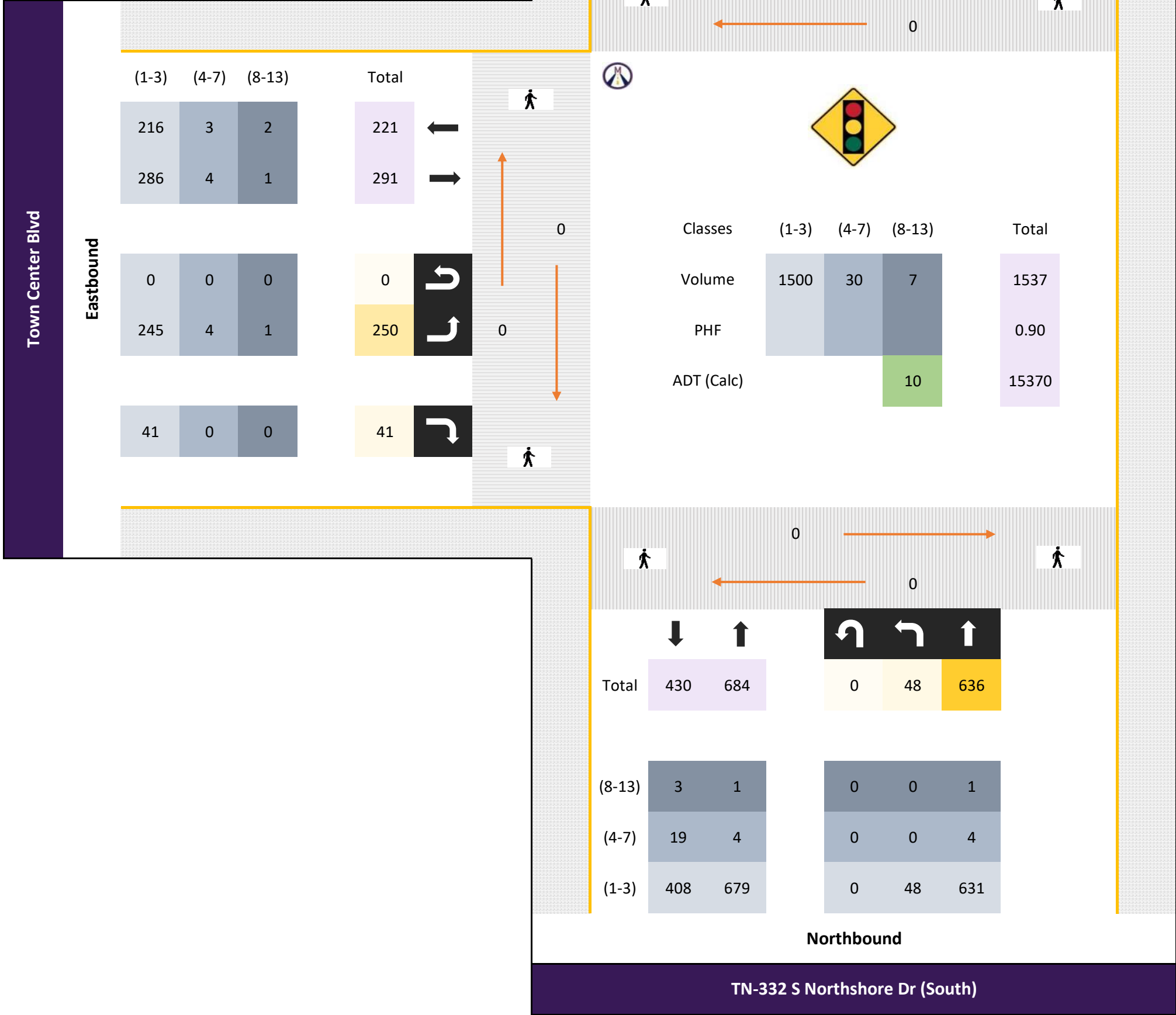
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

All Vehicles		Northbound						Southbound						Eastbound												Int Total
		TN-332 S Northshore Dr (South)						TN-332 S Northshore Dr (North)						Town Center Blvd												
Time	Left 18.1	Thru 18.2			U-Turn 18.3	App Total		Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total						App Total		
0730 - 0745	19	166	-	-	0	185	-	100	45	-	0	145	87	-	12	-	0	99	-	-	-	-	-	0	429	
0745 - 0800	7	184	-	-	0	191	-	106	53	-	0	159	64	-	11	-	0	75	-	-	-	-	-	0	425	
0800 - 0815	13	158	-	-	0	171	-	80	43	-	0	123	47	-	7	-	0	54	-	-	-	-	-	0	348	
0815 - 0830	9	128	-	-	0	137	-	103	32	-	0	135	52	-	11	-	0	63	-	-	-	-	-	0	335	
Total		48	636	0	0	0	684	0	389	173	0	0	562	250	0	41	0	0	291	0	0	0	0	0	0	1537
Approach %		7.02	92.98	0.00	0.00	0.00	-	0.00	69.22	30.78	0.00	0.00	-	85.91	0.00	14.09	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF		0.63	0.86	0.00	0.00	0.00	0.90	0.00	0.92	0.82	0.00	0.00	0.88	0.72	0.00	0.85	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.90	

Passenger Vehicles (1-3)

Passenger Vehicles (1-5)		Northbound						Southbound						Eastbound												
		TN-332 S Northshore Dr (South)						TN-332 S Northshore Dr (North)						Town Center Blvd												
		Left 18.1	Thru 18.2			U-Turn 18.3	App Total		Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total						App Total	Int Total
Time	0730 - 0745	19	164	-	-	0	183	-	94	42	-	0	136	84	-	12	-	0	96	-	-	-	-	-	0	415
	0745 - 0800	7	184	-	-	0	191	-	103	53	-	0	156	63	-	11	-	0	74	-	-	-	-	-	0	421
	0800 - 0815	13	156	-	-	0	169	-	74	41	-	0	115	46	-	7	-	0	53	-	-	-	-	-	0	337
	0815 - 0830	9	127	-	-	0	136	-	96	32	-	0	128	52	-	11	-	0	63	-	-	-	-	-	0	327
	Total	48	631	0	0	0	679	0	367	168	0	0	535	245	0	41	0	0	286	0	0	0	0	0	0	1500
	Approach %	7.07	92.93	0.00	0.00	0.00	-	0.00	68.60	31.40	0.00	0.00	-	85.66	0.00	14.34	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
	PHF	0.63	0.86	0.00	0.00	0.00	0.89	0.00	0.89	0.79	0.00	0.00	0.86	0.73	0.00	0.85	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.89	

Single Unit Trucks (4-7)

[illegible]

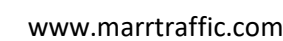
Combination Trucks (8-13)

[illegible]

Bicycles

[illegible]

Knoxville, TN



* the Peak Hour Diagram does not include bicycles



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

[illegible]

Passenger Vehicles (1-3)

[illegible]

Single Unit Trucks (4-7)

[illegible]

Combination Trucks (8-13)

[illegible]

Bicycles

[illegible]



[Click here for Map](#)

Peak Hour Turning Movement Count

Knoxville, TN

www.marrtraffic.com



Tuesday, March 25, 2025		
	Partly Cloudy	58°F
Period	1600 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH	1700 - 1800	APPLY

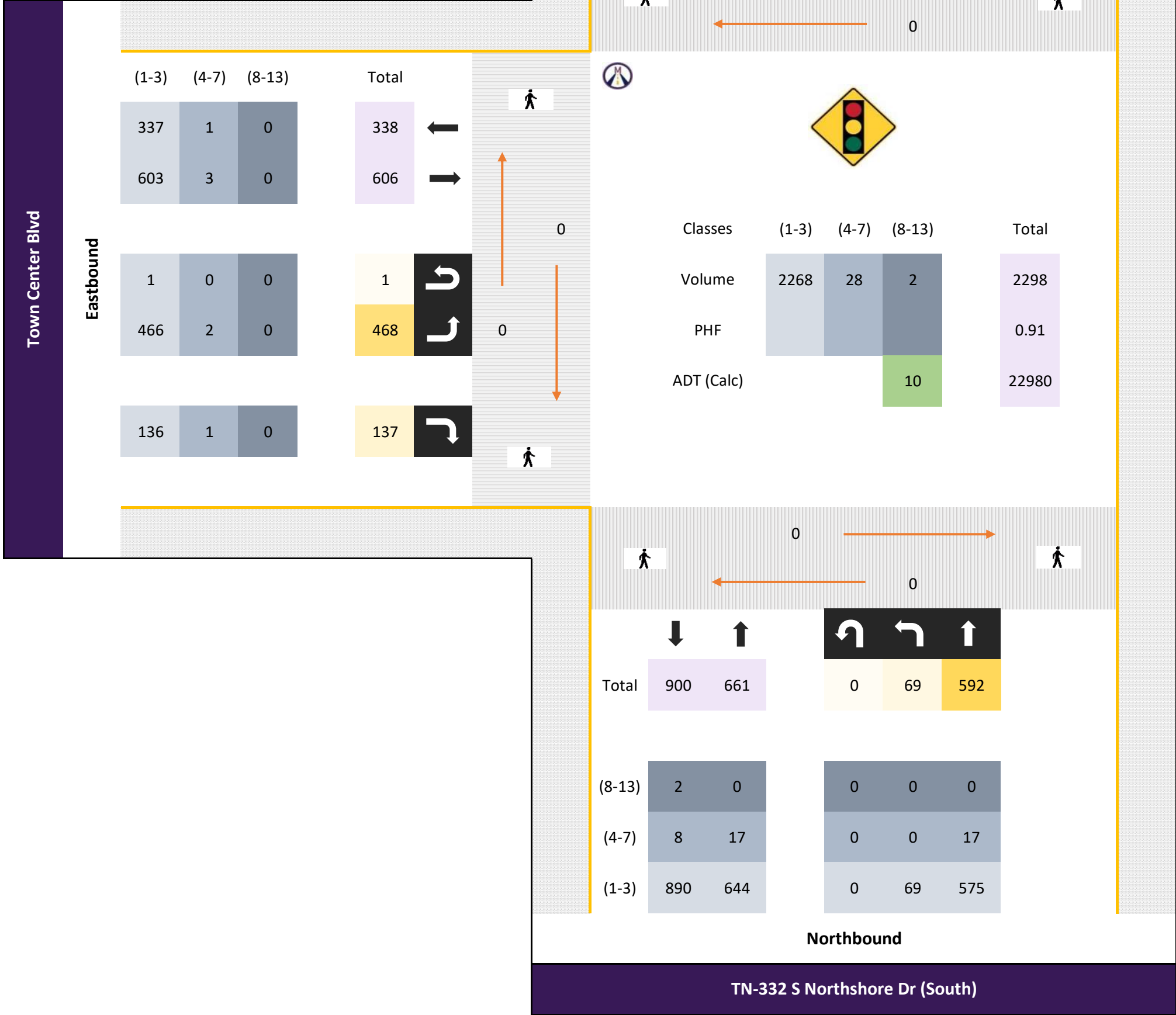
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles

Knoxville, TN

Site 18
TN-332 S Northshore Dr (South)
TN-332 S Northshore Dr (North)
Town Center Blvd



Date
Tuesday, March 25, 2025

Lat/Long
35.857796°, -84.075214°
[Click here for Map](#)

Weather
Partly Cloudy
58°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (03-25-2025)
All vehicles

	Northbound				Southbound				Eastbound				Int Total			
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd							
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total
0700 - 0715	6	122		0	128	40	26		0	66	42		3		0	45
0715 - 0730	14	133		0	147	68	40		0	108	68		8		0	76
0730 - 0745	19	166		0	185	100	45		0	145	87		12		0	99
0745 - 0800	7	184		0	191	106	53		0	159	64		11		0	75
Hourly Total	46	605		0	651	314	164		0	478	261		34		0	295
0800 - 0815	13	158		0	171	80	43		0	123	47		7		0	54
0815 - 0830	9	128		0	137	103	32		0	135	52		11		0	63
0830 - 0845	13	145		0	158	78	49		0	127	44		8		0	52
0845 - 0900	7	132		0	139	80	51		0	131	58		12		0	70
Hourly Total	42	563		0	605	341	175		0	516	201		38		0	239
Grand Total	88	1168		0	1256	655	339		0	994	462		72		0	534
Approach %	7.01	92.99		0.00	-	65.90	34.10		0.00	-	86.52		13.48		0.00	-
Intersection %	3.16	41.95		0.00	45.11	23.53	12.18		0.00	35.70	16.59		2.59		0.00	19.18
Heavy Vehicle %	1	1		-	1	5	3		-	4	4		1		-	4
PHF	0.63	0.86		0.00	0.90	0.92	0.82		0.00	0.88	0.72		0.85		0.00	0.73
Peak Hour Total	48	636		0	684	389	173		0	562	250		41		0	291
Peak Hour HV %	0	1		0	1	6	3		0	5	2		0		0	2

1100 - 1300 (Weekday 2h Session) (03-25-2025)
All vehicles

	Northbound					Southbound					Eastbound					Int Total	
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd						
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	
1100 - 1115	14	84		0	98	72	46		0	118	79		16		0	95	311
1115 - 1130	10	90		0	100	62	58		0	120	114		18		0	132	352
1130 - 1145	15	96		0	111	76	72		0	148	91		27		0	118	377
1145 - 1200	21	90		0	111	80	73		0	153	96		26		0	122	386
Hourly Total	60	360		0	420	290	249		0	539	380		87		0	467	1426
1200 - 1215	28	86		0	114	104	109		0	213	114		26		0	140	467
1215 - 1230	23	99		0	122	110	76		1	187	115		32		1	148	457
1230 - 1245	20	111		0	131	88	78		0	166	120		38		0	158	455
1245 - 1300	21	113		0	134	98	85		0	183	133		32		0	165	482
Hourly Total	92	409		0	501	400	348		1	749	482		128		1	611	1861
Grand Total	152	769		0	921	690	597		1	1288	862		215		1	1078	3287
Approach %	16.50	83.50		0.00	-	53.57	46.35		0.08	-	79.96		19.94		0.09	-	
Intersection %	4.62	23.40		0.00	28.02	20.99	18.16		0.03	39.18	26.22		6.54		0.03	32.80	
Heavy Vehicle %	3	3		-	3	3	2		0	2	1		3		0	2	2
PHF	0.82	0.90		0.00	0.93	0.91	0.80		0.25	0.88	0.91		0.84		0.25	0.93	0.97
Peak Hour Total	92	409		0	501	400	348		1	749	482		128		1	611	1861
Peak Hour HV %	4	3		0	3	3	2		0	2	1		2		0	1	2

1600 - 1800 (Weekday 2h Session) (03-25-2025)
All vehicles

	Northbound					Southbound					Eastbound					Int Total	
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd						
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	
1600 - 1615	13	124		0	137	164	65		0	229	129		24		0	153	519
1615 - 1630	11	124		0	135	158	53		2	213	122		36		0	158	506
1630 - 1645	18	169		0	187	158	63		0	221	120		23		0	143	551
1645 - 1700	13	118		0	131	165	60		0	225	105		34		0	139	495
Hourly Total	55	535		0	590	645	241		2	888	476		117		0	593	2071
1700 - 1715	20	169		0	189	208	71		0	279	122		45		0	167	635
1715 - 1730	15	129		0	144	198	70		0	268	127		34		0	161	573
1730 - 1745	17	159		0	176	194	56		0	250	128		31		1	160	586
1745 - 1800	17	135		0	152	164	71		0	235	91		27		0	118	505
Hourly Total	69	592		0	661	764	268		0	1032	468		137		1	606	2299
Grand Total	124	1127		0	1251	1409	509		2	1920	944		254		1	1199	4370
Approach %	9.91	90.09		0.00	-	73.39	26.51		0.10	-	78.73		21.18		0.08	-	
Intersection %	2.84	25.79		0.00	28.63	32.24	11.65		0.05	43.94	21.60		5.81		0.02	27.44	
Heavy Vehicle %	0	3		-	2	1	0		0	1	1		1		0	1	1
PHF	0.86	0.88		0.00	0.87	0.92	0.94		0.00	0.92	0.91		0.76		0.25	0.91	0.91
Peak Hour Total	69	592		0	661	764	268		0	1032	468		137		1	606	2299
Peak Hour HV %	0	3		0	3	1	0		0	1	0		1		0	0	1

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

Knoxville, TN

Site 18
TN-332 S Northshore Dr (South)
TN-332 S Northshore Dr (North)
Town Center Blvd



Date
Tuesday, March 25, 2025

Lat/Long
35.857796°, -84.075214°
[Click here for Map](#)

Weather
Partly Cloudy
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0700 - 0900 (Weekday 2h Session) (03-25-2025)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				Int Total				
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd								
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	
0700 - 0715	5	121		0	126	38	24		0	62	36		3		0	39	227
0715 - 0730	14	132		0	146	67	40		0	107	64		8		0	72	325
0730 - 0745	19	164		0	183	94	42		0	136	84		12		0	96	415
0745 - 0800	7	184		0	191	103	53		0	156	63		11		0	74	421
Hourly Total	45	601		0	646	302	159		0	461	247		34		0	281	1388
0800 - 0815	13	156		0	169	74	41		0	115	46		7		0	53	337
0815 - 0830	9	127		0	136	96	32		0	128	52		11		0	63	327
0830 - 0845	13	144		0	157	76	49		0	125	41		8		0	49	331
0845 - 0900	7	127		0	134	73	49		0	122	56		11		0	67	323
Hourly Total	42	554		0	596	319	171		0	490	195		37		0	232	1318
Grand Total	87	1155		0	1242	621	330		0	951	442		71		0	513	2706
Approach %	7.00	93.00		0.00	-	65.30	34.70		0.00	-	86.16		13.84		0.00	-	
Intersection %	3.22	42.68		0.00	45.90	22.95	12.20		0.00	35.14	16.33		2.62		0.00	18.96	

1100 - 1300 (Weekday 2h Session) (03-25-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Int Total
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd					
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total
1100 - 1115	13	83		0	96	70	45		0	115	77		14		0	91
1115 - 1130	10	86		0	96	62	57		0	119	114		17		0	131
1130 - 1145	15	91		0	106	70	72		0	142	90		27		0	117
1145 - 1200	21	87		0	108	77	72		0	149	94		25		0	119
Hourly Total	59	347		0	406	279	246		0	525	375		83		0	458
1200 - 1215	25	83		0	108	101	108		0	209	110		26		0	136
1215 - 1230	23	94		0	117	108	73		1	182	114		32		1	147
1230 - 1245	20	108		0	128	87	78		0	165	119		37		0	156
1245 - 1300	20	111		0	131	93	83		0	176	132		31		0	163
Hourly Total	88	396		0	484	389	342		1	732	475		126		1	602
Grand Total	147	743		0	890	668	588		1	1257	850		209		1	1060
Approach %	16.52	83.48		0.00	-	53.14	46.78		0.08	-	80.19		19.72		0.09	-
Intersection %	4.58	23.17		0.00	27.75	20.83	18.33		0.03	39.20	26.50		6.52		0.03	33.05

1600 - 1800 (Weekday 2h Session) (03-25-2025)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Int Total
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd					
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total
1600 - 1615	13	119		0	132	162	64		0	226	127		24		0	151
1615 - 1630	11	124		0	135	157	53		2	212	121		36		0	157
1630 - 1645	18	165		0	183	156	63		0	219	120		22		0	142
1645 - 1700	13	115		0	128	165	60		0	225	105		34		0	139
Hourly Total	55	523		0	578	640	240		2	882	473		116		0	589
1700 - 1715	20	164		0	184	207	71		0	278	122		45		0	167
1715 - 1730	15	124		0	139	193	69		0	262	125		34		0	159
1730 - 1745	17	155		0	172	190	56		0	246	128		30		1	159
1745 - 1800	17	132		0	149	164	71		0	235	91		27		0	118
Hourly Total	69	575		0	644	754	267		0	1021	466		136		1	603
Grand Total	124	1098		0	1222	1394	507		2	1903	939		252		1	1192
Approach %	10.15	89.85		0.00	-	73.25	26.64		0.11	-	78.78		21.14		0.08	-
Intersection %	2.87	25.43		0.00	28.31	32.29	11.74		0.05	44.08	21.75		5.84		0.02	27.61

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

Knoxville, TN

Site 18

TN-332 S Northshore Dr (South)
TN-332 S Northshore Dr (North)
Town Center Blvd



Date

Tuesday, March 25, 2025

Lat/Long

35.857796°, -84.075214°

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Weather

Partly Cloudy
58°F

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0700 - 0900 (Weekday 2h Session) (03-25-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd				
TIME	Left 18.1	Thru 18.2	U-Turn 18.3	App Total	Thru 18.4	Right 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	
0700 - 0715	1	1	0	2	2	1	0	3	6	0	0	6	11
0715 - 0730	0	1	0	1	1	0	0	1	3	0	0	3	5
0730 - 0745	0	2	0	2	6	1	0	7	2	0	0	2	11
0745 - 0800	0	0	0	0	3	0	0	3	1	0	0	1	4
Hourly Total	1	4	0	5	12	2	0	14	12	0	0	12	31
0800 - 0815	0	1	0	1	4	2	0	6	1	0	0	1	8
0815 - 0830	0	1	0	1	6	0	0	6	0	0	0	0	7
0830 - 0845	0	1	0	1	2	0	0	2	3	0	0	3	6
0845 - 0900	0	5	0	5	7	2	0	9	2	1	0	3	17
Hourly Total	0	8	0	8	19	4	0	23	6	1	0	7	38
Grand Total	1	12	0	13	31	6	0	37	18	1	0	19	69
Approach %	7.69	92.31	0.00	-	83.78	16.22	0.00	-	94.74	5.26	0.00	-	
Intersection %	1.45	17.39	0.00	18.84	44.93	8.70	0.00	53.62	26.09	1.45	0.00	27.54	

1100 - 1300 (Weekday 2h Session) (03-25-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd				
TIME	Left 18.1	Thru 18.2	U-Turn 18.3	App Total	Thru 18.4	Right 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	
1100 - 1115	1	1	0	2	2	0	0	2	2	2	0	4	8
1115 - 1130	0	4	0	4	0	1	0	1	0	1	0	1	6
1130 - 1145	0	5	0	5	6	0	0	6	0	0	0	0	11
1145 - 1200	0	3	0	3	3	1	0	4	2	1	0	3	10
Hourly Total	1	13	0	14	11	2	0	13	4	4	0	8	35
1200 - 1215	3	3	0	6	3	1	0	4	4	0	0	4	14
1215 - 1230	0	5	0	5	2	3	0	5	1	0	0	1	11
1230 - 1245	0	3	0	3	1	0	0	1	1	1	0	2	6
1245 - 1300	1	2	0	3	5	2	0	7	1	1	0	2	12
Hourly Total	4	13	0	17	11	6	0	17	7	2	0	9	43
Grand Total	5	26	0	31	22	8	0	30	11	6	0	17	78
Approach %	16.13	83.87	0.00	-	73.33	26.67	0.00	-	64.71	35.29	0.00	-	
Intersection %	6.41	33.33	0.00	39.74	28.21	10.26	0.00	38.46	14.10	7.69	0.00	21.79	

1600 - 1800 (Weekday 2h Session) (03-25-2025)
Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				Int Total
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd				
TIME	Left 18.1	Thru 18.2	U-Turn 18.3	App Total	Thru 18.4	Right 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	
1600 - 1615	0	5	0	5	1	1	0	2	2	0	0	2	9
1615 - 1630	0	0	0	0	1	0	0	1	1	0	0	1	2
1630 - 1645	0	4	0	4	1	0	0	1	0	1	0	1	6
1645 - 1700	0	3	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	0	12	0	12	3	1	0	4	3	1	0	4	20
1700 - 1715	0	5	0	5	1	0	0	1	0	0	0	0	6
1715 - 1730	0	5	0	5	2	1	0	3	2	0	0	2	10
1730 - 1745	0	4	0	4	4	0	0	4	0	1	0	1	9
1745 - 1800	0	3	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	0	17	0	17	7	1	0	8	2	1	0	3	28
Grand Total	0	29	0	29	10	2	0	12	5	2	0	7	48
Approach %	0.00	100.00	0.00	-	83.33	16.67	0.00	-	71.43	28.57	0.00	-	
Intersection %	0.00	60.42	0.00	60.42	20.83	4.17	0.00	25.00	10.42	4.17	0.00	14.58	

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

Knoxville, TN

Site 18
TN-332 S Northshore Dr (South)
TN-332 S Northshore Dr (North)
Town Center Blvd



Date
Tuesday, March 25, 2025

Weather
Partly Cloudy
58°F
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0700 - 0900 (Weekday 2h Session) (03-25-2025)
Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd				
	Left 18.1	Thru 18.2	U-Turn 18.3	App Total	Thru 18.4	Right 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	
0700 - 0715	0	0	0	0	0	1	0	1	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	2	0	2	1	0	0	1	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	3	0	3	2	0	0	2	5
0800 - 0815	0	1	0	1	2	0	0	2	0	0	0	0	3
0815 - 0830	0	0	0	0	1	0	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	3	0	0	3	0	0	0	0	4
Grand Total	0	1	0	1	3	3	0	6	2	0	0	2	9
Approach %	0.00	100.00	0.00	-	50.00	50.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	11.11	0.00	11.11	33.33	33.33	0.00	66.67	22.22	0.00	0.00	22.22	

1100 - 1300 (Weekday 2h Session) (03-25-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total					
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd									
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total		Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	
1100 - 1115	0	0		0	0		0	1		0	1	0		0		0	0	1
1115 - 1130	0	0		0	0		0	0		0	0	0		0		0	0	0
1130 - 1145	0	0		0	0		0	0		0	0	1		0		0	1	1
1145 - 1200	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	1		0	1	1		0		0	1	2
1200 - 1215	0	0		0	0		0	0		0	0	0		0		0	0	0
1215 - 1230	0	0		0	0		0	0		0	0	0		0		0	0	0
1230 - 1245	0	0		0	0		0	0		0	0	0		0		0	0	0
1245 - 1300	0	0		0	0		0	0		0	0	0		0		0	0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0	0
Grand Total	0	0		0	0		0	1		0	1	1		0		0	1	2
Approach %	0.00	0.00		0.00	-		0.00	100.00		0.00	-	100.00		0.00		0.00	-	
Intersection %	0.00	0.00		0.00	0.00		0.00	50.00		0.00	50.00	50.00		0.00		0.00	50.00	

1600 - 1800 (Weekday 2h Session) (03-25-2025)
Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				Int Total				
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd								
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total		Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total
1600 - 1615	0	0		0	0		1	0		0	1	0		0		0	0
1615 - 1630	0	0		0	0		0	0		0	0	0		0		0	0
1630 - 1645	0	0		0	0		1	0		0	1	0		0		0	0
1645 - 1700	0	0		0	0		0	0		0	0	0		0		0	0
Hourly Total	0	0		0	0		2	0		0	2	0		0		0	0
1700 - 1715	0	0		0	0		0	0		0	0	0		0		0	0
1715 - 1730	0	0		0	0		2	0		0	2	0		0		0	0
1730 - 1745	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
Hourly Total	0	0		0	0		2	0		0	2	0		0		0	0
Grand Total	0	0		0	0		4	0		0	4	0		0		0	0
Approach %	0.00	0.00		0.00	-		100.00	0.00		0.00	-	0.00		0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00		100.00	0.00		0.00	100.00	0.00		0.00		0.00	0.00

Classified Turn Movement Count || Bicycles

Knoxville, TN

Site 18
TN-332 S Northshore Dr (South)
TN-332 S Northshore Dr (North)
Town Center Blvd



Date
Tuesday, March 25, 2025

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0700 - 0900 (Weekday 2h Session) (03-25-2025)
Bicycles

	Northbound					Southbound					Eastbound					Int Total
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd					
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total
0700 - 0715	0	0		0	0	0	0		0	0	0		0		0	0
0715 - 0730	0	0		0	0	0	0		0	0	0		0		0	0
0730 - 0745	0	0		0	0	0	0		0	0	0		0		0	0
0745 - 0800	0	0		0	0	0	0		0	0	0		0		0	0
Hourly Total	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
0815 - 0830	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
0845 - 0900	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
Grand Total	0	0		0	0	0	0		0	0	0		0		0	0
Approach %	0.00	0.00		0.00	-	0.00	0.00		0.00	-	0.00		0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00		0.00	0.00

1100 - 1300 (Weekday 2h Session) (03-25-2025)
Bicycles

	Northbound					Southbound					Eastbound					Int Total	
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd						
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total		Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total
1100 - 1115	0	0		0	0		0	0		0	0	0		0		0	0
1115 - 1130	0	0		0	0		0	0		0	0	0		0		0	0
1130 - 1145	0	0		0	0		0	0		0	0	0		0		0	0
1145 - 1200	0	0	0	0	0		0	0	0	0	0	0		0		0	0
Hourly Total	0	0		0	0		0	0		0	0	0		0		0	0
1200 - 1215	0	0		0	0		0	0		0	0	0		0		0	0
1215 - 1230	0	0		0	0		0	0		0	0	0		0		0	0
1230 - 1245	0	0	0	0	0		0	0	0	0	0	0		0		0	0
1245 - 1300	0	0		0	0		0	0		0	0	0		0		0	0
Hourly Total	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
Approach %	0.00	0.00		0.00	-		0.00	0.00		0.00	-	0.00		0.00		0.00	-
Intersection %	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	0.00		0.00		0.00	0.00

1600 - 1800 (Weekday 2h Session) (03-25-2025)
Bicycles

	Northbound					Southbound					Eastbound					Int Total	
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd						
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	
1600 - 1615	0	0		0	0	0	0		0	0	0		0		0	0	0
1615 - 1630	0	0		0	0	0	0		0	0	0		0		0	0	0
1630 - 1645	0	0		0	0	0	0		0	0	0		0		0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0		0	1	0		0		0	0	1
1730 - 1745	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
Hourly Total	0	0		0	0	1	0		0	1	0		0		0	0	1
Grand Total	0	0		0	0	1	0		0	1	0		0		0	0	1
Approach %	0.00	0.00		0.00	-	100.00	0.00		0.00	-	0.00		0.00		0.00	-	
Intersection %	0.00	0.00		0.00	0.00	100.00	0.00		0.00	100.00	0.00		0.00		0.00	0.00	

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

Knoxville, TN

Site 18
TN-332 S Northshore Dr (South)
TN-332 S Northshore Dr (North)
Town Center Blvd



Date
Tuesday, March 25, 2025

Lat/Long
35.857796°, -84.075214°
[Click here for Map](#)

Weather
Partly Cloudy
58°F
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0700 - 0900 (Weekday 2h Session) (03-25-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Int Total	
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd						
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	
0700 - 0715	1	1		0	2	2	2		0	4	6		0		0	6	12
0715 - 0730	0	1		0	1	1	0		0	1	4		0		0	4	6
0730 - 0745	0	2		0	2	6	3		0	9	3		0		0	3	14
0745 - 0800	0	0		0	0	3	0		0	3	1		0		0	1	4
Hourly Total	1	4		0	5	12	5		0	17	14		0		0	14	36
0800 - 0815	0	2		0	2	6	2		0	8	1		0		0	1	11
0815 - 0830	0	1		0	1	7	0		0	7	0		0		0	0	8
0830 - 0845	0	1		0	1	2	0		0	2	3		0		0	3	6
0845 - 0900	0	5		0	5	7	2		0	9	2		1		0	3	17
Hourly Total	0	9		0	9	22	4		0	26	6		1		0	7	42
Grand Total	1	13		0	14	34	9		0	43	20		1		0	21	78
Approach %	7.14	92.86		0.00	-	79.07	20.93		0.00	-	95.24		4.76		0.00	-	
Intersection %	1.28	16.67		0.00	17.95	43.59	11.54		0.00	55.13	25.64		1.28		0.00	26.92	
Peak Hour Total	48	636		0	684	389	173		0	562	250		41		0	291	1537
Peak Hour HV %	0	1		0	1	6	3		0	5	2		0		0	2	2

1100 - 1300 (Weekday 2h Session) (03-25-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Int Total	
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd						
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	
1100 - 1115	1	1		0	2	2	1		0	3	2		2		0	4	9
1115 - 1130	0	4		0	4	0	1		0	1	0		1		0	1	6
1130 - 1145	0	5		0	5	6	0		0	6	1		0		0	1	12
1145 - 1200	0	3		0	3	3	1		0	4	2		1		0	3	10
Hourly Total	1	13		0	14	11	3		0	14	5		4		0	9	37
1200 - 1215	3	3		0	6	3	1		0	4	4		0		0	4	14
1215 - 1230	0	5		0	5	2	3		0	5	1		0		0	1	11
1230 - 1245	0	3		0	3	1	0		0	1	1		1		0	2	6
1245 - 1300	1	2		0	3	5	2		0	7	1		1		0	2	12
Hourly Total	4	13		0	17	11	6		0	17	7		2		0	9	43
Grand Total	5	26		0	31	22	9		0	31	12		6		0	18	80
Approach %	16.13	83.87		0.00	-	70.97	29.03		0.00	-	66.67		33.33		0.00	-	
Intersection %	6.25	32.50		0.00	38.75	27.50	11.25		0.00	38.75	15.00		7.50		0.00	22.50	
Peak Hour Total	48	636		0	684	389	173		0	562	250		41		0	291	1537
Peak Hour HV %	0	1		0	1	6	3		0	5	2		0		0	2	2

1600 - 1800 (Weekday 2h Session) (03-25-2025)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Int Total
	TN-332 S Northshore Dr (South)					TN-332 S Northshore Dr (North)					Town Center Blvd					
TIME	Left 18.1	Thru 18.2		U-Turn 18.3	App Total	Thru 18.4	Right 18.5		U-Turn 18.6	App Total	Left 18.7	Right 18.8		U-Turn 18.9	App Total	
1600 - 1615	0	5		0	5	2	1		0	3	2	0		0	2	10
1615 - 1630	0	0		0	0	1	0		0	1	1	0		0	1	2
1630 - 1645	0	4		0	4	2	0		0	2	0	1		0	1	7
1645 - 1700	0	3		0	3	0	0		0	0	0	0		0	0	3
Hourly Total	0	12		0	12	5	1		0	6	3	1		0	4	22
1700 - 1715	0	5		0	5	1	0		0	1	0	0		0	0	6
1715 - 1730	0	5		0	5	4	1		0	5	2	0		0	2	12
1730 - 1745	0	4		0	4	4	0		0	4	0	1		0	1	9
1745 - 1800	0	3		0	3	0	0		0	0	0	0		0	0	3
Hourly Total	0	17		0	17	9	1		0	10	2	1		0	3	30
Grand Total	0	29		0	29	14	2		0	16	5	2		0	7	52
Approach %	0.00	100.00		0.00	-	87.50	12.50		0.00	-	71.43	28.57		0.00	-	
Intersection %	0.00	55.77		0.00	55.77	26.92	3.85		0.00	30.77	9.62	3.85		0.00	13.46	
Peak Hour Total	48	636		0	684	389	173		0	562	250	41		0	291	1537
Peak Hour HV %	0	1		0	1	6	3		0	5	2	0		0	2	2

 Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Site 18

Date _____

Tuesday, March 25, 2025

Weather

Partly Cloudy
58°F

[Click here for Detailed Weather](#)

Lat/Long

35.857796°, -84.075214°

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0700 - 0900 (Weekday 2h Session) (03-25-2025)

Pedestrians

	Northbound			Southbound			Eastbound						
	TN-332 S Northshore Dr (South)			TN-332 S Northshore Dr (North)			Town Center Blvd						
TIME	EB 18a	WB 18b		App Total	EB 18c	WB 18d		App Total	NB 18e	SB 18f		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1100 - 1300 (Weekday 2h Session) (03-25-2025)

Pedestrians

[illegible]

1600 - 1800 (Weekday 2h Session) (03-25-2025)

Pedestrians

[illegible]

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Site 18

Date

Weather



35.857796°, -84.075214°

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Bicycles

[illegible]

Bicycles

[illegible]

2000
Bicycles

[illegible]

Crosswalk Counts | | Motorized Vehicles

Knoxville, TN

Site 18
TN-332 S Northshore Dr (South)
TN-332 S Northshore Dr (North)
Town Center Blvd

Date
Tuesday, March 25, 2025

Lat/Long
35.857796°, -84.075214°
[Click here for Map](#)

Weather
Partly Cloudy
58°F
[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (03-25-2025)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Int Total
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd				
TIME	EB 18a	WB 18b		App Total	EB 18c	WB 18d		App Total	NB 18e	SB 18f		App Total	
0700 - 0715	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	0	0		0	0	0		0	0
0745 - 0800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
0800 - 0815	0	0		0	0	0		0	0	0		0	0
0815 - 0830	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1100 - 1300 (Weekday 2h Session) (03-25-2025)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Int Total
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd				
TIME	EB 18a	WB 18b		App Total	EB 18c	WB 18d		App Total	NB 18e	SB 18f		App Total	
1100 - 1115	0	0		0	0	0		0	0	0		0	0
1115 - 1130	0	0		0	0	0		0	0	0		0	0
1130 - 1145	0	0		0	0	0		0	0	0		0	0
1145 - 1200	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1200 - 1215	0	0		0	0	0		0	0	0		0	0
1215 - 1230	0	0		0	0	0		0	0	0		0	0
1230 - 1245	0	0		0	0	0		0	0	0		0	0
1245 - 1300	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (03-25-2025)
Motorized Vehicles

	Northbound				Southbound				Eastbound				Int Total
	TN-332 S Northshore Dr (South)				TN-332 S Northshore Dr (North)				Town Center Blvd				
TIME	EB 18a	WB 18b		App Total	EB 18c	WB 18d		App Total	NB 18e	SB 18f		App Total	
1600 - 1615	0	0		0	0	0		0	0	0		0	0
1615 - 1630	0	0		0	0	0		0	0	0		0	0
1630 - 1645	0	0		0	0	0		0	0	0		0	0
1645 - 1700	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
1700 - 1715	0	0		0	0	0		0	0	0		0	0
1715 - 1730	0	0		0	0	0		0	0	0		0	0
1730 - 1745	0	0		0	0	0		0	0	0		0	0
1745 - 1800	0	0		0	0	0		0	0	0		0	0
Hourly Total	0	0		0	0	0		0	0	0		0	0
Grand Total	0	0		0	0	0		0	0	0		0	0
Approach %	0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

[illegible]

	Town Center Blvd						First TN Bank						Town Center Blvd						ORNL Bank					
	SOUTHBOUND						WESTBOUND						NORTHBOUND						EASTBOUND					
	L	T	R	PED			L	T	R	PED			L	T	R	PED			L	T	R	PED		
	4	3	2	1			8	7	6	5			12	11	10	9			16	15	14	13		
7:00-7:15	4	21	3	0			24	1	1	0			4	18	15	0			0	0	1	0		
7:15-7:30	2	20	8	0			19	1	0	0			8	25	19	0			0	0	0	0		
7:30-7:45	11	22	10	0			20	0	2	0			12	18	23	0			0	1	3	0		
7:45-8:00	5	41	4	0			33	0	1	0			2	25	28	0			0	0	2	0		
	22	104	25	0			96	2	4	0			26	86	85	0			0	1	6	0		

	Town Center Blvd						First TN Bank						Town Center Blvd						ORNL Bank					
	SOUTHBOUND						WESTBOUND						NORTHBOUND						EASTBOUND					
	L	T	R	PED			L	T	R	PED			L	T	R	PED			L	T	R	PED		
	4	3	2	1			8	7	6	5			12	11	10	9			16	15	14	13		
4:00-4:15	3	119	5	0			26	0	0	0			10	52	23	0			0	1	10	0		
4:15-4:30	5	113	2	0			18	1	2	0			6	58	31	0			3	1	11	0		
4:30-4:45	4	128	2	0			30	0	3	0			1	52	22	0			1	0	26	1		
4:45-5:00	7	104	0	0			28	0	2	0			2	69	37	0			0	0	13	0		
	19	464	9	0			102	1	7	0			19	231	113	0			4	2	60	1		