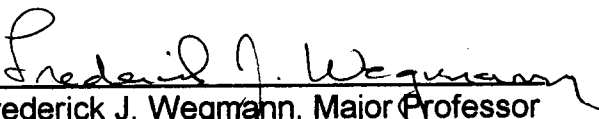
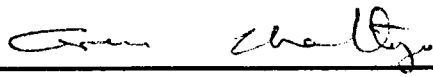
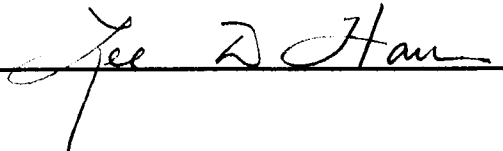


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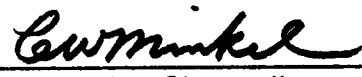
I am submitting herewith a thesis written by Jeffrey A. Welch entitled "Trip Generation Rates Related to Characteristics of Single-Family Residential Development." I have examined the final copy of this thesis for form and content and recommend that it be accepted in partial fulfillment of the requirements for the degree of Master of Science, with a major in Civil Engineering.


Frederick J. Wegmann, Major Professor

We have read this thesis
and recommend its acceptance:

Accepted for the Council:


Associate Vice Chancellor and
Dean of The Graduate School

**CHARACTERISTICS OF SINGLE-FAMILY
RESIDENTIAL DEVELOPMENT THAT POTENTIALLY
INFLUENCE TRIP GENERATION RATES**

*A Thesis
Presented For The*

**Master of Science
Degree**

The University of Tennessee, Knoxville

Jeffrey A. Welch

December, 1995

DEDICATION

*This thesis is dedicated to my family,
Anne, Kendra, and Christa,
whose understanding, encouragement, and love
allowed me to pursue this degree.*

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Finally, to my parents, James and Charmaine Welch, who from long distance always encouraged me to never quit.

ABSTRACT

This thesis will determine whether there are characteristics of single-family residential development, that are unique to a particular development, which are good predictors of trip generation rates. By determining if there are such characteristics, customized traffic impact studies can then be prepared. Individualizing a traffic impact study to the characteristics of a particular development will permit a local government to respond to the U.S. Supreme Court decision that "one size does not fit all" in impact assessment in the 1994 *Dolan v. City of Tigard* case.

Within an urban area, new residential development is typically widespread and very diverse in size and cost. Although there is variety in size, price range, and location of single-family residential development, there typically is only one trip generation rate used for the preparation of a traffic impact study on these developments.

In order to address the thesis question, six residential characteristics for 21 single-family residential subdivisions in Knox County were analyzed for their relationship to trip generation rate per single-family development. Regression analysis was conducted on the variables and the resulting correlation showed a weak relationship existed for the subdivisions studied.

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CHAPTER 1

INTRODUCTION

The post-World War II trend of residential growth and commercial/office development occurring outside the central city continued through the 1990's. In most urban areas this kind of development occurs in the suburbs and is referred to as suburbanization. While suburbanization is not a new phenomenon, the large scale growth seen in the last decade in terms of office park development and major retail activities is now being referred to as "edge cities."

There appears to be no end to suburbanization and thus continued growth in residential and employment opportunities will occur outside the central city along with increased dependence on the private auto. What impact do these characteristics have on trips generated at the home and why is this important? First, a better understanding of residential trip generation rates will allow improved traffic impact assessment for individual developments. Also, improving this understanding is necessary in order to respond to a recent U.S. Supreme Court decision that indicates that local governments must individualize the impact of each development before requiring any exactions. Specifically, on June 24, 1994, the U.S. Supreme Court handed down its eagerly awaited *Dolan v. City of Tigard* decision. This case was a significant victory for property right interests, ideologues seeking to reverse sixty years' worth of well-established land use jurisprudence. The Court shifted the burden onto government to prove they are "substantially advancing legitimate governmental interests" when they impose permit conditions requiring dedications. The Court held that a permit condition

requiring a property owner to grant a public easement constituted a regulatory taking unless the government demonstrated that it was related in nature and degree to the impacts of the owner's proposed development (Lyman & Merriam, September 1994, pp. 57-58).

To further describe what must be seen as a dramatic departure from the traditional rule that deference is given to governments in their administrative decision-making, the following is offered. Permit conditions that require a would-be developer to "deed portions of [her] property" to the government can be justified only if the government "makes some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development" (Lyman & Merriam, September 1994, p. 59).

The Court found in this case that the City of Tigard had not shown that its dedication requirements were "roughly proportional" (a new term in Dolan) to the impacts of the development. Without proffering an individualized determination, the City would have to pay just compensation in order to take Mrs. Dolan's land. The Court demands "rough proportionality" between the dedication requirements and the impacts of the proposed development. Therefore permits for development can be conditioned by dedication requirements so long as there is a sufficient relationship between the development's impacts and the required dedications (Lyman & Merriam, September 1994, p. 59). Better information on residential trip generation rates will allow the public and the private sector to determine the "rough proportionality" that an individual development has before exacting right-of-way dedications or other improvements.

In the same context, one response to the Dolan decision has been to encourage local government to implement impact fees as part of the development process. Again, improved trip generation rates for various types of single-family detached housing can improve the accuracy of this process. If, for example, there is an impact fee based on the number of trips generated by a development, it would make sense to accurately determine the trip generation rate. If there is a difference in trip generation rates for single-family detached housing based on distance from CBD, value, or size of the home, this should be reflected in the community's impact fee formula.

The burden of determining the "rough proportionality" of the traffic impacts of a development is the responsibility of government according to the Dolan decision. It is apparent that a traffic impact study will be prepared by the developer or local government to determine the rough proportionality of exactions or improvements required of each individual development.

Within an urban area, new residential development is typically widespread and very diverse in size and cost. Although there is variety in size, price range, and location of single-family residential development, there typically is only one trip generation rate used for the preparation of a traffic impact study on these developments. Unless local data is available, the average daily trip generation rate for a single-family dwelling unit can be obtained from the Institute of Transportation Engineers (ITE) Trip Generation, Fifth Edition.

This thesis will determine whether there are characteristics of single-family residential development, that are unique to a particular development, which are good predictors of trip generation rates. By determining if there are such characteristics, customized traffic impact studies can then be

prepared. Individualizing a traffic impact study to the characteristics of a particular development will permit a local government to respond to the U.S. Supreme Court decision that "one size does not fit all" in impact assessment.

Urban planners know the geographic distribution of where residential development is presently occurring. Planners also know through the development process where residential development will occur in the next 12 to 24 months. Certain characteristics of planned residential development can be obtained, such as price range, approximate square footage, and number of dwelling units. Since the exact location is known, the distance to various activities, such as employment or retail centers and the central business district (CBD), is easily obtained.

In order to address the thesis question, six residential characteristics that can be determined on an individual basis for a single-family residential development will be analyzed for their relationship to trip generation rate per single-family development. These are:

- Approximate value per dwelling unit
- Average number of bedrooms per dwelling unit
- Average square feet per dwelling unit
- Average number of persons per dwelling unit
- Number of dwelling units per subdivision
- Distance the subdivision is from the central business district

A statistical analysis was conducted to determine if these characteristics could predict the number of vehicle trips generated. The hypothesis was tested for data collected of 21 subdivisions in Knox County.

CHAPTER 2

LITERATURE REVIEW

In the absence of local data, transportation professionals and land use planners have been very comfortable with using the trip generation rates developed by the Institute of Transportation Engineers. For detached single-family residential development the typical average daily vehicle trip generation rate used is 9.55 or 10. This rate is used despite the diversity of residential developments occurring in urban areas. Also, there has been no reason to change this approach, which can give the professional a quick, easy statistic to calculate trip generation from a development. This calculation has been a "one size fits all" approach and it has been sufficient for years. However, a U.S. Supreme Court decision in 1994 could legally question this approach.

On June 24, 1994, the U.S. Supreme Court handed down its decision on *Dolan v. City of Tigard*. In what was seen as a dramatic departure from the traditional rule that deference is given to local governments in their administrative decision making, the Court shifted the burden onto governments to prove they are "substantially advancing legitimate governmental interests" when they impose permit conditions requiring dedications. Briefly, the Dolans filed a petition with the City of Tigard to expand their hardware store. The City approved the petition but required dedication of a 15-foot strip of land adjacent to a flood plain for a pedestrian and bicycle pathway and dedication of the area within the 100-year flood plain. The Dolans disagreed with the City of Tigard's dedication requirements and appealed it all the way to the U.S. Supreme Court.

The decision of the Supreme Court can be briefly explained. "Permit conditions that require a would-be developer to deed portions of his/her property to the government can be justified only if the government makes some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development." Applying this test, the Supreme Court found that the City of Tigard had not shown that its dedication requirements were "roughly proportional" to the impacts of the Dolan development. The Dolan decision demands "rough proportionality between the dedication requirement and the impacts of the proposed development" (Lyman & Merriam, September 1994).

Individualizing the impacts of each development will be strongly advised or required by a government when requesting dedications. No longer will the outright dedication of land based on a major road plan, regulation, or comprehensive plan be justified. Dolan will require a determination of rough proportionality for each development. The relationship of trip generation rates and traffic impacts will become increasingly important as rough proportionality is applied to each individual development. Improved information on traffic generations will assist government and developers in determining the extent of dedication and compensation that will be required per development. Over-generalizing residential trip generation across an urban area may cause a local government to be challenged on its dedication requirements.

Several other articles have been written by attorneys, planners, and academics related to the Dolan decision. Most have concurred that the way to deal with Dolan is through improved planning, individualized impact statements, use of impact fees, exercising eminent domain authority,

regulation rather than dedication, and outright denial. Individually or together these tools will require improved input data in order to assess impacts.

The U.S. Supreme Court in *Dolan* has indicated that an individualized determination on the impact of a proposed development is required. Now the question arises whether trip making characteristics changed significantly over the past 20 to 30 years to subsequently change the way trip generation rates are determined on an individual basis. Before trip generation rates and calculations are discussed, it is worthwhile to discuss changes in national household travel characteristics.

Nationwide household travel patterns and trends have been tracked for several decades. There are many trip purposes (needs) that emerge from a household. The four commonly discussed household trip purposes monitored are: 1) home to work, 2) shopping, 3) other family or personal business, and 4) social/recreation. As our society and land development changed over the years so has the number and percentage of trips by purpose.

Trends and patterns in personal travel, together with other travel characteristics of individuals in the U.S., are contained in the Nationwide Personal Transportation Surveys (NPTS) conducted in 1968, 1977, 1983, and 1990. The NPTS is a survey of personal travel conducted approximately every 7 years. The NPTS is a unique source of data on personal travel and provides information on household trips, their purposes, and the transportation modes used. NPTS travel data can be linked to the demographics of individuals and households. This data represents national statistics including large and small urban areas, central cities, and suburbia.

Therefore the NPTS statistics are probably low when compared to just suburban data and high if compared to central city data.

In Chapter 1 of the 1990 NPTS publication, Urban Travel Patterns, person and vehicle trip rates are discussed. Some of the key findings of the 1990 survey for these two categories are:

- Nationally the average 1990 household generated 6.9 person trips and 4.6 vehicle trips per day. The average person made 3.9 person trips and 2.5 vehicle trips each day.
- Household size, income level, and availability of vehicles are shown to be important determinants of household person and vehicle trips.

Further information from the NPTS Urban Travel Patterns, as shown in Figure 1, indicates that person trips increased in direct proportion with household size. Vehicle trips also increased with household size but at progressively lower rates as household size approaches five or more persons. In fact, vehicle trips increased by only 0.27 vehicle trip, or 3.8 percent, as household size increased from 4 to 5 or more persons.

According to the NPTS the numbers of vehicles and sizes of households are keys to predicting trips. Figure 2 and Figure 3 show that the number of vehicles available to households is an important determinant of trip making. Zero-vehicle households average just 2.6 person trips and 0.2 vehicle trip each day. At the other extreme, households with five or more available vehicles average 11.8 person trips and 9.2 vehicle trips each day.

The size of the household also determines household trip rates. On average, two-person households with two vehicles available made 75.0 percent more trips than two-person households with zero vehicles available.

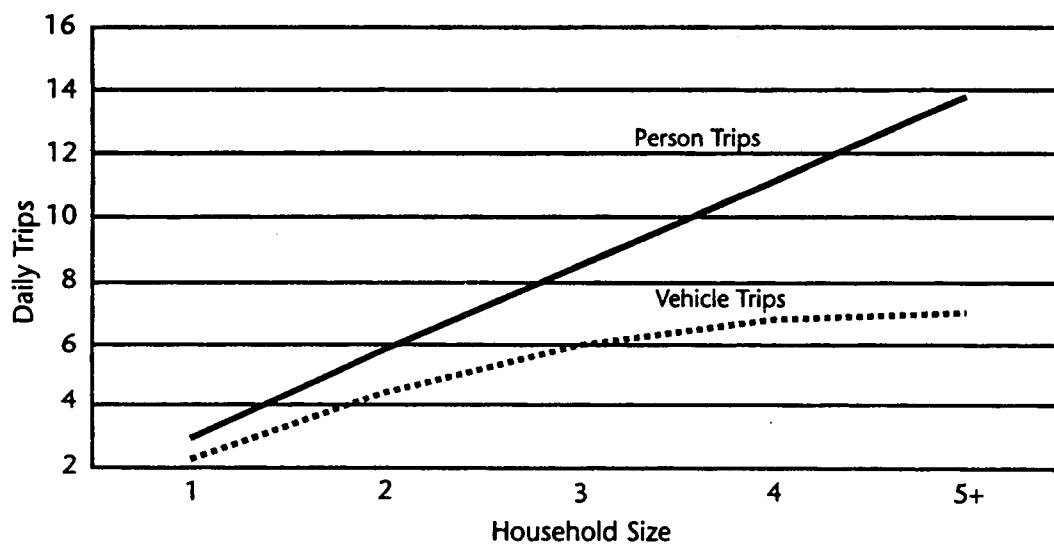


Figure 1
Daily Trip Rates per Household by Household Size
(Weekdays)
1990

Source: NPTS Urban Travel Patterns: 1990 Nationwide Personal Transportation Survey (NPTS)
 Note: Excludes trips greater than 75 miles.

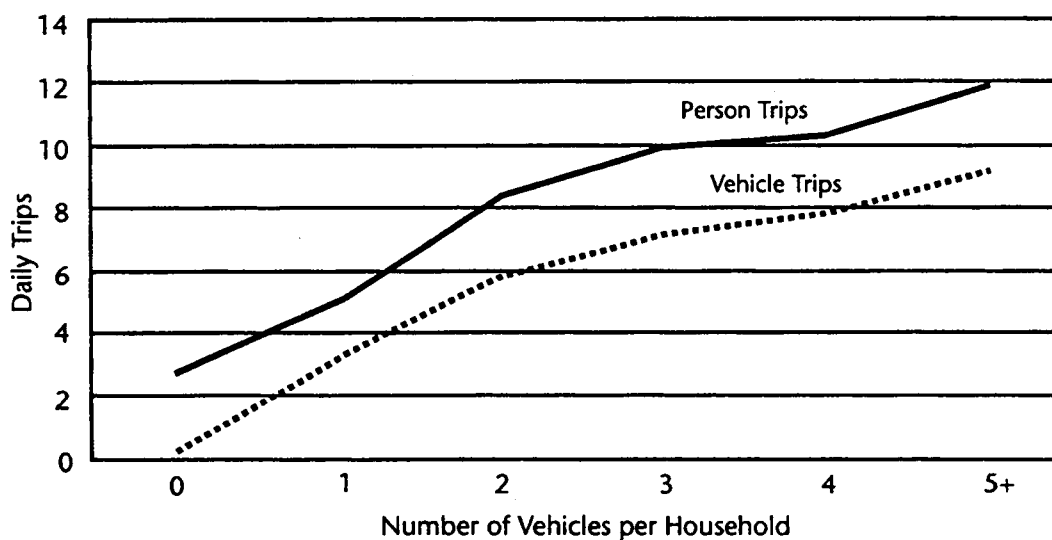


Figure 2
Daily Trip Rates by Vehicles per Household
(Weekdays)
1990

Source: NPTS Urban Travel Patterns: 1990 Nationwide Personal Transportation Survey (NPTS)
 Note: Excludes trips greater than 75 miles.

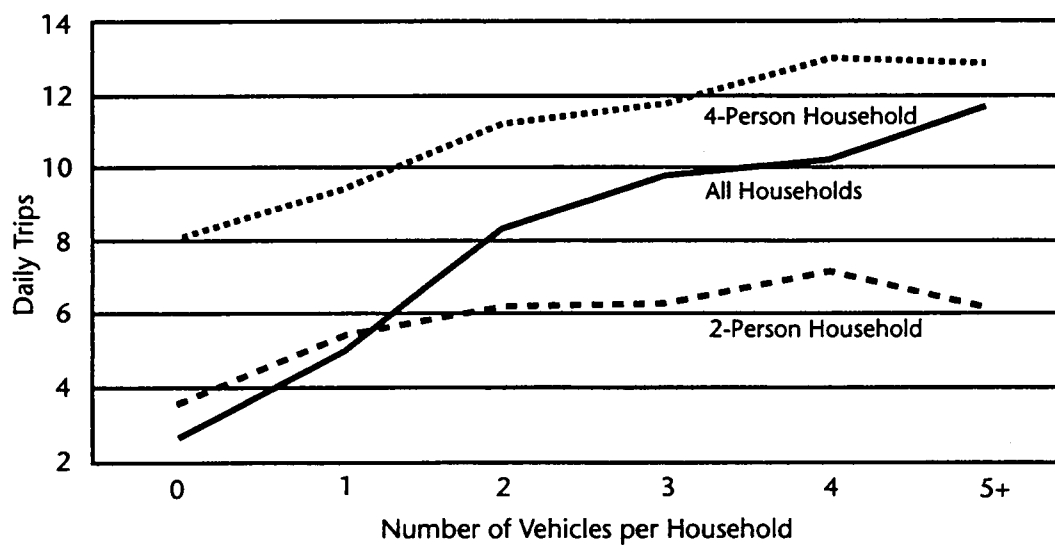


Figure 3

**Daily Person Trip Rates by Vehicles per Household
(Weekdays)
1990**

Source: NPTS Urban Travel Patterns: 1990 Nationwide Personal Transportation Survey (NPTS)
Note: Excludes trips greater than 75 miles.

Similarly, the four-person household with four vehicles available made 40.4 percent more person trips than the four-person household with one vehicle available (Keyes, Reed & Vincent, 1994, pp. 1-5).

To further examine national trends on trip making statistics, the NPTS series indicates that nationally, even though household size has been declining during the past 25 years, households, on the average, took 16 percent more person trips per year and traveled 68 percent more person miles in 1990 compared to 1969. Another interesting factor from the 1990 NPTS shows that while population increased by 21 percent from 1969 to 1990, the total number of person trips increased by 72 percent during the same period. The increase in the number of trips an individual took per year contributed to an increase of 65 percent in the number of person miles of travel from 1969 to 1990 (Hu & Young, 1993).

The authors state in Volume 1 of the NPTS Databook that demographic characteristics of the population bear particularly strong relationship to travel behavior because of the strong associations between demographics and life cycle stage, roles, and functions in society and resulting activity patterns. Further, they state that almost all persons of driving age in the U.S. hold driver's licenses. The population's age structure is directly related to levels of vehicle ownership and vehicle use (Hu & Young, 1993).

All of this information on national personal transportation characteristics provides an opportunity for the transportation professional to explain why travel characteristics are changing and to speculate on future changing patterns and trends. A conference was held in April of 1994 titled "1990--NPTS Implications of Emerging Travel Trends" to explore travel

mode, trip and vehicle attributes, and demographics changes. The conference tried to shed light on understanding why people do what they do relative to transportation use. A key indicator from NPTS data reflects results that are showing up in metropolitan planning organizations' transportation models, e.g., an increase in vehicle miles traveled that greatly exceeds present capacity. Also, the increase in trip making is related to an increase in social/recreational trips (Wakoff, 1994, p. 11).

A discussion on trip chaining as a means to analyze trips rather than collecting individual trips was presented. The trip chaining concept is that people now link many trip purposes together in one outing from home or work. Some findings from NPTS indicate that 45 percent of all person trips are contained in complex trip chains. Suburban residents are 7 percent and 19 percent more likely than central city and non-metropolitan area residents to form complex work chains (Wakoff, 1994, pp. 15-16).

In a paper called "Understanding Trip Chaining" by James Strathman and Kenneth Dueker an attempt is made to explain the increased prevalence of linking trips as part of the work trip. The authors indicate that analyzing trip chaining activity may lead to better understanding of travel behavior. Issues such as growth in non-work trips, trip chaining activity by household characteristics, and non-work travel during peak hours may be better explained by understanding trip chaining (FHWA, Dueker, 1995, pp. 1-7).

Increased trip chaining can also lead to fewer vehicle trips entering and leaving a residential subdivision. With more workers and declining vehicle occupancy one could assume an increase in vehicle trips per dwelling unit. At the same time, the average number of people per dwelling unit has been declining during the last 20 years. With fewer people per

dwelling unit and increased trip chaining, the number of vehicle trips beginning and ending at the dwelling unit should also decline.

A report prepared by Alan Pisarski in 1991 discusses commuting trends prepared from the 1990 Census data. National trends show the continuing decline of the work trip as part of all travel. Work trip lengths have increased since 1983, and the share of person miles of travel attributable to work increased from 20.1 percent to 22.7 percent. Work trips are increasing, but in comparison to growth of other trip purposes, it is not significant. The peaking characteristics of work travel are also diminishing, making work travel a smaller component of peak period travel (Pisarski, 1992, p. 4).

Another trend was the large growth in the number of persons driving to work alone. Usage of all alternatives to the single-occupant vehicle for traveling to work declined in their share of commuting. Significantly, the usage of the alternatives also declined in absolute numbers. Noted from the census data was the sharp decline in the number and share of those driving with more than one worker in the vehicle. This form of travel declined by almost 4 million workers. The availability of vehicles for households is continuing to increase. However, there was an increase in the total number of households. The number of households without vehicles remained relatively constant over time. The majority of American households have more vehicles than workers (Pisarski, 1992, pp. 5-7).

Geographic location of employment and residential development can also be a contributing factor in trips generated at the household level. In a paper by Peter Gordon and Harry Richardson, called "Geographic Factors Explaining Work Trip Length Changes," data from 1983 to 1990 revealed that average trip durations either fell slightly or grew by much smaller

percentages than distances grew. This occurred despite an almost 27 percent growth in average distance traveled for work trips. Also there were significant increases in average trip speeds (Gordon & Richardson, FHWA, 1995, pp. 2-7).

Between 1980 and 1993 vehicle miles traveled increased almost 40 percent. The majority of this growth is accounted for by a significant jump in average vehicle trip lengths according to Alan Pisarski. From analyzing commuting data from 1983 to 1990 the authors cast doubt on reports of worsening congestion (Gordon & Richardson, FHWA, 1995, pp. 2-7). The authors explain this paradox the following way. "Suburbanization of jobs and residences is such that people are able to exercise the choice to live further away from activity centers but, because of higher speeds on less congested roads, are paying a modest cost (if any) in terms of extra time traveled." At the conference on "Implications of Emerging Travel Trends" this view was also expressed. It was suggested that time is the real determinant in trip making. The mode of travel and trip chaining, can be attributed to how people value their time and make tradeoffs with costs and other demands (Wakoff, 1994, p. 17).

Alan Pisarski noted these changes in 1991 in a report titled "Travel Demands in the 1990's--A Look At Demographic Changes That Will Affect Highway Transportation In This Decade." Because of increased growth in the suburbs of housing and employment, Pisarski is projecting continued decreasing average trip lengths and increasing trip speeds. With less congestion in the suburbs speeds should remain higher compared to the central city.

Nearly two-thirds of new jobs and housing are going into suburban areas, thus suburban mobility may be the characteristic transportation problem of the future. A seminar sponsored by FHWA in August of 1992 focused on the challenges posed by suburban development patterns. Edge city development--major mixed use activity centers--places different demands on transportation systems than central city development (FHWA, 1992, p. 2). Development in edge cities or suburbia is often superimposed on rural road systems. This is particularly evident in Knoxville/Knox County, Tennessee. Development characteristics in suburbia offer limited opportunities for transit, ridesharing, and other transportation demand management options.

The land use and transportation implications were also presented. Edge cities have the potential for shorter work trip lengths and for increased transit and walk trips. However, the present infrastructure and land use mix is not in place for this potential to be realized. It is going to be necessary to match transportation solutions to land use patterns (FHWA, 1992, p. 15). Various transportation demand management strategies were explored at this seminar. However these strategies must be approached in context with land use decisions.

Pisarski states in his report that those who use or manage transportation systems must be alert to demographic and social changes in order to deal effectively with transportation needs before they become major problems. A few of Pisarski's findings include:

- The drop in household sizes and the accompanying growth in the number of households, which tend to increase travel demand, have slowed.

- Suburbanization will continue as families and jobs shift to the edges of metropolitan areas in the search for lower cost housing and to escape congestion.

With the above mentioned national trends well documented in the literature the focus now turns to trip generation rates at the residential level. With declining household population sizes, homes being built further from the CBD, more vehicles per household, and more workers per household, the average vehicle trips generated per dwelling unit may also have changed during the last two decades. Transportation professionals and land use planners regularly use an average daily vehicle trip generation rate per dwelling unit to determine a general transportation impact that a development may have on the transportation system. Two questions arise: 1) Are the characteristics that influenced residential trip generation during the last three decades still reasonable? 2) Are the characteristics unique enough per development to respond to the Dolan decisions discussed in the first part of this chapter?

Going back to 1962 in a book by Walter Oi and Paul Shuldiner, factors affecting trip generation at the household level were reported. Using home interview surveys and other data from four urban areas the authors evaluated several variables for significance. Variables evaluated include household size, car ownership, CBD distance, residential density, income, occupation of household head, social attributes and, finally, type of dwelling unit. The analysis was designed to test the validity of various trip generation relationships by households. The two dominant factors were found to be household size and car ownership. Together, they accounted for a substantial proportion of the variance among households in reported trip

frequencies by households. Following these two factors, only CBD distance and dwelling unit type had negligible effects on average trip frequencies.

In 1978 a users guide, National Cooperative Highway Research Program Report 187, Quick Response Urban Travel Estimation Techniques and Transferable Parameters, was prepared under the direction of the Transportation Research Board to respond to transportation policy issues quickly and on a smaller scale. Transportation issues at the sub-regional or corridor level can also be addressed in a timely fashion with this users guide. The report provides transferable parameters for the following steps of transportation planning: trip generation, trip distribution, mode choice, auto occupancy, time of day characteristics, traffic assignment, capacity analysis, and development density/highway spacing relationships.

As a users guide, tables and graphs are presented to make it easy for the user to quickly obtain information in each section. Related to this thesis the chapter on trip generation presents tables to estimate trips from various land use and socio-economic characteristics. From the household level, external travel, truck-trip estimations, and other characteristics, data are provided to estimate trip generation for various types of development. This chapter provides this level of analysis for four population size groups. The urbanized population groups are: 50,000-100,000; 100,000 to 250,000; 250,000 to 750,000; and 750,000 and over.

A recent study in 1992 tried to determine vehicle trip generation rates as part of a major reconstruction program for a corridor to assess the impact that the reconstruction would have on transportation movements. It was determined that the generation rates from ITE Trip Generation, Fifth Edition were not appropriate for this project. This highway project provided a test

case for deriving more appropriate trip generation rates based on the results of an origin-destination survey and on other generally available data. In this corridor the study identified 49 pure residential zones. Surveys were conducted of drivers entering the study area. Overall 14.8 percent of the drivers entering the study area responded to the survey (Falcocchio, 1992, pp. 89-90). Auto trip rates were determined for the residential zones and it was concluded that a given amount of development can produce a wide range of automobile trips. To explain the variance, the study tested the effects of subway access, parking availability, and neighborhood type (as a proxy for income-socioeconomic factors).

It was found that neighborhoods without subway access had a higher average trip generation rate than those with subway access. There was less variability in trip rates as a result of neighborhood groupings. No relationship would be found at the zonal level between automobile trips and parking. Transit availability was a significant variable in this major urban area. The authors advised that, particularly as it relates to trip generation, rates should be developed locally.

A paper published by Panos D. Prevedouros and Joseph Schofer aimed at identifying constant and variable factors affecting suburban household auto ownership and use. A sample of 1,420 respondents to a 1989 survey of Chicago suburbs was analyzed. Four suburbs were included in the survey: two were low-density, growing suburbs and two were inner ring, high-density suburbs closer to the city of Chicago. The analysis of the survey indicated that the number of household members eligible to drive had by far the largest effect on automobile ownership. The life cycle stage of a household or its position in the cycle of life is also a major explanatory factor

affecting automobile ownership. The third factor was income per person. However, higher income does not necessarily mean more autos per person. The study had a number of other interesting conclusions. The location of a residence in outer-ring suburbs and location of the workplace in the suburbs have positive effects on automobile ownership.

The Institute of Transportation Engineers' Trip Generation, Fifth Edition (1991) is generally accepted as the prime reference to obtain trip generation rates when local data is not available. This edition contains over 3,000 individual trip generation studies for 120 different types of land uses.

The report is to be used for estimating the numbers of vehicle trips generated by a specific land use. Trip generation rates and equations have been developed for the following time periods: average weekday, Saturday and Sunday, for the morning and evening peak hours of the generator, and for the one weekday hour when the adjacent street traffic is at its peak in the morning and evening. The average trip generation rate per single-family detached dwelling unit from 348 studies was 9.55. The characteristics of the studies show an average development density of 3.5 dwelling units per acre and 3.7 persons per dwelling unit. For easy estimating purposes the Knoxville/Knox County Metropolitan Planning Commission uses a rate of 10 vehicle trips per dwelling unit.

This chapter reviewed national travel trends from the 1990 Nationwide Personal Transportation Study in order to better understand and identify personal travel patterns. What was found is household size, income level, and availability of vehicles are important determinants of household person and vehicle trips. Even with declining household population size during the

last three decades, person trips and person miles traveled annually increased significantly.

A major cause of increased person trips and miles traveled is the result of suburbanization. The majority of employment opportunities and residential development has occurred in the suburbs during the last three to four decades. People are living and working in the suburbs and as a result are traveling farther for work trips but it is not taking as long. They are traveling on less congested roadways. According to Alan Pisarski this trend will continue as suburbanization continues to flourish throughout the nation.

Along with people traveling farther there appears to be more trip chaining, or people linking many trip purposes together in one outing from home or work. Some of the NPTS data indicated that almost 50 percent of all person trips are involved with complex trip chains. Suburban residents are more likely to form complex trip chains than central city or non-urban area residents (Wakoff, 1994, p. 15-16). If trip chaining is becoming an increasingly important factor on trips to and from the home, then vehicle trips per dwelling unit should be declining. Included with trip chaining is the fact that there are fewer people per dwelling unit which should cause a decline in trips per unit.

These early findings beg the question: Are suburban households taking fewer vehicle trips? With complex trip chains (having multiple links) becoming more prevalent and fewer persons per dwelling unit, are not planners and traffic engineers overestimating the number of vehicle trips entering and leaving a household for modeling and impact study purposes?

With changing demographic and travel characteristics occurring at the residential level, transportation professionals should take a closer look at the

trip generation rates used for dwelling units for transportation studies. In fact, the U.S. Supreme Court decision on Dolan asks that local government, on an individual basis, determine the impact of a development. The "one size fits all" approach may not be appropriate when assessing the transportation impacts of single-family residential development no matter what the average value or size of the houses. With the Dolan decision in front of local governments, the traditional trip generation rate for a single-family dwelling unit development may not be appropriate.

When reviewing the residential trip generation rates used in the current practice, no distinction is made for size, value, or location of the development. The literature advocates locally generated trip rates over national generated rates when possible. The ITE Trip Generation, Fifth Edition is recognized as the best source for trip generation rates when local data are not available. Dating back to 1962 the three residential characteristics that have been used to predict trip generation are household income, persons per dwelling unit, and vehicles per dwelling unit. Even today these characteristics are advocated to be used when the data is available. However those statistics are usually not available except every 10 years from the U.S. Census. Certain demographic characteristics can change during this time period. This may be especially true in the suburbs. Therefore this thesis attempts to identify residential development characteristics that can be unique to a project and are not based on eight- to ten-year-old data.

CHAPTER 3

STUDY DESIGN AND DATA REQUIREMENTS

Knox County, Tennessee, has continued to see urban development through the 1970's, 1980's, and 1990's. According to U.S. Census Bureau statistics, population for Knox County in 1970, excluding the city of Knoxville, was 101,706. The population increased to 170,628 in 1990 according to the 1990 Census. The Census Bureau estimate for 1994 Knox County population is 187,686, excluding Knoxville.

Although population for Knox County increased from 1970 through 1994, the city of Knoxville's population showed a decline through 1990, but an increase for 1994. In 1970 the city's population was 174,587. The population for 1990 was 165,121. The estimate by the U.S. Census Bureau for 1994 shows the city's population at 169,761. Combined city and county population for 1970 was 276,293. The 1994 estimate was 357,447. The population growth continues outside the city of Knoxville. New residential single-family subdivisions are being located outside the corporate limits of Knoxville where land is available.

The downtown and its environs, including the University of Tennessee Knoxville campus and several medical centers, continue to be the major base for employment in the Knoxville urban area. It is difficult to calculate an accurate number on employment in the downtown area but estimates put the number over 25,000 employees.

Employment growth has occurred in other areas of Knox County, particularly along the principle arterials in west and north Knox County. Also employment opportunities in Anderson and Blount Counties created work

destinations outside Knox County. The expanded employment growth will continue in the suburban areas as the retail and service industries attempt to reach the residential population.

Knox County, Tennessee, was selected due to the ease of data collection and the fact that the Knoxville-Knox County Metropolitan Planning Commission recently implemented regulations requiring the preparation of traffic impact studies as part of the development process. Development characteristics have been collected in the suburbs for a number of detached single-family subdivisions. The subdivisions represent a range of household value, size, and distance from the central business district.

Trip generation is related to the use of land. For trip generation estimation, a planner or engineer requires information on the characteristics of the land use, including type or character of land use and intensity of the use. For purposes of this thesis the characteristics of single-family residential land use are investigated as they relate to trip generation. Traffic related field data were also collected in order to analyze trip generation rates of various subdivisions.

To address the thesis question, dwelling unit, subdivision, and traffic characteristics were collected for 21 subdivisions in Knox County. The data which were collected for each subdivision include the following:

- Average daily traffic
- Average appraised value per dwelling unit
- Average number of bedrooms per dwelling unit
- Average square feet per dwelling unit
- Average number of persons per dwelling unit

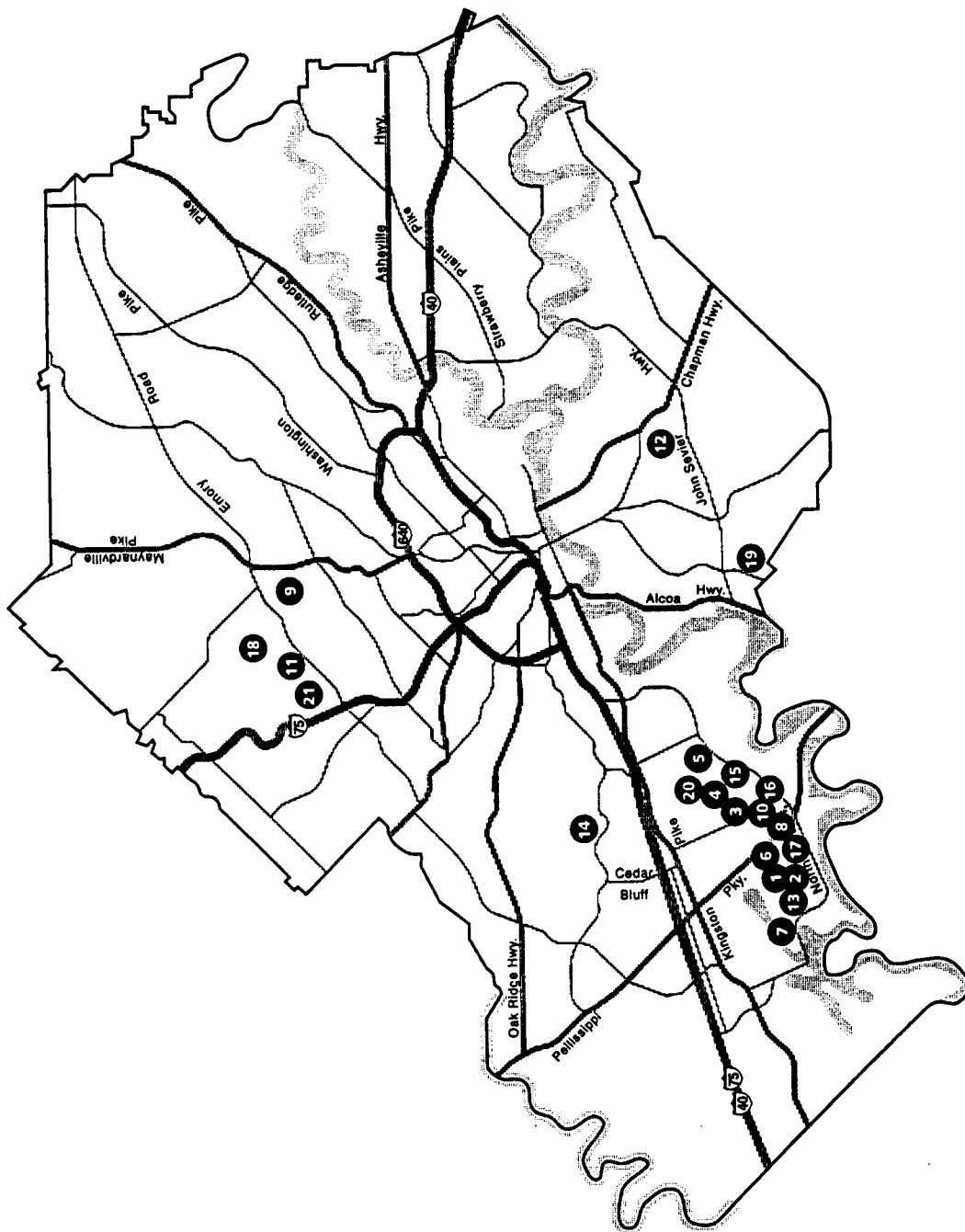
- Number of dwelling units per subdivision
- Distance in miles the subdivision is from the central business district.

An average number of vehicle trips generated per dwelling unit by subdivision was calculated from the data. Statistical analyses were then conducted to determine if development characteristics of each subdivision were a good indicator of vehicle trips generated per dwelling unit.

Information on the single-family subdivisions was obtained from the Knox County Property Assessor's office. Traffic information field data were collected in late 1993, 1994, and 1995. Dwelling unit characteristics, including 1993 appraised value, number of bedrooms, and square footage for each property, were obtained. A subdivision average for each of these characteristics was determined by the property assessor's office. Examples of the output are included in Appendix A.

Geographic distribution of the subdivisions evaluated cover primarily southwest, north, and south Knox County. Figure 4 shows the general location of each of the subdivisions. Twenty-one subdivisions were analyzed as part of this study. Twenty of these subdivisions are cul-de-sac subdivisions. That is, there are no connections to other streets except at the points of entry/exit and they are situated where there would be no desire to enter or exit the subdivision unless it is the point of origin or destination. One subdivision may have limited potential for cut-through traffic.

Each of these subdivisions were completely built out so there was no significant construction related traffic. Some of the subdivisions were over 20 years old and other subdivisions were only 3 years old. Visual observation revealed less than 3 percent of the homes were for sale but in most cases did



- SUBDIVISIONS**
1. Augusta Hills
 2. Autumn Ridge
 3. Bexhill
 4. Brentmoor
 5. Chestnut Hill
 6. Crestline
 7. Eagle Glen
 8. Farmington
 9. Fountain Crest
 10. Foxfire
 11. Gracemont
 12. Grandview
 13. Harts Ridge
 14. Landmark
 15. Lyons Crossing
 16. Northshore Hills
 17. Northshore Landing
 18. Timberline
 19. Topside Hills
 20. Westhampton
 21. Whispering Hills

Figure 4

Location of Subdivisions

not appear vacant. A summary of the characteristics of the data collected for each subdivision is shown in Table 1. The largest subdivision analyzed, with 544 single-family homes, was Farmington in southwest Knox County. The smallest subdivision investigated was Topside Hills in south Knox County. Twelve subdivisions had less than 100 dwelling units. The remaining 9 subdivisions had over 100 single-family homes.

The appraised value of the home as determined by the Knox County Property Assessor's office in 1993 shows a high of \$196,000 for Eagle Glen to a low of \$63,000 in Whispering Hills. Eight subdivisions had 1993 appraised values of less than \$100,000. The remaining 13 subdivisions had appraised values over \$100,000.

All of the subdivisions had an average of 3 or more bedrooms per dwelling unit. Eagle Glen, with the highest appraised value, had an average of 3.75 bedrooms per dwelling unit. Five subdivisions had an average of only 3 bedrooms per dwelling unit.

The square footage of a house, which can be used as an indicator of level of income, was the last household characteristic analyzed from the property assessor's records. Of the 21 subdivisions only 6 had average square footage of less than 2,000. Not surprising, all six of these subdivisions had appraised values of less than \$100,000. Five subdivisions had square footage over 2,500 on average. The largest average, of almost 3,200 square feet, belongs to Eagle Glen subdivision. The ten remaining subdivisions have square footage between 2,000 and 2,500.

The average persons per dwelling unit was obtained for each subdivision by using the census tract statistic from the 1990 census in which

Table 1
Subdivision Characteristics

Subdivision	Trips Per DU ^a	Miles to CBD ^b	Number of DU's ^c	Average Dollar Value ^d	Average Number Bedrooms ^e	Average Square Feet ^f	Average Persons Per DU ^g
Augusta Hills	7.81	13.0	36	113,909	3.30	2,001	2.51
Autumn Ridge	6.58	14.0	69	141,359	3.60	2,397	2.51
Bexhill	9.05	12.0	310	95,200	3.10	2,000	2.67
Brentmoor	7.97	13.0	145	88,456	3.00	1,559	2.67
Chestnut Hill	9.71	9.0	91	135,742	3.30	2,426	2.67
Crestline	7.33	12.5	83	123,557	3.60	2,633	2.51
Eagle Glen	10.08	15.3	111	196,237	3.75	3,186	2.82
Farmington	8.02	11.0	544	82,474	3.00	1,596	2.51
Fountain Crest	9.70	12.0	108	63,453	3.00	1,614	2.70
Foxfire	11.03	11.0	186	93,525	3.00	2,060	2.67
Gracemont	9.43	10.0	68	118,454	3.16	2,120	2.83
Grandview	6.78	4.8	102	67,449	3.10	1,851	2.59
Harts Ridge	7.81	13.6	42	126,200	3.60	2,220	2.51
Landmark	9.03	9.8	85	68,578	3.18	1,653	2.49
Lyons Crossing	8.70	9.5	118	158,023	3.50	2,406	2.67
Northshore Hills	8.12	10.5	58	156,595	3.60	2,648	2.67
Northshore Landing	9.58	12.5	60	162,315	3.80	2,561	2.51
Timberline	10.38	13.0	65	130,283	3.65	2,377	2.83
Topside Hills	9.09	8.2	22	131,132	3.14	2,670	2.42
Westhampton	9.47	10.0	88	120,881	3.50	2,223	2.67
Whispering Hills	7.00	9.3	137	62,817	3.00	1,435	2.83
DU = Single-Family Dwelling Unit							

Source:

- ^a Calculated
- ^b Calculated from field work
- ^c Knox County Property Assessor's Office and field review
- ^d Knox County Property Assessor's Office
- ^e Knox County Property Assessor's Office
- ^f Knox County Property Assessor's Office
- ^g 1990 U.S. Census data by census tract for Knox County

the development is located. The range of persons per dwelling unit was 2.42 to 2.83. The Knox County-wide average from the 1990 Census was 2.42. In 1970 the average number of persons per household for Knox County was 3.01.

The last piece of data collected and presented in Table 1 was average vehicle trips per dwelling unit per day. These data were calculated based on a 48-hour weekday traffic count taken at the entrance(s) of each subdivision. The counts were taken during the week by placing road tube traffic counters across the entrance/exit of each street serving the subdivision. Several subdivision counts were taken in October through December 1993 and February of 1994. Additional subdivisions were added to the pool in the spring of 1995 and counts were taken in May, June, and August of that year.

The field data collected during the 48-hour time period are presented in Appendix A. The data were then factored using monthly variation factors, by day of week, prepared by the Tennessee Department of Transportation. The factors utilized are shown in Appendix B. The factored traffic counts for each subdivision were then divided by the number of dwelling units in that development. The result is a spread of almost 5 daily vehicle trips per dwelling unit when comparing subdivisions. This statistic is shown in Table 1 in the column titled Trips Per Dwelling Unit. The subdivision with the most daily vehicle trips per dwelling unit was Foxfire with 11. Autumn Ridge subdivision had 6.6 vehicle trips per dwelling unit per day. Eighteen subdivisions had average vehicle trips per dwelling unit of less than 10 per day. The overall average for the 21 subdivisions evaluated was 8.7 vehicle trips per dwelling unit.

The next chapter will discuss the statistical models used and the results of the analysis to determine if a relationship between vehicle trips per dwelling unit and the development characteristics discussed in this chapter exist.

CHAPTER 4

DATA ANALYSIS AND RESULTS

The objective of this thesis is to determine if factors, other than income, vehicles, and persons per dwelling unit, which are more readily available to the transportation professional, can be used as predictors of trips per dwelling unit. The traditional independent variables of income, vehicles, and persons per dwelling unit are obtainable once a development is in place. However, when assessing the potential impact of future single-family subdivisions for traffic impact studies this data is not available. In fact, this data may only be available every ten years based on the latest U.S. Census information.

The ITE trip generation factors for single-family dwelling units are traditionally utilized, unless local data is available, for predicting development related trips. This method has been used in Knox County for all detached single-family developments. This is a "one size fits all" approach and it has been widely accepted, but it is not unique to a development, which the Dolan decision discussed in Chapter 1 advocates.

As indicated in the previous chapter, data was obtained for 21 subdivisions in order to determine if there is a relationship between trips per dwelling unit and the following six variables which can be unique to a subdivision: miles from CBD, average value of the home, average square feet of the home, average number of bedrooms, number of homes in the subdivision, and average persons per dwelling unit.

Regression Analysis

In order to determine the strength of the relationship, regression analysis was conducted. Regression is a function or model in which the mean of one variable can be written as a linear function of another variable. Regression analysis determines whether one set of data has any relationship, or correlation, to another set of data. Once these relationships are calculated, predictions can be made. Linear regression analysis predicts a value for a single dependent variable based on the values of one or more independent variables.

In this case the single dependent variable is trips per dwelling unit. The independent variables analyzed include:

- Number of miles subdivision is located from the central business district (CBD)
- Number of single-family dwelling units in the subdivision
- 1993 average appraised property value per dwelling unit by subdivision
- Average number of bedrooms per dwelling unit by subdivision
- Average square feet per dwelling unit by subdivision
- Average number of persons per dwelling unit

The equation for linear regression used in this analysis follows:

$$Y = a + bX$$

Where

Y = dependent variable (trips per dwelling unit)

a = value of **Y** at the point where the line crosses the **Y**
(vertical) axis

b = is the slope of the line (it denotes how much **Y** changes for a one unit change in **X**)

X = independent variable (miles to CBD, number of dwelling units, value of dwelling units, average number of bedrooms, average square feet per dwelling unit, and persons per dwelling unit)

This regression model was then conducted on the independent variables. A regression output was obtained from the analysis conducted.

An output variable from the regression analysis is R^2 , which is a measure of association concerned with the strength of relationship between the dependent and independent variables. It should be noted that R^2 is always between 0 and 1. Thus $R^2 = .70$ means that 70% of the sum of square of deviations of the observed **Y** values about their mean is attributable to the linear relation between **Y** and **X**. If the value of R^2 is close to 0, it can be assumed that there is no linear relationship between the two variables. As the value of R^2 approaches 1, it can be assumed that there is a strong linear relationship.

Results of Regression Analysis

The results of the regression analysis for each of these independent variables are presented in Figures 5 through 10. The R^2 results for each variable are shown in Table 2.

The results of R^2 which indicate the strength of the relationship between **Y** (trips per dwelling unit) and **X** (independent variables) show a weak correlation exists between the dependent and independent variables for these 21 subdivisions.

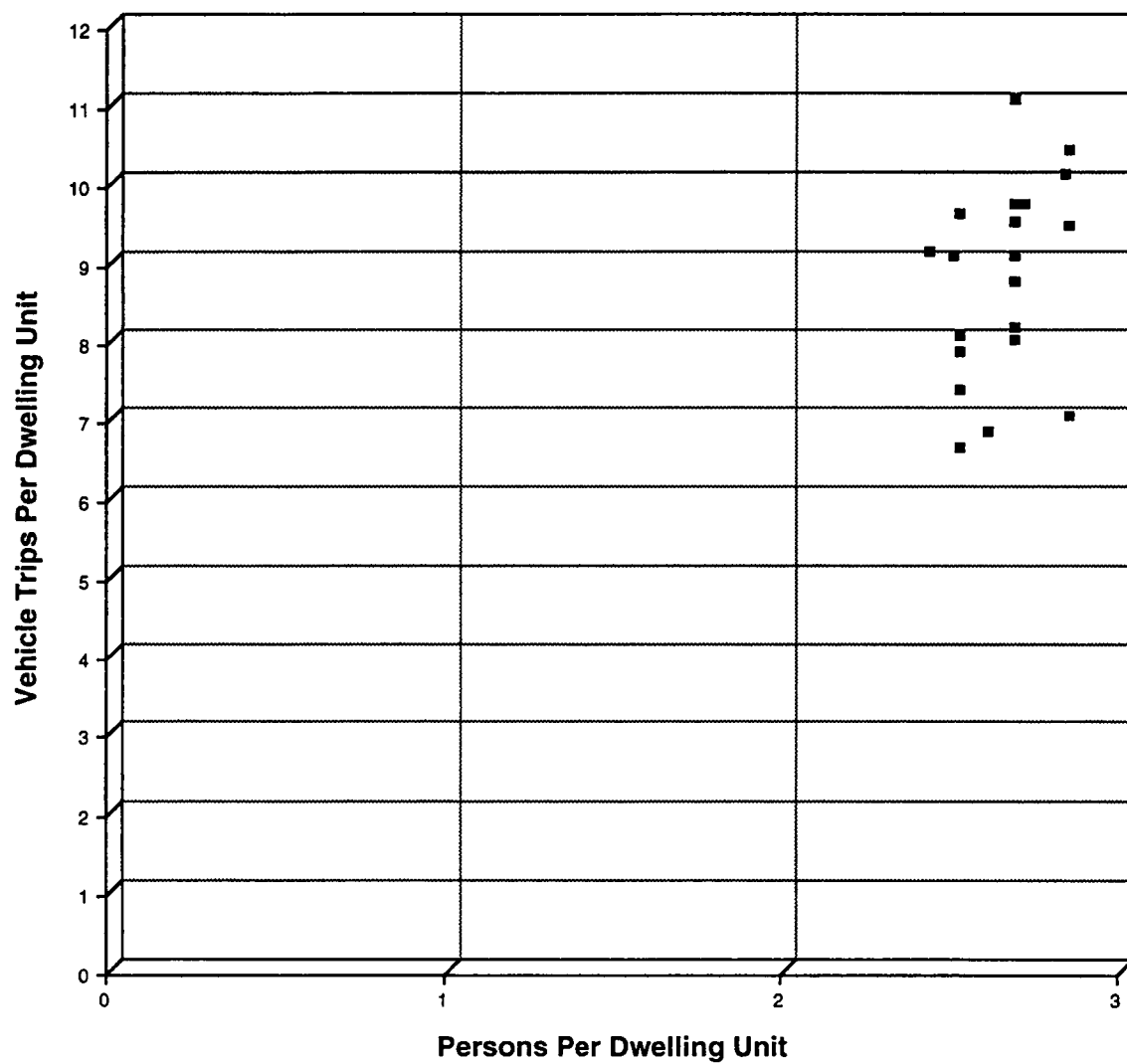


Figure 5

Persons Per Dwelling Unit vs. Vehicle Trips Per Dwelling Unit

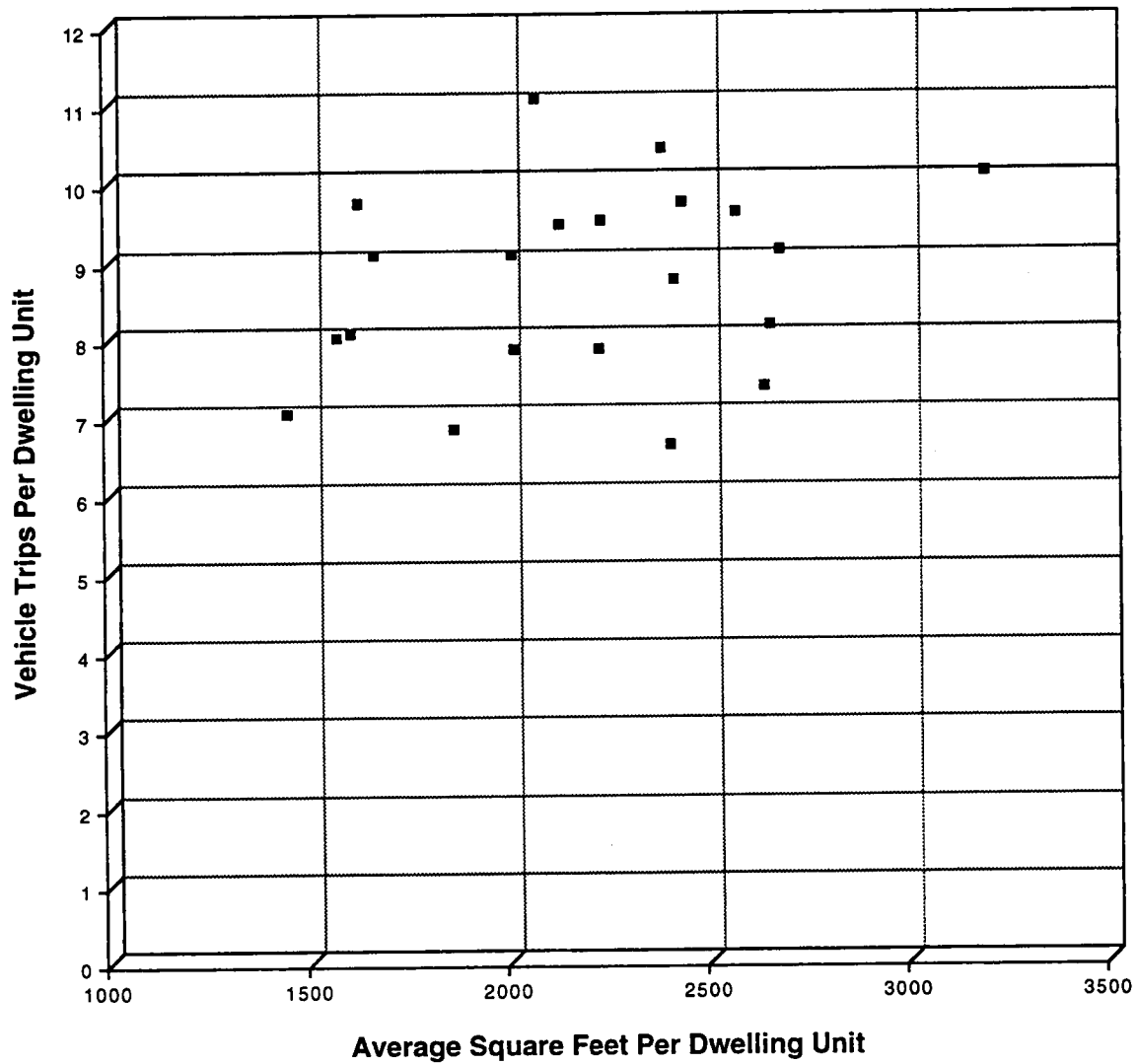


Figure 6
Average Square Feet Per Dwelling Unit vs.
Vehicle Trips Per Dwelling Unit

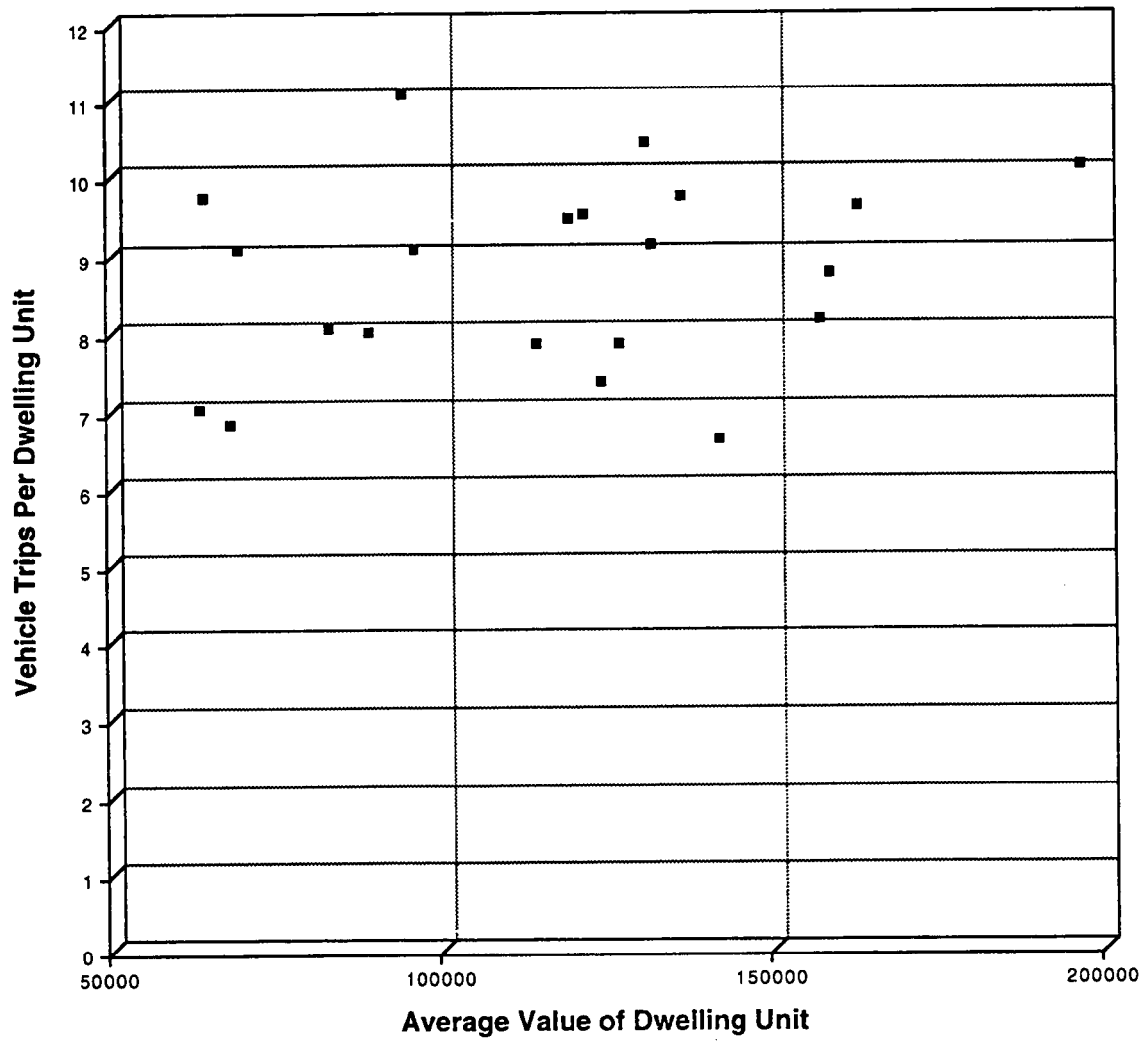


Figure 7
Average Value of Dwelling Unit vs. Vehicle Trips Per Dwelling Unit

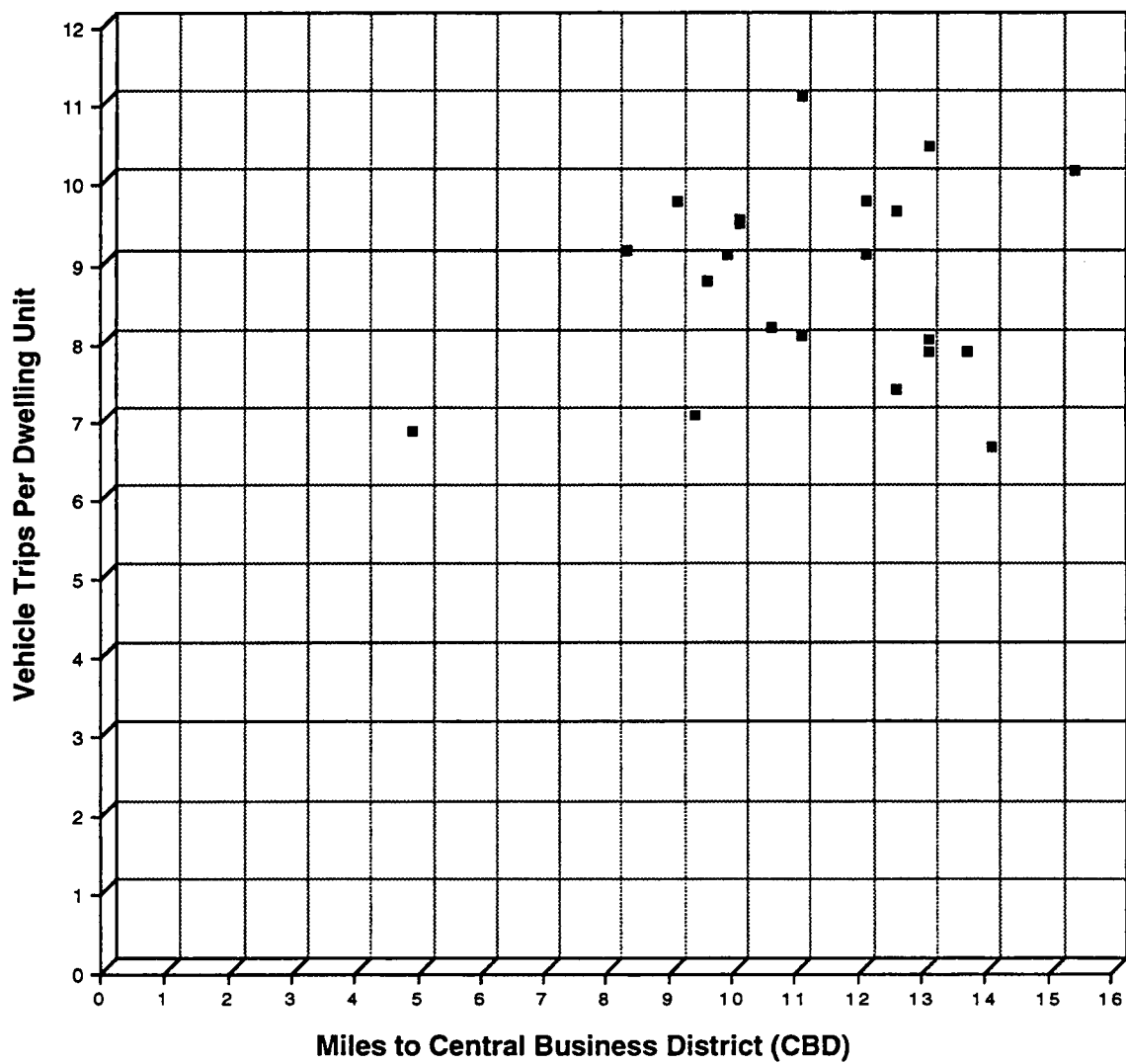


Figure 8

Miles to CBD vs. Vehicle Trips Per Dwelling Unit

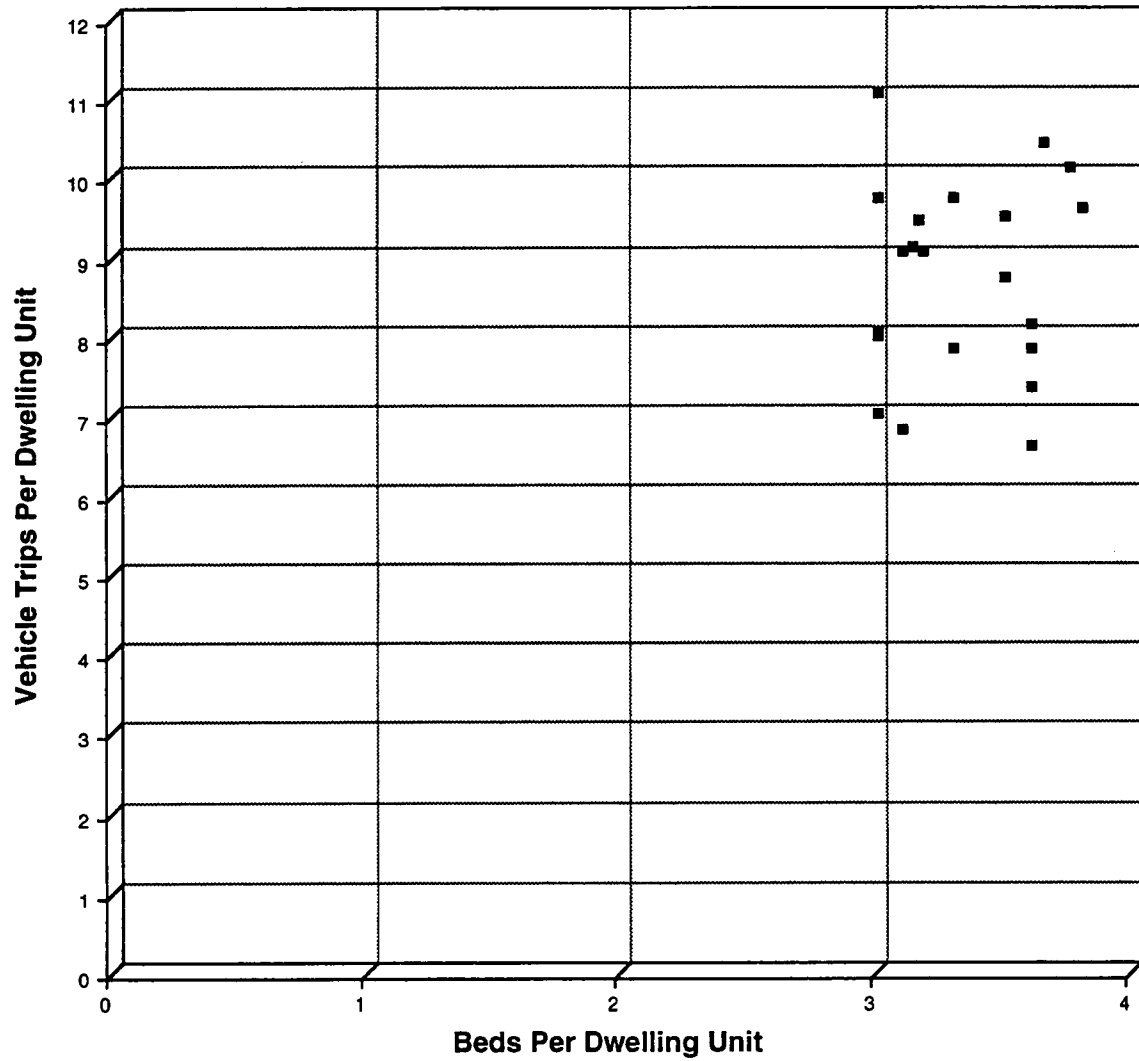


Figure 9
Number of Bedrooms Per Dwelling Unit vs.
Vehicle Trips Per Dwelling Unit

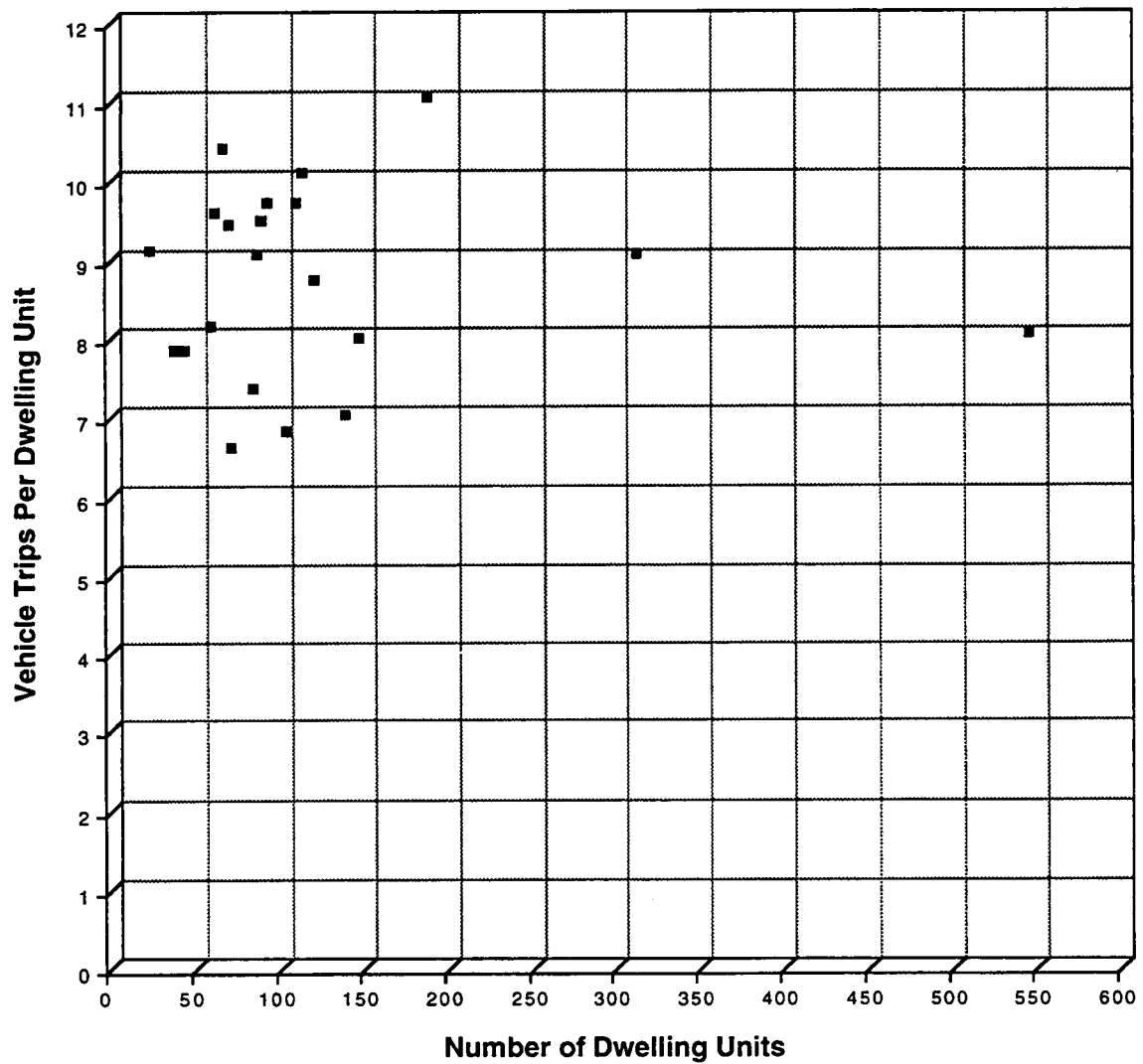


Figure 10

Number of Dwelling Units vs. Vehicle Trips Per Dwelling Unit

Table 2
Regression Output Summary

	Miles to CBD	Number of DU's	Average Dollar Value	Average Number Bedrooms	Average Square Feet	Average Persons Per DU
R² Results	0.03	0.01	0.05	0.01	0.06	0.14
CBD = Central Business District DU = Single-Family Dwelling Unit						

The independent variable persons per dwelling unit shows the strongest correlation between the dependent and independent variables. With an R^2 of .14, a stronger linear relationship than the other independent variables is indicated. This variable is the best indicator of vehicle trips per dwelling unit from the 21 subdivisions evaluated. The regression output for this analysis is in Figure 6.

The next strongest independent variables are average square feet and value of the dwelling unit. The calculated R^2 is .06 and .05 respectively. The remaining three variables—miles to CBD, number of dwelling units, and number of bedrooms— each had an R^2 of less than .02.

A combined regression analysis on all five variables used as independent variables results in an R^2 of .28. With this set of data there is not a strong relationship between trips per dwelling unit and the independent variables.

The ITE Trip Generation, 5th Edition indicates an $R^2 = .96$ with average trip ends per dwelling unit and number of dwelling units (ITE, 1991, p. 257). In this study the $R^2 = .01$ for the same variable.

Historic and current literature states that there is a strong correlation between household income, auto ownership, and household size with vehicle trips per dwelling unit. These are logical relationships and should be used when the data is available. However when projecting the impact of a residential development, income, household size, and auto ownership data are not available for that specific development. Therefore this thesis attempted to substitute three other pre-development variables that should be related to income. A multi-linear regression model developed using the appraised value, number of bedrooms, and square feet of the home was used to determine if a strong correlation exists. This resulted in an $R^2 = 0.14$. The results of this regression analysis are shown in Table 3.

Subdivisions Less Than 10 Years Old

A subset of the original 21 subdivisions analyzed was created to conduct selected regression analysis. It was hypothesized that perhaps the variables selected might show a stronger correlation to subdivisions developed in the last ten years. The speculation was that residents may have similar lifestyle characteristics in newer subdivisions.

The complete results of the regression analysis are presented in Table 4. The independent variable average persons per dwelling unit had the highest R^2 of .43. This showed the strongest relationship when compared to the other variables. The next strongest independent variables are average

Table 3
Regression Output For
Value, Bedrooms, and Square Feet

	Trips/DU	Value	Bedrooms	Sq. Feet
Augusta Hills	7.81	113,909	3.30	2,001
Autumn Ridge	6.58	141,359	3.60	2,397
Bexhill	9.05	95,200	3.10	2,000
Brentmoor	7.97	88,456	3.00	1,559
Chestnut Hill	9.71	135,742	3.30	2,426
Crestline	7.33	123,557	3.60	2,633
Eagle Glen	10.08	196,237	3.75	3,186
Farmington	8.02	82,474	3.00	1,596
Fountain Crest	9.70	63,453	3.00	1,614
Foxfire	11.03	93,525	3.00	2,060
Gracemont	9.43	118,454	3.16	2,120
Grandview	6.78	67,449	3.10	1,851
Harts Ridge	7.81	126,200	3.60	2,220
Landmark	9.03	68,578	3.18	1,653
Lyons Crossing	8.70	158,023	3.50	2,406
Northshore Hills	8.12	156,595	3.60	2,648
Northshore Landing	9.58	162,315	3.80	2,561
Timberline	10.38	130,283	3.65	2,377
Topside Hills	9.09	131,132	3.14	2,670
Westhampton	9.47	120,881	3.50	2,223
Whispering Hills	7.00	62,817	3.00	1,435
$R^2 = 0.14$				

Table 4
Regression Output For Subdivisions
Ten Years Old or Less

Subdivision	Trips Per DU	Miles to CBD	Number of DU's	Average Value	Average Number Bedrooms	Average Square Feet	Average Persons Per DU
Augusta Hills	7.81	13.0	36	113,909	3.30	2,001	2.51
Autumn Ridge	6.58	14.0	69	141,359	3.60	2,397	2.51
Brentmoor	7.97	13.0	145	88,456	3.00	1,559	2.67
Chestnut Hill	9.71	9.0	91	135,742	3.30	2,426	2.67
Crestline	7.33	12.5	83	123,557	3.60	2,633	2.51
Eagle Glen	10.08	15.3	111	196,237	3.75	3,186	2.82
Gracemont	9.43	10.0	68	118,454	3.16	2,120	2.83
Harts Ridge	7.81	13.6	42	126,200	3.60	2,220	2.51
Lyons Crossing	8.70	9.5	118	158,023	3.50	2,406	2.67
Northshore Hills	8.12	10.5	58	156,595	3.60	2,648	2.67
Northshore Landing	9.58	12.5	60	162,315	3.80	2,561	2.51
Westhampton	9.47	10.0	88	120,881	3.50	2,223	2.67
R ² Results		.11	.06	.17	.003	.10	.43
CBD = Central Business District DU = Dwelling Unit							

value, miles to the CBD, and average square feet. The calculated R^2 is .17, .11, and .10 respectively. The R^2 of each variable analyzed with this set of subdivisions was much higher than the results from the original 21 subdivisions shown on page 39. The independent variable persons per dwelling unit showed the strongest linear relationship for each set of subdivisions. The variables average square feet and average value also showed a correlation in the original set of subdivisions.

As age was not an independent variable statistically, it cannot be assumed based on this one evaluation that these factors have a stronger correlation in newer subdivisions. A more detailed statistical analysis on this issue should be warranted.

Average Daily Vehicle Trip Generation Rates

A simple but critical statistic derived from the data collected is average daily trip generation rate per dwelling unit. This statistic is used throughout the transportation field as the first step in assessing transportation impacts of development. ITE Trip Generation, 5th Edition (1991) lists an average daily vehicle trip generation rate per dwelling unit of 9.55. There were 348 studies with an average size of 206 dwelling units. The studies were conducted at sites throughout the United States and Canada in the late 1960's through the late 1980's. The average development had a population density of 3.7 persons per dwelling unit (ITE, pp. 255-256). The ITE book presents adjustment factors for average weekday vehicle trip rates for residential land uses and their associated demographic characteristics. These characteristics include household size, vehicle ownership, and dwelling density. Table 5 reproduces the adjustment factors in ITE's Trip Generation.

Table 5
Adjustment Factors For Single-
Family Detached Development

Characteristic: Household Size	Adjustment Factor ¹
1-2	-3.4
2-3	-1.8
>3	0.0
Characteristic: Vehicles Owned	Adjustment Factor ¹
0-1	-1.5
1-2	0.0
>2	+2.9
Characteristic: Density (D.U. per acre)	Adjustment Factor
0-3	0.0
3-5	0.0
>5	-0.1
¹ Adjustment factor to be added to (or subtracted from) the average weekday vehicle trip generation rate per dwelling unit.	

Source: ITE Trip Generation, 5th Edition, p. 256.

The National Cooperative Highway Research Program Report 187, Quick-Response Urban Travel Estimation Techniques and Transferable Parameters (1978), (NCHRP 187), also provides a trip generation rate for single-family development. The rates provide a range based on the density of the single-family development. Table 6 is a list of the trip generation rates.

The data have been derived from a number of reports presenting information for a variety of generator types. The trip rates provided are representative of a wide range of values for each generator (NCHRP 187, p. 9). The report encourages local data to be developed where appropriate.

A report updating NCHRP 187 has been under development for a couple of years. A preliminary final draft of Chapter 3, Trip Generation, was made available to this author. The information in Chapter 3 is preliminary and has not been approved by the Transportation Research Board, which is administering the study. As this information is preliminary, only a few pieces of data will be discussed for comparison purposes. This report addressed trip generation by urban area population size. The population categories include 50,000-200,000; 200,000-500,000; 500,000-1,000,000; and 1,000,000 and larger.

The Knox County urban area population for this study is 200,000-500,000. When correlating income to average daily vehicle trips per household for a 200,000-500,000 population size, Table 7 is produced. Looking at the urban area population category of 200,000 to 500,000, Table 8 presents trip generation by household size. The weighted average for daily vehicle trips per household for both income and household size was 7.8 vehicle trips per day.

Table 6
Vehicle Trips By Density of Development

Residential Single-Family	Vehicle Trips Per Day/DU
1 DU/Acre	9.3
2 DU/Acre	9.3
3 DU/Acre	10.2
4 DU/Acre	10.2
5 DU/Acre	9.1

Source: NCHRP 187, p. 10

Table 7
Vehicle Trips Per Dwelling Unit By Income

Income	Average Daily Vehicle Trips Per Household
Low (<\$20,000)	5.4
Medium (\$20,000-\$39,999)	8.3
High (\$40,000 and up)	11.2
Weighted Average	7.8

Source: Barton-Aschman Associates, Inc., p. 32. For population 200,000 to 500,000.

Table 8
Vehicle Trips Per Household By Household Size

Household Size	Average Daily Vehicle Trips Per Household
One Person	3.2
Two Person	6.3
Three Person	10.3
Four Person	11.2
Five Person Plus	13.5
Weighted Average	7.8

Source: Barton-Aschman Associates, Inc., p. 34. For population 200,000 to 500,000.

For single-family residential development in Knoxville/Knox County the preparation of a traffic impact study is required for developments which generate over 750 vehicle trips per day. Preparers of traffic studies are asked to use a trip generation rate of 10 vehicle trips per day per dwelling unit. The rate of 10 vehicle trips per day for each dwelling unit is used irrespective of any characteristics of the development. If a development is 40 or 400 units in size or if the average dwelling unit is 1,600 or 3,000 square feet, the trip generation rate is the same.

The data collected for this thesis included 21 subdivisions in Knox County. The average daily trip generation rate calculated for each subdivision ranged from a low of 6.6 to a high of 11. The average of all 21 subdivisions was 8.7 trips per dwelling unit per day.

Table 9 shows the average daily vehicle trips per dwelling unit for each of the four studies discussed in this chapter. This table indicates that there is approximately a 20 percent difference between the trip generation rates per dwelling unit per day, or 2 trips. This difference could be significant when looking at the traffic impact of major residential developments. This could mean the difference in making a transportation improvement or not as part of the development process. With this much difference it makes sense to try to individualize the trip generation rates for each development.

The results of the regression analysis did not indicate a strong correlation between the independent variables and the dependent variable trips generated. However, certain statistics obtained from the regression analysis allow for further use of the independent variables for prediction. One of the methods to use is called least-squares approach.

Table 9
Summary of Residential Trip Generation Rates

	ITE	187	187 Update	Field
Vehicle Trips/DU	9.55	9.1-10.2	7.8 ⁽¹⁾	8.7
(1) Weighted average for household size and income for the urban area population category of 200,000-500,000.				

It assumes the trips generated is a straight line function of the independent variable. The least-squares approach minimizes the sum of squares errors.

For this thesis the two independent variables with the highest R^2 , persons per dwelling unit and square feet per dwelling unit, were evaluated using the least-squares prediction equation.

The least-squares prediction equation for persons per dwelling unit is the following.

$$Y = m_1 X_1 + \beta_1$$

Where

Y = trips per dwelling unit

X_1 = persons per dwelling unit

m_1 = slope of the line (from regression output = 3.57)

β_1 = Y intercept (from regression output = -.71)

Therefore

$$Y = 3.57 (X_1) + (-.71)$$

The least-squares prediction equation for square feet of dwelling unit is the following.

$$Y = m_2 X_2 + \beta_2$$

Where

Y = trips per dwelling unit

X_2 = average square feet of dwelling unit

m_2 = slope of the line (from regression output = .000714)

β_2 = Y intercept (from regression output = 7.147)

Therefore

$$Y = .000714 (X_2) + 7.147$$

Using the above two formulas the prediction of trips generated per dwelling unit versus persons per dwelling unit and square feet of dwelling unit was calculated for each subdivision. The results are shown in Table 10.

Three other trip generation rates per dwelling unit for each subdivision are also shown on Table 10. First a rate was calculated using the fitted curve equation provided in the ITE Trip Generation, 5th Edition for single-family detached housing for the independent variable dwelling units. This equation is reproduced below.

$$\ln(T) = .921 \ln(X) + 2.698$$

Where

X = number of dwelling units

T = average vehicle trip ends

A second trip generation rate is presented for each subdivision as a result of adjusting the rate calculated with the ITE equation. This was done as recommended by the ITE Trip Generation, which was discussed earlier in

Table 10
Trip Generation Rates By Subdivision

	ITE Trip Gen. Rate Per DU(1)	Adjusted ITE Rate(2)	Calculated Trip Gen. Rate By Person/DU(3)	Calculated Trip Gen. Rate By Sq. Ft./DU(4)	Field Data
Augusta Hills	11.18	9.38	8.25	8.58	7.81
Autumn Ridge	10.63	8.83	8.25	8.86	6.58
Bexhill	9.44	7.64	8.82	8.58	9.05
Brentmoor	10.02	8.22	8.82	8.26	7.97
Chestnut Hill	10.40	8.60	8.82	8.88	9.71
Crestline	10.47	8.67	8.25	9.02	7.33
Eagle Glen	10.24	8.44	9.36	9.42	10.08
Farmington	9.00	7.20	8.25	8.29	8.02
Fountain Crest	10.26	8.46	8.93	8.30	9.70
Foxfire	9.83	8.03	8.82	8.62	11.03
Gracemont	10.64	8.84	9.39	8.66	9.43
Grandview	10.30	8.50	8.54	8.47	6.78
Harts Ridge	11.05	9.25	8.25	8.73	7.81
Landmark	10.45	8.65	8.18	8.33	9.03
Lyons Crossing	10.19	8.39	8.82	8.87	8.70
Northshore Hills	10.77	8.97	8.82	9.04	8.12
Northshore Landing	10.75	8.95	8.25	8.98	9.58
Timberline	10.68	8.88	9.39	8.84	10.38
Topside Hills	11.63	9.83	7.93	9.05	9.09
Westhampton	10.43	8.63	8.82	8.73	9.47
Whispering Hills	10.06	8.26	9.39	8.17	7.00
(1) ITE fitted curve equation for single family detached housing p. 257					
(2) Adjusted ITE rate for household size of 2-3, subtract 1.8, p. 255					
(3) Least squares calculation from regression output of persons per dwelling unit					
(4) Least squares calculation from regression output of square feet per dwelling unit					

this chapter. The calculated rate was reduced by 1.8 to reflect an average household size between 2 and 3 for the subdivisions evaluated in this thesis.

The last trip generation rate per dwelling unit shown in Table 10 is the calculated rate from the field data. This was determined by collecting traffic count data for a 48-hour period at each subdivision entrance factoring the numbers for an average weekday. This number was then divided by the number of dwelling units in the subdivision.

Except for one subdivision, the unadjusted ITE calculated rate provided the highest trip generation rates per dwelling unit. In the one exception the field data was higher for Foxfire subdivision. Disregarding the unadjusted ITE rates, no variable or method was consistently higher or lower across the 21 subdivisions. The greatest percentage difference was approximately 25 percent between the field data rate and rate for persons per dwelling unit for the Whispering Hills subdivision and the adjusted ITE rate for Foxfire subdivision. The least squares prediction equation provided very comparable trip generation rates with the field data and adjusted ITE rate for these 21 subdivisions.

One additional statistic to consider is the sum of squares errors. Comparing the trip generation rate from the field data for each subdivision with the predicted rates from the least squares prediction equation will provide the sum of squares error value. The smaller the value the better the prediction. Table 11 presents the sum of squares value for each method analyzed in Table 10 with the exception of using Knox County's typical 10 vehicle trips per dwelling unit rate in place of ITE's unadjusted trip generation rate.

Table 11
Sum of Squares Error Value

	Adjusted ITE Rate	Persons Per DU Rate	Sq. Ft. Per DU Rate	Knox County Rate
Sum of Squares Errors	36.39	28.23	26.17	65.89

The sum of squares error (SSE) value from the square feet per dwelling unit rate was 26.17, the lowest of the four variables. The SSE for persons per dwelling unit rate was 28.23. The prediction equations for these two rates have a lower sum of square errors than the ITE adjusted rate and the Knox County rate. The least squares prediction equation developed in this chapter provided comparable trip generation rates for the 21 subdivisions studied in this thesis.

The results of the analyses conducted in this chapter indicate no independent variable evaluated showed a strong relationship with trips generated per dwelling unit. The final chapter discusses the implication of this analysis.

CHAPTER 5

CONCLUSION

This thesis attempted to determine if there were development or dwelling unit characteristics of a single-family home, other than vehicles available, income, or persons per dwelling unit, that are good predictors of average daily vehicle trips per dwelling unit. Through the literature review, studies have advocated that the number of vehicles available, household income, and persons per dwelling unit are strong predictors of vehicle trips generated per dwelling unit. However, this data is typically not available except through census data every 10 years.

Six characteristics of a single-family development were evaluated for their influence on vehicle trips generated per dwelling unit. These variables were number of dwelling units in the development, average number of bedrooms per dwelling unit, average square feet per dwelling unit, average number of persons per dwelling unit, distance the development is from the CBD, and average value of the dwelling unit.

Summary of Findings

From the regression analysis on these variables there was found to be no strong correlation with vehicle trips per dwelling unit for the subdivisions studied. As household income has been a variable closely correlated to trips per dwelling unit, it was anticipated that the value, number of bedrooms, or square footage of a home would also show a strong relationship. It was assumed that these variables are an indicator of household income. The greater the value of a home the more income that is required. Typically the

more bedrooms and larger square footage of a home the greater its value. For the subdivisions studied, a strong correlation did not exist for these variables. The variables, miles from the CBD and number of dwelling units, were also studied to determine the strength of relationship with vehicle trips per dwelling unit. The regression analysis of these variables for the 21 subdivisions studied indicated a weak correlation with vehicle trips generated per dwelling unit. The influence of the CBD on vehicle trips generated cannot be the same as it was in the 1940's and 1950's. Changing development patterns, particularly the movement of retail and service industries out of the CBD, have impacted downtown's attraction. As a result, suburb-to-suburb travel has grown significantly during the 1980's and 1990's.

The 21 subdivisions studied were all low-density, single-family detached developments. The density of most of the developments ranged from two to four dwelling units per acre. Only one development was less than two dwelling units per acre. This is fairly typical for suburban development in Knox County. Whether a subdivision had 500 dwelling units or 20 dwelling units did not influence the trip generation rate per dwelling unit. As the regression analysis indicated, there was not a strong correlation with this variable and trips generated.

The last characteristic evaluated was population per dwelling unit. This variable has been discussed in the literature review as a strong indicator of trips generated in a residential development. It makes sense that as the number of people increase in a house so should the number of trips per day.

The developments studied had a 1990 average person per dwelling unit of 2.67 for the 21 subdivisions. The Knox County-wide average of persons per dwelling unit in 1990 was 2.42. These subdivisions are in the

high growth areas and a higher population per dwelling unit than the county-wide average would be expected. The regression analysis for this variable resulted in the strongest relationship with trips per dwelling unit than any other variable, but it was still weak from a statistical standpoint.

Unfortunately this variable is typically only available upon taking a house-to-house census. This level of data collection is usually done once every 10 years. Utilizing this data from the census tract or block level is reasonable. An average of what currently exists for a similar development at the time of the last census would have to be used.

One additional analysis was conducted on persons per dwelling unit and square feet per dwelling unit variables. Statistics from the regression analysis output were used to develop a regression prediction equation. The results from this analysis indicate that these two variables were better predictors of trips generated than the ITE adjusted or unadjusted rates when compared to the field data rates for these 21 subdivisions. As the inputs to the equation came from the regression analysis for these variables, it makes sense that the rates should be reasonable. It is suggested that further independent research on other subdivisions be conducted using these equations. This should involve the collection of development characteristics and traffic data as was done for this thesis; then use the least squares prediction equations developed for this thesis and compare the results to field data, ITE, and this thesis.

Implications of Findings

One of the important efforts of this thesis was to find residential development characteristics that could serve as a good predictor of vehicle

trip generation rates. This was pursued because of the U.S. Supreme Court decision on Dolan. This decision requires a community to determine the "rough proportionality" of the impact a development has on a community's infrastructure before taking of property for public improvements. This implies that "one size does not fit all." Therefore this thesis attempted to see if there were readily accessible variables unique for each individual development that can be used as a predictor for vehicle trip generation. Although there were 21 subdivisions studied with a wide range of developmental and dwelling unit characteristics, the analysis indicated no strong predictor of vehicle trips.

This research does not respond well to the "one size does not fit all" concept espoused in the Dolan decision. The analysis was not able to find a variable that can be unique to a development which is a good predictor of vehicle trips generated. So, what are the choices for a local government to determine the traffic impact of each development on an individual basis?

The ITE trip generation rates have generally been accepted as standards to use. The manual advises an area to make adjustments to the rates in the manual if household size, vehicles owned, or dwelling units per acre is known. The ITE manual also advocates the use of locally generated data whenever possible. As was shown in Chapter 4 of this thesis, the trip generation rates can vary by as much as 1 to 2 trips per dwelling unit depending on what source is used. The average daily vehicle trip generation rate per dwelling unit for the 21 subdivisions in this study was 8.7. This rate should be used in Knox County for new single-family residential development.

To respond to Dolan, local government should use the following options in applying a trip generation rate for a single-family, detached development. The best option is to develop the rate locally and collect traffic data for a number of residential developments with various size, value, and locations throughout the jurisdiction. The calculation of trips generated per dwelling unit for each development should be determined and then averaged for all the developments. This average rate should then be used. The second alternative is to use ITE trip generation rates and adjust them to local conditions. Census data on household size or vehicles owned should be considered as adjustment factors. This adjustment will massage national rates to local conditions thus responding to "one size does not fit all" that Dolan is advocating.

There is a need to improve trip generation equations and rates for localized impact analysis. With declining populations per dwelling unit and increased trip chaining occurring there is an argument for local government to conduct limited origin and destination studies. The results could provide valuable inputs into developing new equations.

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APPENDIXES

APPENDIX A

Subdivision Characteristics and Traffic Count Field Data

SUBDIVISION CHARACTERISTICS

Subdivision: Augusta Hills

Location: Blue Grass Road

Miles to CBD: 13

Number of Dwelling Units: 36

Average Appraised Value: \$113,909

Average Number of Bedrooms: 3.3

Average Square Feet: 2,001

Persons Per Dwelling Unit: 2.51

Average Daily Traffic: 281

Average Trips Per Dwelling Unit: 7.81

AUGUSTA HILLS

AVG. VALUE	113909
AVG. BEDROOMS	3.3
AVG. SQFT	2001

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
154CC-001 -	106400	3	1808
154CC-002 -	87000	3	1120
154CC-003 -	94200	3	1628
154CC-004 -	106700	3	2048
154CC-005 -	110800	4	2072
154CC-008 -	106800	3	1632
154CC-009 -	91700	3	1404
154CC-010 -	97200	3	1793
154CC-011 -	102200	3	2016
154CC-015 -	121100	4	2080
154CC-016 -	98300	3	1826
154CC-017 -	123000	4	2304
154CC-018 -	126200	4	2126
154CC-019 -	126100	4	2373
154CC-020 -	133900	4	2408
154CC-021 -	153600	4	2570
154CC-022 -	141300	4	2778
154CC-023 -	134800	3	2477
154CC-024 -	109100	3	1980
154CC-025 -	105500	3	1812
154CC-026 -	118100	3	2624
154CC-030 -	100300	3	1806
154CC-034 -	109600	3	1582
154CC-035 -	119100	3	2456
154CC-036 -	109900	3	1744
154CC-037 -	111200	3	1818
154CC-038 -	112300	3	1680
154CC-039 -	128900	3	1680
154CC-040 -	115500	4	2131
154CC-041 -	115400	3	2204
154CC-042 -	130400	3	2038
154CC-043 -	105600	3	1812
154CC-044 -	112900	3	1826
154CC-045 -	107800	3	2392

SITE CODE : 00000000
 Street ID : Augusta Hills subdivision
 Location : Entrance off of Bluegrass Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: Augustah

DATE: 12/13/93

TIME BEGIN	MONDAY -13		TUESDAY -14		WEDNESDAY -15		Daily Average		
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12:15	*	4	2	0	0	*	1	2	
12:30	*	0	0	0	1	*	0	0	
12:45	*	6	0	3	0	*	0	4	
1:00	*	4	0	8	1	*	0	6	
1:15	*	6	0	5	0	*	0	5	
1:30	*	0	0	4	1	*	0	2	
1:45	*	2	0	1	0	*	0	1	
2:00	*	3	0	4	0	*	0	3	
2:15	*	7	0	8	0	*	0	7	
2:30	*	2	0	4	0	*	0	3	
2:45	*	6	0	4	0	*	0	5	
3:00	*	9	0	2	0	*	0	5	
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9:30	*	1	4	4	4	*	4	2	
9:45	*	1	6	4	5	*	5	2	
10:00	*	1	2	1	2	*	2	1	
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11:15	1	0	4	4	*	*	2	2	
11:30	3	1	9	1	*	*	6	1	
11:45	4	0	6	1	*	*	5	0	
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PEAK HOUR	11:00	5:00	7:15	5:00	7:15		7:15	5:00	264
VOLUME	11	30	35	34	26		30	31	
P.H.F.	0.69	0.75	0.80	0.71	0.59		0.83	0.77	

SUBDIVISION CHARACTERISTICS

Subdivision: Autumn Ridge

Location: Blue Grass Road

Miles to CBD: 14

Number of Dwelling Units: 69

Average Appraised Value: \$141,359

Average Number of Bedrooms: 3.6

Average Square Feet: 2,397

Persons Per Dwelling Unit: 2.51

Average Daily Traffic: 454

Average Trips Per Dwelling Unit: 6.58

AUTUMN RIDGE

AVG. VALUE	141359
AVG. BEDROOMS	3.6
AVG. SQFT	2397

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
154BB-002 -	151800	3	2981
154BB-003 -	143800	4	2529
154BB-004 -	151700	4	2664
154BB-005 -	141200	3	2184
154BB-006 -	144000	3	2262
154BB-007 -	136200	4	2917
154BB-008 -	145900	4	3278
154BB-009 -	126700	3	2504
154BB-010 -	138500	4	2650
154BB-011 -	134700	4	2008
154BB-012 -	148300	3	2150
154BB-014 -	152500	3	2839
154BB-015 -	134500	4	2284
154BB-016 -	132400	3	1842
154BB-017 -	140900	10	3084
154BB-018 -	149300	4	2330
154BB-019 -	158600	3	2228
154BB-020 -	125700	4	2048
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154BB-022 -	141300	3	2390
154BB-023 -	139800	4	2426
154BB-024 -	156200	4	2809
154BB-025 -	154800	4	2970
154BB-026 -	116600	4	2054
154BB-027 -	140800	4	2874
154BB-028 -	132400	4	1872
154BB-029 -	148400	4	2375
154BB-030 -	143600	4	2570
154BB-031 -	144700	3	2086
154BB-032 -	127600	4	2028
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154BB-036 -	155200	3	2914
154BB-037 -	132200	3	2280
154BB-038 -	120800	3	1918
154BB-039 -	140800	4	1984
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154BB-041 -	136400	3	2360
154BB-042 -	134700	3	2320
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154BB-047 -	124600	3	1776
154BB-048 -	145200	3	2556
154BB-049 -	142000	3	2516
154BB-050 -	144400	3	2540
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154BB-052 -	160700	4	2500
154BB-053 -	164200	4	2904
154BB-054 -	164300	4	2566
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154BB-061 -	145700	3	2352
154BB-063 -	127200	4	1852
154BB-064 -	142300	4	2526
154BB-065 -	135200	4	2286
154BB-066 -	134200	4	1872
154BB-067 -	134600	3	1948
154BB-068 -	139800	3	2026
154BB-069 -	148000	4	2344
154BB-070 -	133000	4	2060
154BB-071 -	134200	3	2312

SITE CODE : 00000000
 Street ID : Autumn Ridge subdivision
 Location : Entrance off of Bluegrass Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: AutumnR
 DATE: 12/13/93

TIME BEGIN	MONDAY -13		TUESDAY -14		WEDNESDAY -15		Daily Average		
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12:30	*	3	1	5	0	*	0	4	
12:45	*	4	1	6	0	*	0	5	
1:00	*	10	0	7	0	*	0	8	
1:15	*	7	0	6	1	*	0	6	
1:30	*	4	0	8	0	*	0	6	
1:45	*	1	0	5	0	*	0	3	
2:00	*	4	0	6	1	*	0	5	
2:15	*	0	0	3	0	*	0	1	
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10:15	*	1	5	0	7	*	6	0	
10:30	3	3	6	0	3	*	4	1	
10:45	4	1	10	0	2	*	5	0	
11:00	4	0	10	1	*	*	7	0	
11:15	9	0	4	0	*	*	6	0	
11:30	6	2	7	0	*	*	6	1	
11:45	5	1	9	1	*	*	7	1	
TOTALS	31	273	304	208	252	460	168	190	252
PEAK HOUR	11:00	5:00	7:30	5:15	7:30	*	7:30	5:15	
VOLUME	24	54	59	51	71	*	64	51	
P.H.F.	0.67	0.90	0.74	0.80	0.93	*	0.89	0.91	

SUBDIVISION CHARACTERISTICS

Subdivision: Bexhill

Location: Ebenezer Road

Miles to CBD: 12

Number of Dwelling Units: 310

Average Appraised Value: \$95,200

Average Number of Bedrooms: 3.1

Average Square Feet: 2,000

Persons Per Dwelling Unit: 2.67

Average Daily Traffic: 2,560

Average Trips Per Dwelling Unit: 8.26

BEXHILL

AVG. VALUE	95200
AVG. BEDROOMS	3.123
AVG. SQFT	2000

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
144LA-002 -	128500	3	2682
144LA-003 -	93600	3	1628
144LA-005 -	89100	3	1600
144LA-006 -	68400	3	1884
144LA-007 -	90400	3	1900
144LA-008 -	87100	4	1900
144LA-009 -	86500	3	1900
144LA-010 -	90100	3	1940
144LA-011 -	97700	3	2162
144LA-012 -	86300	3	1892
144LA-013 -	117800	3	2297
144LA-014 -	106800	3	2330
144LA-015 -	89300	3	2059
144LA-016 -	89800	3	2017
144LA-017 -	108700	3	2055
144LA-018 -	109400	3	2022
144LA-019 -	105700	3	1962
144LA-020 -	101700	3	1600
144LA-021 -	104400	3	1728
144LB-004 -	80100	4	1576
144LB-005 -	92500	4	2000
144LB-006 -	94900	3	2040
144LB-007 -	83200	3	1723
144LB-008 -	84000	3	1882
144LB-009 -	89200	3	2104
144LB-010 -	86900	3	2004
144LB-011 -	94600	3	2148
144LB-012 -	81700	3	1627
144LB-013 -	91200	3	1976
144LB-014 -	84800	3	1892
144LB-015 -	103700	4	2322
144LB-016 -	90500	4	2068
144LB-017 -	69300	3	1536
144LB-018 -	90900	4	1940
144LB-019 -	87100	3	1900

145HA-001 -	83300	3	1900
145HA-002 -	90700	3	2000
145HA-003 -	89400	3	1940
145HA-004 -	81800	3	1892
145HA-005 -	88300	3	1900
145HA-006 -	79100	3	1467
145HA-007 -	82500	3	1893
145HA-008 -	98800	3	2496
145HA-009 -	66700	3	1104
145HA-010 -	92700	3	2212
145HA-011 -	113700	3	2268
145HA-012 -	84100	3	1594
145HA-013 -	86100	3	2004
145HA-014 -	92400	3	2000
145HA-015 -	101600	3	2600
145HA-016 -	94400	3	2164
145HA-017 -	103700	3	2164
145HA-018 -	102500	4	2156
145HA-019 -	112900	4	2692
145HA-020 -	111300	3	2240
145HA-021 -	104100	3	2100
145HA-022 -	99400	3	2044
145HA-023 -	87600	3	1832
145HA-024 -	116800	3	2352
145HA-025 -	121000	3	2520
145HA-026 -	82400	3	1442
145HA-027 -	103700	4	2136
145HA-028 -	92000	3	2992
145HA-029 -	88500	4	1460
145HA-032 -	98800	3	1952
145HA-03401 -	95000	3	1552
145HA-03402 -	92300	3	1568
145HA-03403 -	107600	3	2212
145HA-03404 -	86000	3	1572
145HA-03405 -	92100	3	1808
145HA-03406 -	90400	3	1800
145HA-03407 -	86200	3	1840
145HA-03408 -	103400	3	2160
145HA-03409 -	116200	3	2768
145HA-03410 -	103800	3	3108
145HA-03411 -	90000	3	1916
145HA-03412 -	118900	4	2160
145HA-03413 -	93800	3	2004

145HB-001 -	108400	3	2000
145HB-002 -	92900	3	1976
145HB-003 -	86600	3	1800
145HB-004 -	99700	3	1646
145HB-005 -	97300	3	2084
145HB-006 -	98100	3	2268
145HB-007 -	92600	3	1976
145HB-008 -	106200	3	2212
145HB-009 -	105500	3	2192
145HB-010 -	102800	3	2055
145HB-011 -	87100	3	1474
145HB-012 -	99200	3	1962
145HB-013 -	89000	3	1682
145HB-014 -	100600	3	1600
145HB-015 -	128000	3	2297
145HB-016 -	105700	3	1992
145HB-017 -	104500	3	1962
145HB-018 -	104600	3	2032
145HB-019 -	92000	3	2055
145HB-020 -	114300	3	2238
145HB-021 -	110100	3	2297
145HB-022 -	105600	3	2192
145HB-023 -	105600	3	2192
145HB-024 -	107000	3	2192
145HC-001 -	97200	3	1408
145HC-002 -	94400	3	1900
145HC-003 -	103900	3	2369
145HC-004 -	90100	3	1900
145HC-005 -	106900	3	2296
145HC-006 -	117100	3	1911
145HC-007 -	101200	3	2496
145HC-008 -	88800	3	2212
145HC-009 -	112600	3	2460
145HC-010 -	93800	3	2000
145HC-011 -	88100	3	1893
145HC-012 -	92300	3	1940
145HC-013 -	108000	3	2080
145HC-014 -	116300	3	2330
145HC-015 -	109100	3	2048
145HC-016 -	97900	3	1900
145HC-017 -	108600	3	2040
145HC-018 -	106400	3	2012
145HC-019 -	108300	3	2040

145HC-020 -	117300	3	2326
145HC-021 -	107900	3	2297
145HC-022 -	115200	3	2240
145HC-023 -	125900	3	2344
145HC-024 -	109400	3	2059
145HC-025 -	124300	3	2361
145HC-026 -	85200	3	2164
145HD-001 -	92600	3	1976
145HD-002 -	92200	3	1627
145HD-003 -	78600	3	1940
145HD-004 -	91300	3	2000
145HD-005 -	86700	3	1800
145HD-006 -	90800	3	1940
145HD-007 -	103500	3	1976
145HD-008 -	85400	3	1723
145HD-009 -	92500	3	1936
145HD-010 -	86500	3	1748
145HD-011 -	103100	4	2240
145HD-012 -	98200	3	2240
145HD-013 -	87600	3	1572
145HD-014 -	115500	3	2212
145HD-015 -	101200	3	2040
145HD-016 -	115000	3	2298
145HD-017 -	112200	3	2369
145HD-018 -	98800	3	1992
145HD-019 -	96100	3	1832
145HD-020 -	98700	3	1992
145HE-001 -	95000	3	2164
145HE-002 -	98100	3	2368
145HE-003 -	95700	3	2194
145HE-004 -	85300	3	2268
145HE-005 -	89000	3	2104
145HE-006 -	90900	3	2104
145HE-007 -	85300	3	1893
145HE-008 -	89000	3	1900
145HE-009 -	90300	4	2157
145HE-010 -	99900	4	2012
145HE-012 -	106100	3	2212
145HE-013 -	110400	3	2212
145HE-014 -	92800	3	2160
145HE-015 -	95600	3	1940
145HE-016 -	94400	3	1952
145HE-017 -	105200	3	1992

145HE-018 -	98300	3	2040
145HE-019 -	88700	3	1832
145HE-020 -	98900	3	2500
145HF-001 -	94500	4	1940
145HF-003 -	92900	3	2040
145HF-004 -	92800	3	2212
145HF-005 -	110500	3	2320
145HF-006 -	94200	3	1600
145HF-007 -	93300	3	2100
145HF-008 -	99500	3	1552
145HF-009 -	100100	3	1600
145HF-010 -	104700	3	2192
145HF-011 -	111600	3	2192
145HF-012 -	117500	3	2255
145HF-013 -	88500	3	1628
145HF-014 -	88500	3	1664
145HF-015 -	96900	3	1952
145HF-016 -	93200	3	1778
145HF-017 -	94200	3	1700
145HG-001 -	89200	3	1800
145HG-002 -	92200	3	1936
145HG-003 -	86400	3	1800
145HG-004 -	92700	3	1641
145HG-005 -	89900	3	1568
145HG-006 -	100600	3	1664
145HG-007 -	110800	3	2353
145HG-008 -	104400	3	2104
145HG-009 -	95200	4	1988
145HG-010 -	98500	3	2160
145HG-011 -	86500	3	1768
145HG-012 -	98900	3	2212
145HG-013 -	91200	3	1552
145HG-014 -	97100	3	2160
145HG-015 -	103000	3	2394
145HG-016 -	83700	3	1659
145HG-017 -	99900	3	2212
145HG-018 -	103800	3	2472
145HG-019 -	90400	3	1940
145HG-020 -	90900	3	2000
145HG-021 -	93500	3	1976
145HG-022 -	97800	3	2160
145HG-023 -	97000	3	2172
145HG-024 -	89500	3	2100

145HG-025 -	87900	3	1594
145HG-026 -	82800	3	1572
145HG-027 -	92400	3	2008
145HG-028 -	97100	3	2168
145HG-029 -	99200	3	2172
145HG-030 -	97100	3	2168
145HG-031 -	105100	3	2240
145HG-032 -	90900	3	1900
145HG-033 -	87700	3	1568
145HH-001 -	99100	3	2168
145HH-002 -	86500	3	1568
145HH-003 -	103900	3	2000
145HH-004 -	93300	3	2106
145HH-005 -	109900	3	2116
145HH-006 -	93700	3	2108
145HH-007 -	84300	3	1653
145HH-009 -	103400	3	2252
145HH-010 -	91100	3	1768
145HH-011 -	94600	3	1952
145HH-012 -	78200	3	1572
145HH-013 -	103700	3	2258
145HH-014 -	97900	3	1940
145HH-015 -	101500	3	2100
145HH-016 -	91800	3	1768
145HH-017 -	90300	3	1952
145HH-018 -	91700	3	1832
145HH-019 -	94400	3	2104
145HH-020 -	109800	3	2320
145IA-001 -	99000	3	2188
145IA-002 -	79200	3	1512
145IA-003 -	83900	3	1888
145IA-004 -	86800	3	1900
145IA-005 -	90000	3	2030
145IA-006 -	85100	4	1900
145IA-007 -	94900	4	2080
145IA-008 -	94200	4	2068
145IA-009 -	90500	4	1900
145IA-010 -	85600	3	1594
145IA-011 -	85400	4	1895
145IA-012 -	89400	4	2004
145IA-013 -	89200	3	2000
145IA-014 -	85100	3	1568
145IA-015 -	90300	3	2030

145IA-016 -	83000	3	2168
145IA-017 -	88900	3	1900
145IA-018 -	83400	3	1886
145IA-019 -	90600	3	1976
145IA-020 -	81600	3	1660
145IA-021 -	85600	4	2044
145IA-022 -	123700	4	2516
145IA-023 -	87200	4	2188
145IA-024 -	90100	3	1900
145IA-025 -	88600	4	2038
145IA-026 -	78900	4	2000
145IA-027 -	90200	4	2168
145IA-028 -	93400	4	2904
145IA-029 -	83000	4	2000
145IA-030 -	89500	3	2000
145IA-031 -	99200	3	2800
145IA-032 -	110300	4	2904
145IA-033 -	92400	3	1976
145IA-034 -	89400	3	1940
145IA-035 -	86300	3	1568
145IA-036 -	95200	3	2268
145IA-037 -	77800	3	1467
145IA-038 -	91400	3	1936
145IA-039 -	89900	3	1940
145IA-040 -	95900	3	1976
145IB-001 -	88000	3	1952
145IB-002 -	95700	3	2012
145IB-003 -	79400	3	1595
145IB-004 -	87400	3	1900
145IB-005 -	95800	3	2268
145IB-006 -	88400	3	2004
145IB-007 -	89600	3	2000
145IB-008 -	88100	3	1800
145IB-009 -	88300	4	1800
145IB-010 -	83800	3	1884
145IB-011 -	94400	4	1916
145IB-012 -	84000	3	1568
145IB-013 -	85800	3	1900
145IB-014 -	83900	3	1886
145IB-015 -	86900	4	2216
145IB-016 -	89600	3	1900
145IB-017 -	90500	3	1976
145IB-018 -	87400	3	2000

145IB-019 -	86800	3	1900
145IB-020 -	96700	3	1940
145IB-021 -	89300	3	1950
145IB-022 -	95000	4	2016
145IB-023 -	88600	3	1880
145IB-024 -	89700	4	1352
145IB-025 -	93700	3	2168
145IB-026 -	87000	3	1800
145IB-027 -	87200	4	1900
145IB-028 -	77900	3	2168
145IB-029 -	74800	2	1440
145IB-030 -	81700	3	1627
145IB-031 -	82800	3	1723
145IB-032 -	96700	4	1944
145IB-033 -	88600	4	1940
145IB-034 -	105300	3	2220
145IB-035 -	107000	3	2192

Subdivision Count

Counted by:

Board # :

Other :

Street name : South Entrance to Bexhill Subdivision

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : SBEXHILL

Page : 1

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily	Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	12	0	5	1	*	0	8
12:15	*	5	0	7	0	*	0	6
12:30	*	8	0	7	0	*	0	8
12:45	*	9	0	4	1	*	0	6
01:00	*	6	0	5	0	*	0	6
01:15	*	6	0	5	0	*	0	6
01:30	*	6	1	3	1	*	1	4
01:45	*	4	0	10	0	*	0	7
02:00	*	10	0	2	0	*	0	6
02:15	*	4	0	10	0	*	0	7
02:30	*	8	0	10	1	*	0	9
02:45	*	8	1	11	0	*	0	10
03:00	*	7	0	3	0	*	0	5
03:15	*	5	0	7	0	*	0	6
03:30	*	10	0	8	0	*	0	9
03:45	*	6	1	6	1	*	1	6
04:00	*	6	0	1	0	*	0	4
04:15	*	7	0	8	0	*	0	8
04:30	*	7	2	4	1	*	2	6
04:45	*	15	1	14	0	*	0	14
05:00	*	13	1	10	1	*	1	12
05:15	*	12	1	15	0	*	0	14
05:30	*	22	2	16	3	*	2	19
05:45	*	12	2	14	1	*	2	13
06:00	*	22	7	12	4	*	6	17
06:15	*	13	6	6	4	*	5	10
06:30	*	12	4	12	5	*	4	12
06:45	*	19	7	11	7	*	7	15
07:00	*	9	16	9	15	*	16	9
07:15	*	14	16	12	13	*	14	13
07:30	*	9	10	7	16	*	13	8
07:45	*	11	20	12	14	*	17	12
08:00	*	5	10	10	10	*	10	8
08:15	*	8	7	5	3	*	5	6
08:30	*	4	7	11	3	*	5	8
08:45	*	7	1	5	5	*	3	6
09:00	*	7	4	7	4	*	4	7
09:15	*	8	4	5	4	*	4	6
09:30	*	3	4	7	6	*	5	5
09:45	*	6	3	2	*	*	3	4
10:00	*	2	4	0	*	*	4	1
10:15	*	4	6	2	*	*	6	3
10:30	*	6	6	3	*	*	6	4
10:45	0	1	3	2	*	*	2	2
11:00	1	4	4	1	*	*	2	2
11:15	5	0	4	0	*	*	4	0
11:30	2	1	4	2	*	*	3	2
11:45	7	0	3	0	*	*	5	0
Total	15	383	172	328	124	0	162	359
Combined	398		500		124		521	
Peak Hour	11:00	05:30	07:00	05:15	07:00		07:00	
Volume	15	69	62	57	58		60	
P.H.F.	.53	.78	.77	.89	.90		.88	

ADTs

Subdivision Count

Counted by:

Board # :

Other :

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM
FACTORED

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : SBEXHILS

Page : 1

Street name : South Entrance to Bezhill Subdivision

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily	Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	11	0	5	1	*	0	8
12:15	*	5	0	6	0	*	0	6
12:30	*	7	0	6	0	*	0	6
12:45	*	8	0	4	1	*	0	6
01:00	*	5	0	5	0	*	0	5
01:15	*	5	0	5	0	*	0	5
01:30	*	5	1	3	1	*	1	4
01:45	*	4	0	9	0	*	0	6
02:00	*	9	0	2	0	*	0	6
02:15	*	4	0	9	0	*	0	6
02:30	*	7	0	9	1	*	0	8
02:45	*	7	1	10	0	*	0	8
03:00	*	6	0	3	0	*	0	4
03:15	*	5	0	6	0	*	0	6
03:30	*	9	0	7	0	*	0	8
03:45	*	5	1	5	1	*	1	5
04:00	*	5	0	1	0	*	0	3
04:15	*	6	0	7	0	*	0	6
04:30	*	6	2	4	1	*	2	5
04:45	*	14	1	13	0	*	0	14
05:00	*	12	1	9	1	*	1	10
05:15	*	11	1	14	0	*	0	12
05:30	*	20	2	15	3	*	2	18
05:45	*	11	2	13	1	*	2	12
06:00	*	20	6	11	4	*	5	16
06:15	*	12	5	5	4	*	4	8
06:30	*	11	4	11	4	*	4	11
06:45	*	17	6	10	6	*	6	14
07:00	*	8	15	8	13	*	14	8
07:15	*	13	15	11	11	*	13	12
07:30	*	8	9	6	14	*	12	7
07:45	*	10	18	11	12	*	15	10
08:00	*	5	9	9	9	*	9	7
08:15	*	7	6	5	3	*	4	6
08:30	*	4	6	10	3	*	4	7
08:45	*	6	1	5	4	*	2	6
09:00	*	6	4	6	4	*	4	6
09:15	*	7	4	5	4	*	4	6
09:30	*	3	4	6	5	*	4	4
09:45	*	5	3	2	*	*	3	4
10:00	*	2	4	0	*	*	4	1
10:15	*	4	5	2	*	*	5	3
10:30	*	5	5	3	*	*	5	4
10:45	0	1	3	2	*	*	2	2
11:00	1	4	4	1	*	*	2	2
11:15	5	0	4	0	*	*	4	0
11:30	2	1	4	2	*	*	3	2
11:45	6	0	3	0	*	*	4	0
Total	14	346	159	301	111	0	145	323
Combined	360		460		111		462	
Peak Hour	11:00	05:30	07:00	05:15	07:00		07:00	
Volume	14	63	57	53	50		54	
P.H.F.	.58	.78	.79	.88	.89		.9	

ADTs ADT as calculated in header = 475

AADT as calculated in header = 475

Subdivision Count

Counted by:

Board # :

Other :

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : NBEXHILL

Page : 1

Street name : North Entrance to Bexhill Subdivision

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily	Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	23	2	35	6	*	4	29
12:15	*	19	6	42	4	*	5	30
12:30	*	30	9	33	1	*	5	32
12:45	*	41	2	41	0	*	1	41
01:00	*	26	1	30	6	*	4	28
01:15	*	25	3	27	1	*	2	26
01:30	*	22	1	31	3	*	2	26
01:45	*	16	1	24	2	*	2	20
02:00	*	21	1	24	1	*	1	22
02:15	*	34	0	38	4	*	2	36
02:30	*	42	3	33	2	*	2	36
02:45	*	45	0	31	1	*	0	36
03:00	*	34	2	26	0	*	1	30
03:15	*	24	2	23	2	*	2	24
03:30	*	36	1	32	1	*	1	35
03:45	*	34	1	22	0	*	0	28
04:00	*	34	2	38	0	*	1	36
04:15	*	41	1	36	1	*	1	38
04:30	*	38	2	44	2	*	2	41
04:45	*	37	0	46	0	*	0	42
05:00	*	57	3	47	6	*	4	52
05:15	*	50	3	49	3	*	3	50
05:30	*	60	3	44	5	*	4	52
05:45	*	57	6	54	2	*	4	56
06:00	*	59	17	64	15	*	16	62
06:15	*	52	21	61	13	*	17	56
06:30	*	46	14	42	18	*	16	44
06:45	*	29	23	34	25	*	24	32
07:00	*	36	31	43	24	*	28	40
07:15	*	42	49	35	49	*	49	38
07:30	*	47	69	28	61	*	65	38
07:45	*	32	68	46	65	*	66	39
08:00	*	45	61	41	52	*	56	43
08:15	*	36	34	26	33	*	34	31
08:30	*	29	31	42	31	*	31	36
08:45	*	37	20	31	28	*	24	34
09:00	*	33	24	21	26	*	25	27
09:15	*	29	22	32	30	*	26	30
09:30	*	37	29	29	18	*	24	33
09:45	*	21	35	26	26	*	30	24
10:00	*	17	17	10	*	*	17	14
10:15	*	10	18	20	*	*	18	15
10:30	*	6	15	14	*	*	15	10
10:45	*	18	19	15	*	*	19	16
11:00	0	12	25	7	*	*	12	10
11:15	25	10	25	8	*	*	25	9
11:30	23	8	26	7	*	*	24	8
11:45	30	6	19	14	*	*	24	10
Total	78	1544	767	1546	567	0	738	1549
Combined	1622		2313		567		2287	
Peak Hour	11:00	05:30	07:15	05:30	07:15		07:15	
Volume	78	228	247	223	227		236	
P.H.F.	.65	.95	.89	.87	.87		.89	

ADTs

Subdivision Count

Counted by:

Board # :

Other :

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM
FACTORED

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : NBEXHILN

Page : 1

Street name : North Entrance to Bexhill Subdivision

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	21	2	32	5	*	4	26
12:15	*	16	5	38	4	*	4	27
12:30	*	27	8	30	1	*	4	28
12:45	*	37	2	37	0	*	1	37
01:00	*	24	1	27	5	*	3	26
01:15	*	23	3	25	1	*	2	24
01:30	*	20	1	28	3	*	2	24
01:45	*	15	1	22	2	*	2	18
02:00	*	19	1	22	1	*	1	20
02:15	*	31	0	35	4	*	2	33
02:30	*	38	3	30	2	*	2	34
02:45	*	41	0	28	1	*	0	34
03:00	*	31	2	24	0	*	1	28
03:15	*	22	2	21	2	*	2	22
03:30	*	35	1	29	1	*	1	32
03:45	*	31	1	20	0	*	0	26
04:00	*	31	2	35	0	*	1	33
04:15	*	37	1	33	1	*	1	35
04:30	*	35	2	40	2	*	2	38
04:45	*	34	0	42	0	*	0	38
05:00	*	52	3	43	5	*	4	48
05:15	*	46	3	45	3	*	3	46
05:30	*	55	3	40	4	*	4	48
05:45	*	52	5	49	2	*	4	50
06:00	*	54	15	58	13	*	14	56
06:15	*	47	19	56	11	*	15	52
06:30	*	42	13	38	16	*	14	40
06:45	*	26	21	31	22	*	22	28
07:00	*	33	28	39	21	*	24	36
07:15	*	38	45	32	43	*	44	35
07:30	*	43	63	25	54	*	58	34
07:45	*	29	62	42	57	*	60	36
08:00	*	41	56	37	46	*	51	39
08:15	*	33	31	24	29	*	30	28
08:30	*	26	28	38	27	*	28	32
08:45	*	34	18	28	25	*	22	31
09:00	*	30	22	19	23	*	22	24
09:15	*	26	20	29	26	*	23	28
09:30	*	34	26	26	16	*	21	30
09:45	*	19	32	24	23	*	28	22
10:00	*	15	15	9	*	*	15	12
10:15	*	9	16	18	*	*	16	14
10:30	*	5	14	13	*	*	14	9
10:45	*	16	17	14	*	*	17	15
11:00	0	11	23	6	*	*	12	8
11:15	23	9	23	7	*	*	23	8
11:30	21	7	24	6	*	*	22	6
11:45	27	5	17	13	*	*	22	9
Total	71	1405	700	1407	501	0	667	1407
Combined	1476		2107		501		2074	
Peak Hour	11:00	05:30	07:15	05:30	07:15		07:15	
Volume	71	208	226	203	200		213	
P.H.F.	.65	.94	.89	.87	.87		.88	

ADTs ADT as calculated in header = 2085

AADT as calculated in header = 2085

SUBDIVISION CHARACTERISTICS

Subdivision: Brentmoor

Location: Ebenezer Road

Miles to CBD: 13

Number of Dwelling Units: 145

Average Appraised Value: \$88,456

Average Number of Bedrooms: 3

Average Square Feet: 1,559

Persons Per Dwelling Unit: 2.67

Average Daily Traffic: 1,156

Average Trips Per Dwelling Unit: 7.97

BRENTMOOR

AVG. VALUE	88456
AVG. BEDROOMS	3
AVG. SQFT	1559

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
144EM-001 -	84500	3	1452
144EM-002 -	84800	3	1274
144EM-003 -	781 00	3	1394
144EM-004 -	72400	3	1242
144EM-005 -	82000	3	1452
144EM-006 -	76600	3	1266
144EM-007 -	83500	3	1496
144EM-008 -	68900	3	1326
144EM-009 -	81600	3	1740
144EM-010 -	74000	5	1274
144EM-011 -	831 00	3	1680
144EM-012 -	82400	3	1452
144EM-013 -	84600	3	1680
144EM-014 -	95200	3	1760
144EM-015 -	103600	3	2644
144EM-016 -	80900	3	1680
144EM-017 -	78200	3	1394
144EM-018 -	82700	3	1680
144EM-019 -	71900	2	1242
144EM-020 -	82000	3	1452
144EM-021 -	79600	3	1420
144EM-022 -	90600	4	1948
144EM-023 -	84700	3	1440
144EN-001 -	781 00	3	1420
144EN-002 -	72800	3	1242
144EN-003 -	79400	3	1394
144EN-004 -	82000	3	1452
144EN-005 -	82700	3	1680
144EN-006 -	79600	3	1420
144EN-007 -	79600	3	1394
144EN-008 -	80800	3	1740
144EP-001 -	831 00	3	1680
144EP-002 -	92000	4	1948
144EP-003 -	89900	3	1740
144EP-004 -	72200	3	1224
144EP-005 -	91 000	3	1968
144EP-006 -	81500	3	1402
144EP-007 -	83200	3	1440
144EP-008 -	82200	3	1420
144EP-009 -	85400	3	1680
144EP-010 -	80300	3	1420
144EP-011 -	99700	3	1828
144EP-012 -	82200	3	1680
144EP-013 -	81500	3	1402
144EP-014 -	89200	3	1740
144EP-015 -	85000	3	1452
144EP-016 -	89900	3	1740
144EP-017 -	87300	3	1527
144EP-018 -	89300	3	1740
144EP-019 -	85900	3	1680
144EP-020 -	89700	3	1740
144EP-021 -	92700	3	1570

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
144EP-022 -	91200	3	1740
144EP-023 -	80300	4	1744
144EP-024 -	78600	3	1570
144EP-025 -	84900	4	1680
144EP-026 -	72600	3	1224
144EP-027 -	78500	3	1570
144EP-028 -	77700	3	944
144EP-029 -	91300	3	1960
144EP-030 -	75700	3	1242
144EP-031 -	90400	3	1740
144EP-032 -	84300	3	1452
145HK-001 -	87700	3	1452
145HK-002 -	101300	3	1680
145HK-003 -	85300	3	1420
145HK-004 -	94800	3	1680
145HK-005 -	105800	3	1494
145HK-006 -	102100	3	1944
145HK-007 -	91400	3	1798
145HK-008 -	93100	3	1440
145HK-009 -	104500	3	2028
145HK-010 -	79300	3	1366
145HK-011 -	88100	3	1440
145HK-012 -	82400	3	1440
145HK-013 -	99900	3	1740
145HK-014 -	91800	3	1440
145HK-015 -	100700	3	1740
145HK-016 -	84000	3	1266
145HK-017 -	83700	3	1284
145HK-018 -	100700	3	1740
145HK-019 -	86400	3	1452
145HK-020 -	100700	3	1740
145HK-021 -	93200	3	1452
145HK-022 -	103100	3	1740
145HK-023 -	102100	3	1908
145HK-024 -	93200	3	1452
145HK-025 -	100200	3	1663
145HK-026 -	93500	3	1452
145HK-027 -	90700	3	1663
145HK-028 -	93200	3	1452
145HK-029 -	111600	4	1872
145HK-030 -	79100	3	1368
145HK-031 -	76700	3	1396
145HK-032 -	80900	3	1956
145HK-033 -	80700	3	1359
145HK-034 -	74200	3	1240
145HK-035 -	91400	3	1452
145HK-036 -	82700	3	1224
145HK-037 -	95600	3	1473
145HK-038 -	82200	3	1350
145HK-039 -	94800	3	1452
145HK-040 -	89200	3	1570
145HK-041 -	88800	3	1452
145HK-042 -	103300	4	1948
145HK-043 -	85000	3	1663
145HK-044 -	93500	3	1452
145HK-045 -	105900	4	1940
145HK-046 -	95100	3	1452

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
145HK-047 -	100700	3	1740
145HK-048 -	99000	3	2084
145HK-049 -	91900	3	1452
145HK-050 -	100800	4	1948
145HK-051 -	97300	3	1740
145HK-052 -	93500	3	1452
145HL-001 -	83400	3	1274
145HL-002 -	77400	3	1200
145HL-003 -	92300	3	1740
145HL-004 -	92700	3	1452
145HL-005 -	82300	3	1242
145HL-006 -	98600	3	1452
145HL-007 -	88700	2	1420
145HL-008 -	92300	3	1452
145HL-009 -	88800	3	1420
145HL-010 -	86800	3	1394
145HL-011 -	89600	3	1420
145HL-012 -	85100	3	1452
145HL-013 -	101500	3	1740
145HL-014 -	91800	3	1440
145HL-015 -	100700	3	1740
145HL-016 -	83500	3	1452
145HL-017 -	88000	3	1420
145HL-018 -	87800	3	1452
145HL-019 -	100800	3	1872
145HL-020 -	91700	3	1852
145HL-021 -	85900	3	1402
145HL-022 -	89600	3	1420
145HL-023 -	81300	2	1242
145HL-024 -	91400	3	1420
145HL-025 -	86000	3	1266
145HL-026 -	88600	3	1842
145HL-027 -	94000	3	1680
145HL-028 -	92300	3	1452
145HL-029 -	94000	3	1680
145HL-030 -	99900	3	1740
145HL-031 -	105300	3	1944
145HL-032 -	91400	3	1452
145HL-033 -	99900	3	1740
145HL-034 -	84800	3	1663
145HL-035 -	91800	3	1440
145HL-036 -	77000	3	1210
145HL-037 -	93500	3	1452
145HL-038 -	104700	3	1960
145HL-039 -	91800	3	1440
145HL-040 -	86100	3	1663
145HL-041 -	99900	3	1740

SITE CODE : 00000000
 Street ID : Brentwood subdivision
 Location : Entrance off of Ebenezer Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: BrentEb2

DATE: 12/07/93

TIME BEGIN	TUESDAY - 7		WEDNESDAY - 8		THURSDAY - 9		Daily Average				
	AM	PM	AM	PM	AM	PM	AM	PM			
12:00	*	9	1	17	2	5	1	10			
12:15	*	9	1	5	0	5	0	6			
12:30	*	4	1	8	0	9	0	7			
12:45	*	11	1	6	1	16	1	11			
1:00	*	9	1	7	1	9	1	8			
1:15	*	3	0	5	0	8	0	5			
1:30	*	6	0	6	0	8	0	6			
1:45	*	6	0	4	0	14	0	8			
2:00	*	15	0	8	0	8	0	10			
2:15	*	8	0	11	0	14	0	11			
2:30	*	21	2	17	1	21	1	19			
2:45	*	16	0	7	0	4	0	9			
3:00	*	7	0	8	0	10	0	8			
3:15	*	5	0	11	2	13	1	9			
3:30	*	6	2	14	0	17	1	12			
3:45	*	10	0	5	0	9	0	8			
4:00	*	8	0	11	0	12	0	10			
4:15	*	10	1	8	2	13	1	10			
4:30	*	19	0	9	1	12	0	13			
4:45	*	15	2	16	1	12	1	14			
5:00	*	14	0	20	0	11	0	15			
5:15	*	18	1	18	0	24	0	20			
5:30	*	18	4	17	2	15	3	16			
5:45	*	25	1	19	1	19	1	21			
6:00	*	18	1	35	3	20	2	24			
6:15	*	11	6	8	3	23	4	14			
6:30	*	23	8	17	4	17	6	19			
6:45	*	18	2	13	9	11	5	14			
7:00	*	13	14	8	12	11	13	10			
7:15	*	14	22	11	25	12	23	12			
7:30	*	13	24	8	23	20	23	13			
7:45	*	8	24	12	14	4	19	8			
8:00	*	10	8	13	11	10	9	11			
8:15	*	14	8	12	10	12	9	12			
8:30	*	11	7	11	7	10	7	10			
8:45	*	12	9	8	9	8	9	9			
9:00	*	9	11	5	17	8	14	7			
9:15	*	16	8	4	8	12	8	10			
9:30	*	11	7	8	7	4	7	7			
9:45	*	7	5	8	10	7	7	7			
10:00	*	4	3	5	2	7	2	5			
10:15	*	5	2	5	5	4	3	4			
10:30	*	9	8	3	9	7	8	6			
10:45	1	3	4	3	6	2	3	2			
11:00	11	2	7	2	5	3	7	2			
11:15	5	2	7	2	6	1	6	1			
11:30	9	2	4	3	8	2	7	2			
11:45	9	3	1	2	6	1	5	2			
TOTALS	35	510	545	218	681	233	504	737	218	477	695
PEAK HOUR	11:00	5:15		7:00	5:15		7:00	5:45		7:00	5:15
VOLUME	34	79		84	89		74	79		78	81
P.H.F.	0.77	0.79		0.88	0.64		0.74	0.86		0.85	0.84

SITE CODE : 00000000
 Street ID : Brentwood subdivision
 Location : Entrance off of Ebenezer Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 2
 FILE: BrentEb2

DATE: 12/10/93

TIME BEGIN	FRIDAY -10		SATURDAY -11		SUNDAY -12		Daily Average		
	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	1	*	*	*	*	*	1	*	
12:15	0	*	*	*	*	*	0	*	
12:30	1	*	*	*	*	*	1	*	
12:45	0	*	*	*	*	*	0	*	
1:00	0	*	*	*	*	*	0	*	
1:15	0	*	*	*	*	*	0	*	
1:30	1	*	*	*	*	*	1	*	
1:45	1	*	*	*	*	*	1	*	
2:00	0	*	*	*	*	*	0	*	
2:15	0	*	*	*	*	*	0	*	
2:30	0	*	*	*	*	*	0	*	
2:45	0	*	*	*	*	*	0	*	
3:00	0	*	*	*	*	*	0	*	
3:15	0	*	*	*	*	*	0	*	
3:30	1	*	*	*	*	*	1	*	
3:45	1	*	*	*	*	*	1	*	
4:00	0	*	*	*	*	*	0	*	
4:15	0	*	*	*	*	*	0	*	
4:30	0	*	*	*	*	*	0	*	
4:45	3	*	*	*	*	*	3	*	
5:00	0	*	*	*	*	*	0	*	
5:15	2	*	*	*	*	*	2	*	
5:30	1	*	*	*	*	*	1	*	
5:45	1	*	*	*	*	*	1	*	
6:00	0	*	*	*	*	*	0	*	
6:15	3	*	*	*	*	*	3	*	
6:30	7	*	*	*	*	*	7	*	
6:45	7	*	*	*	*	*	7	*	
7:00	11	*	*	*	*	*	11	*	
7:15	22	*	*	*	*	*	22	*	
7:30	12	*	*	*	*	*	12	*	
7:45	13	*	*	*	*	*	13	*	
8:00	11	*	*	*	*	*	11	*	
8:15	8	*	*	*	*	*	8	*	
8:30	11	*	*	*	*	*	11	*	
8:45	4	*	*	*	*	*	4	*	
9:00	9	*	*	*	*	*	9	*	
9:15	*	*	*	*	*	*	*	*	
9:30	*	*	*	*	*	*	*	*	
9:45	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	
10:15	*	*	*	*	*	*	*	*	
10:30	*	*	*	*	*	*	*	*	
10:45	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	
11:15	*	*	*	*	*	*	*	*	
11:30	*	*	*	*	*	*	*	*	
11:45	*	*	*	*	*	*	*	*	
TOTALS	131	*	130	*	-2	*	-2	131	*
PEAK HOUR	7:00	*	*	*	*	*	7:00	*	130
VOLUME	58	*	*	*	*	*	58	*	
P.H.F.	0.66	*	*	*	*	*	0.66	*	

SITE CODE : 00010000_{new}
 Street ID : Brentwood subdivision
 Location : Entrance off of Nubbin Ridge R
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: BrentNE2

DATE: 12/07/93

TIME BEGIN	TUESDAY - 7		WEDNESDAY - 8		THURSDAY - 9		Daily Average					
	AM	PM	AM	PM	AM	PM	AM	PM				
12:00	*	7	0	10	2	5	1	7				
12:15	*	6	0	7	0	7	0	6				
12:30	*	9	2	6	2	8	2	7				
12:45	*	13	0	4	4	10	2	9				
1:00	*	4	0	5	0	7	0	5				
1:15	*	14	0	4	0	3	0	7				
1:30	*	5	3	4	4	15	3	8				
1:45	*	8	0	0	0	12	0	6				
2:00	*	0	0	6	0	5	0	3				
2:15	*	6	0	9	0	6	0	7				
2:30	*	7	0	9	0	3	0	6				
2:45	*	8	0	3	0	2	0	4				
3:00	*	14	0	3	0	6	0	7				
3:15	*	6	0	6	0	2	0	4				
3:30	*	5	0	5	0	7	0	5				
3:45	*	7	0	8	0	4	0	6				
4:00	*	9	0	11	0	11	0	10				
4:15	*	11	0	12	0	11	0	11				
4:30	*	14	0	6	0	7	0	9				
4:45	*	7	0	12	0	7	0	8				
5:00	*	12	0	21	0	13	0	15				
5:15	*	20	0	18	0	14	0	17				
5:30	*	21	0	30	0	15	0	22				
5:45	*	17	3	30	1	10	2	19				
6:00	*	14	1	21	5	18	3	17				
6:15	*	21	6	9	3	17	4	15				
6:30	*	11	3	11	1	14	2	12				
6:45	*	20	4	7	4	7	4	11				
7:00	*	3	8	2	4	7	6	4				
7:15	*	17	19	6	9	10	14	11				
7:30	*	4	24	5	24	7	24	5				
7:45	*	4	13	10	14	8	13	7				
8:00	*	6	9	0	7	9	8	5				
8:15	*	8	10	7	9	7	9	7				
8:30	*	4	9	10	8	9	8	7				
8:45	*	6	8	10	1	8	4	8				
9:00	*	2	2	4	6	4	4	3				
9:15	*	3	3	2	6	6	4	3				
9:30	*	6	5	6	6	1	5	4				
9:45	*	0	7	6	10	4	8	3				
10:00	*	2	7	7	2	9	4	6				
10:15	*	2	4	0	2	3	3	1				
10:30	*	6	7	5	6	3	6	4				
10:45	*	0	6	2	0	5	3	2				
11:00	*	0	4	2	6	5	5	2				
11:15	*	0	2	2	2	0	2	0				
11:30	*	5	3	0	6	0	4	1				
11:45	8	0	2	0	4	7	4	2				
TOTALS	8	374	382	174	363	537	158	358	516	161	348	509
PEAK HOUR	*	5:30		7:15	5:00		7:15	5:30		7:15	5:15	
VOLUME	*	73		65	99		54	60		59	75	
P.H.F.	*	0.87		0.68	0.82		0.56	0.83		0.61	0.85	

SITE CODE : 00010000

Metropolitan Planning Commission

PAGE: 2

Street ID : Brentwood subdivision

FILE: BrentWR2

Location : Entrance off of Nubbin Ridge R

Weather : Special Count

DATE: 12/10/93

TIME BEGIN	FRIDAY -10		SATURDAY -11		SUNDAY -12		Daily Average		
	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	0	*	*	*	*	*	0	*	
12:15	0	*	*	*	*	*	0	*	
12:30	0	*	*	*	*	*	0	*	
12:45	2	*	*	*	*	*	2	*	
1:00	0	*	*	*	*	*	0	*	
1:15	0	*	*	*	*	*	0	*	
1:30	0	*	*	*	*	*	0	*	
1:45	0	*	*	*	*	*	0	*	
2:00	0	*	*	*	*	*	0	*	
2:15	2	*	*	*	*	*	2	*	
2:30	0	*	*	*	*	*	0	*	
2:45	0	*	*	*	*	*	0	*	
3:00	0	*	*	*	*	*	0	*	
3:15	0	*	*	*	*	*	0	*	
3:30	0	*	*	*	*	*	0	*	
3:45	0	*	*	*	*	*	0	*	
4:00	0	*	*	*	*	*	0	*	
4:15	0	*	*	*	*	*	0	*	
4:30	0	*	*	*	*	*	0	*	
4:45	0	*	*	*	*	*	0	*	
5:00	2	*	*	*	*	*	2	*	
5:15	2	*	*	*	*	*	2	*	
5:30	0	*	*	*	*	*	0	*	
5:45	2	*	*	*	*	*	2	*	
6:00	2	*	*	*	*	*	2	*	
6:15	7	*	*	*	*	*	7	*	
6:30	0	*	*	*	*	*	0	*	
6:45	7	*	*	*	*	*	7	*	
7:00	6	*	*	*	*	*	6	*	
7:15	10	*	*	*	*	*	10	*	
7:30	13	*	*	*	*	*	13	*	
7:45	18	*	*	*	*	*	18	*	
8:00	10	*	*	*	*	*	10	*	
8:15	7	*	*	*	*	*	7	*	
8:30	4	*	*	*	*	*	4	*	
8:45	12	*	*	*	*	*	12	*	
9:00	3	*	*	*	*	*	3	*	
9:15	*	*	*	*	*	*	*	*	
9:30	*	*	*	*	*	*	*	*	
9:45	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	
10:15	*	*	*	*	*	*	*	*	
10:30	*	*	*	*	*	*	*	*	
10:45	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	
11:15	*	*	*	*	*	*	*	*	
11:30	*	*	*	*	*	*	*	*	
11:45	*	*	*	*	*	*	*	*	
TOTALS	109	*	108	*	-2	*	-2	109	*
PEAK HOUR	7:15	*	*	*	*	*	7:15	*	*
VOLUME	51	*	*	*	*	*	51	*	*
P.H.F.	0.71	*	*	*	*	*	0.71	*	*

SUBDIVISION CHARACTERISTICS

Subdivision: Chestnut Hill

Location: Wallace Road

Miles to CBD: 9

Number of Dwelling Units: 91

Average Appraised Value: \$135,742

Average Number of Bedrooms: 3.3

Average Square Feet: 2,426

Persons Per Dwelling Unit: 2.67

Average Daily Traffic: 884

Average Trips Per Dwelling Unit: 9.71

CHESTNUT HILL

AVG. VALUE	135742
AVG. BEDROOMS	3.3
AVG. SQFT	2426

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
133JE-001 -	137900	4	2296
133JE-002 -	131800	4	2476
133JE-003 -	133500	3	2136
133JE-004 -	143700	4	2136
133JE-005 -	134900	3	1880
133JE-006 -	157000	4	2674
133JE-007 -	131900	4	2583
133JE-008 -	143000	4	2319
133JE-009 -	128000	3	2480
133JE-010 -	123500	4	2265
133JE-011 -	142700	4	2714
133JE-012 -	142000	4	2810
133JE-013 -	151600	4	2672
133JE-015 -	144900	4	2348
133JE-016 -	143500	4	2560
133JE-017 -	145200	4	2348
133JE-018 -	168500	3	3176
133JE-019 -	130400	3	2576
133JE-020 -	138500	4	2240
133JE-021 -	153100	3	3084
133JE-023 -	112600	3	1654
133JE-024 -	113500	3	1660
133JE-025 -	127800	3	2092
133JE-026 -	141900	3	2158
133JE-027 -	151600	4	2493
133JE-028 -	125100	3	2576
133JE-029 -	157700	3	2792
133JE-030 -	143700	3	2144
133JE-032 -	139100	3	2502
133JE-033 -	123900	3	1944
133JE-034 -	145400	3	2848
133JE-035 -	157400	3	2692
133JE-036 -	140100	4	2508
133JE-037 -	141200	3	2657
133JE-038 -	120600	3	1908
133JE-039 -	125100	3	1780
133JE-040 -	129700	3	2320
133JE-041 -	143000	4	2319
133JE-044 -	109600	3	1664
133JE-045 -	107900	3	1494
133JE-046 -	110600	3	1799
133JE-047 -	100700	3	1521
133JE-048 -	110500	3	1856
133JE-049 -	107600	3	1799
133JE-050 -	114500	3	1856
133JE-051 -	125300	3	2220
133JE-052 -	133900	3	2802
133JE-053 -	120300	3	1680
133JE-054 -	130200	3	2326
133JE-055 -	119900	3	2068
133JE-056 -	104700	3	1608
133JE-057 -	103500	3	1566

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
133JE-058 -	140700	4	2958
133JE-059 -	127600	4	2645
133JE-060 -	144000	4	2987
133JE-061 -	141000	4	2880
133JE-062 -	122100	4	2364
133JE-063 -	196200	3	2930
133JE-064 -	140300	3	2670
133JE-065 -	135200	3	2522
133JE-066 -	126200	3	2825
133JE-067 -	140400	3	2732
133JE-068 -	114100	3	1798
133JE-069 -	131600	3	2412
133JE-070 -	128300	3	2264
133JE-071 -	137200	3	2576
133JE-072 -	149500	3	2972
133JE-073 -	101700	3	1498
133JE-074 -	126000	4	2718
133JE-075 -	147900	3	2816
133JE-079 -	140800	3	2386
133JE-080 -	140000	3	2616
133JE-081 -	137400	3	2180
133JE-082 -	123900	3	1989
133JE-083 -	117400	4	2325
133JE-084 -	123900	3	2168
133JE-085 -	139800	3	2584
133JE-086 -	121900	3	1936
133JE-087 -	106100	4	1730
133JE-088 -	126400	4	2395
133JE-089 -	132700	4	2597
133JE-090 -	132400	4	2589
133JE-091 -	129100	4	2502
133JE-092 -	145200	3	2793
133JE-093 -	146700	3	2860
133JE-094 -	131000	3	2594
133JE-095 -	150600	3	2792
133JE-096 -	122900	3	1931
133JE-097 -	155100	4	3026
133JE-098 -	143300	3	2736
133JE-099 -	163700	3	2574
133JE-100 -	152700	3	3074
133JE-101 -	135900	3	2542
133JE-102 -	175800	4	3952
133JE-104 -	161000	4	3360
133JE-105 -	174600	3	2758
133JE-106 -	157600	3	2893
133JE-107 -	153800	3	2700
133JE-108 -	129900	3	2254
133JE-109 -	144000	3	2730
133JE-110 -	158600	3	2734
133JE-111 -	131300	4	2370
133JE-112 -	133900	3	2372
133JE-113 -	135500	3	2814
133JE-114 -	136100	3	2340
133JE-115 -	141700	3	2716
133JE-116 -	157500	3	2820

SITE CODE : 00000000
 Street ID : Chestnut Hill subdivision
 Location : Entrance off of Wallace Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: ChesHill
 DATE: 10/12/93

TIME BEGIN	TUESDAY -12		WEDNESDAY -13		THURSDAY -14		Daily Average					
	AM	PM	AM	PM	AM	PM	AM	PM				
12:00	*	*	0	18	0	15	0	16				
12:15	*	*	0	22	0	15	0	18				
12:30	*	*	0	21	0	12	0	16				
12:45	*	*	0	10	0	6	0	8				
1:00	*	*	0	14	0	17	0	15				
1:15	*	*	1	22	0	13	0	17				
1:30	*	*	0	21	1	15	0	18				
1:45	*	*	0	25	0	16	0	20				
2:00	*	*	0	22	0	13	0	17				
2:15	*	*	0	14	0	6	0	10				
2:30	*	*	0	13	0	13	0	13				
2:45	*	*	0	11	0	16	0	13				
3:00	*	*	0	11	0	16	0	13				
3:15	*	*	0	15	0	18	0	16				
3:30	*	15	0	15	0	18	0	16				
3:45	*	28	0	27	0	22	0	25				
4:00	*	27	0	24	0	25	0	25				
4:15	*	20	1	12	0	19	0	17				
4:30	*	19	0	23	0	24	0	22				
4:45	*	20	0	19	0	23	0	20				
5:00	*	20	1	23	2	23	1	22				
5:15	*	19	2	13	3	17	2	16				
5:30	*	19	2	12	2	17	2	16				
5:45	*	16	4	14	1	7	2	12				
6:00	*	10	1	17	3	12	2	13				
6:15	*	19	5	16	5	12	5	15				
6:30	*	12	4	11	9	19	6	14				
6:45	*	20	12	19	13	12	12	17				
7:00	*	9	20	7	25	18	22	11				
7:15	*	11	39	12	29	9	34	10				
7:30	*	8	37	12	34	8	35	9				
7:45	*	6	21	8	28	6	24	6				
8:00	*	6	8	7	18	6	13	6				
8:15	*	8	18	6	15	4	16	6				
8:30	*	9	13	7	14	6	13	7				
8:45	*	6	18	2	12	4	15	4				
9:00	*	7	12	2	15	8	13	5				
9:15	*	3	10	7	17	5	13	5				
9:30	*	0	19	3	11	3	15	2				
9:45	*	3	6	4	16	6	11	4				
10:00	*	1	18	2	16	3	17	2				
10:15	*	5	11	4	15	2	13	3				
10:30	*	5	8	1	17	4	12	3				
10:45	*	2	8	2	14	2	11	2				
11:00	*	1	21	0	12	0	16	0				
11:15	*	3	24	1	11	0	17	1				
11:30	*	1	21	0	21	0	21	0				
11:45	*	0	25	0	26	0	25	0				
TOTALS	*	358	357	390	571	961	405	535	940	388	546	934
PEAK HOUR	*	3:45		7:00	1:15	7:00	4:00	7:00	3:45			
VOLUME	*	94		117	90	116	91	115	89			
P.H.F.	*	0.84		0.75	0.90	0.85	0.91	0.82	0.89			

SITE CODE : 00000000
 Street ID : Chestnut Hill subdivision
 Location : Entrance off of Wallace Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 2
 FILE: ChesHill
 DATE: 10/15/93

TIME BEGIN	FRIDAY -15		SATURDAY -16		SUNDAY -17		Daily Average	
	AM	PM	AM	PM	AM	PM	AM	PM
12:00	1	15	*	*	*	*	1	15
12:15	0	9	*	*	*	*	0	9
12:30	0	13	*	*	*	*	0	13
12:45	1	20	*	*	*	*	1	20
1:00	0	17	*	*	*	*	0	17
1:15	0	16	*	*	*	*	0	16
1:30	0	11	*	*	*	*	0	11
1:45	0	11	*	*	*	*	0	11
2:00	0	9	*	*	*	*	0	9
2:15	0	20	*	*	*	*	0	20
2:30	0	15	*	*	*	*	0	15
2:45	0	12	*	*	*	*	0	12
3:00	0	16	*	*	*	*	0	16
3:15	0	14	*	*	*	*	0	14
3:30	0	*	*	*	*	*	0	*
3:45	0	*	*	*	*	*	0	*
4:00	0	*	*	*	*	*	0	*
4:15	0	*	*	*	*	*	0	*
4:30	0	*	*	*	*	*	0	*
4:45	0	*	*	*	*	*	0	*
5:00	0	*	*	*	*	*	0	*
5:15	1	*	*	*	*	*	1	*
5:30	3	*	*	*	*	*	3	*
5:45	2	*	*	*	*	*	2	*
6:00	2	*	*	*	*	*	2	*
6:15	5	*	*	*	*	*	5	*
6:30	9	*	*	*	*	*	9	*
6:45	10	*	*	*	*	*	10	*
7:00	18	*	*	*	*	*	18	*
7:15	28	*	*	*	*	*	28	*
7:30	31	*	*	*	*	*	31	*
7:45	25	*	*	*	*	*	25	*
8:00	13	*	*	*	*	*	13	*
8:15	12	*	*	*	*	*	12	*
8:30	15	*	*	*	*	*	15	*
8:45	14	*	*	*	*	*	14	*
9:00	16	*	*	*	*	*	16	*
9:15	9	*	*	*	*	*	9	*
9:30	10	*	*	*	*	*	10	*
9:45	10	*	*	*	*	*	10	*
10:00	13	*	*	*	*	*	13	*
10:15	16	*	*	*	*	*	16	*
10:30	22	*	*	*	*	*	22	*
10:45	14	*	*	*	*	*	14	*
11:00	14	*	*	*	*	*	14	*
11:15	22	*	*	*	*	*	22	*
11:30	9	*	*	*	*	*	9	*
11:45	15	*	*	*	*	*	15	*
TOTALS	360	198	558	*	-2	*	360	198
PEAK HOUR	7:00	12:30		*		*	7:00	12:30
VOLUME	102	66		*		*	102	66
P.H.F.	0.82	0.82		*		*	0.82	0.82

SUBDIVISION CHARACTERISTICS

Subdivision: Crestline

Location: Bluegrass Road

Miles to CBD: 12.5

Number of Dwelling Units: 83

Average Appraised Value: \$123,557

Average Number of Bedrooms: 3.6

Average Square Feet: 2,633

Persons Per Dwelling Unit: 2.51

Average Daily Traffic: 609

Average Trips Per Dwelling Unit: 7.33

AVG. VALUE	123557
AVG. BEDROOMS	3.9
AVG. SQFT	2833

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
144NE-002	131000	4	3280
144NE-003	150100	4	3180
144NE-004	117000	4	2204
144NE-005	123100	4	2888
144NE-006	117100	4	3044
144NE-007	104800	3	2808
144NE-008	108800	3	2442
144NE-009	76200	3	1152
144NE-010	114000	3	1848
144NE-011	110900	4	2842
144NE-012	122800	3	2890
144NE-013	126000	3	2280
144NE-014	133200	4	3080
144NE-015	111500	3	2294
144NE-016	103100	4	2400
144NE-018	137800	4	3180
144NE-019	126300	3	1826
144NE-020	131100	3	1826
144NE-021	130000	4	2820
144NE-022	128500	3	2400
144NE-023	102800	3	2280
144NE-024	127700	4	2280
144NE-025	135900	4	3108
144NE-026	104800	4	2280
144NE-028	107600	4	2280
144NE-027	102200	3	2280
144NE-028	142900	4	2352
144NE-029	122200	4	2352
144NE-030	120800	3	2184
144NE-031	137700	3	2888
144NE-032	141800	3	2800
144NE-033	117000	4	2704
144NE-034	117400	4	2828
144NE-035	112900	3	2420
144NE-036	128400	4	2748
144NE-037	128900	4	3680
144NE-038	128200	5	3110
144NE-039	118800	3	2612
144NE-040	118100	4	2280
144NE-041	112800	4	2627
144NE-042	123100	4	2436
144NE-043	128600	3	3052
144NE-044	137200	4	3148
144NE-045	130700	4	2348
144NE-046	178100	4	3648
144NE-047	157400	3	3237
144NE-048	128800	3	3000
154CD-001	110700	3	2280
154CD-002	146200	3	3040
154CD-003	118300	4	2884
154CD-004	128600	4	2882
154CD-005	102300	4	2368
154CD-006	98100	3	2018
154CD-007	124000	3	2280
154CD-008	102700	3	2280
154CD-009	117700	3	2280
154CD-010	108700	3	2280
154CD-011	108800	4	2280
154CD-012	121100	3	2038
154CD-013	121000	3	2038
154CD-014	121000	4	2082
154CD-015	104000	3	2340
154CD-016	117300	3	1974
154CD-017	128400	3	1950
154CD-018	147300	4	3524
154CD-019	149500	3	3158
154CD-021	117800	4	2884
154CD-022	133200	4	2800
154CD-023	114500	4	2818
154CD-024	138700	4	2280
154CD-025	127800	4	2620
154CD-026	145700	4	2400
154CD-027	128400	4	3040
154CD-028	148400	4	2412
154CD-029	183600	4	3042
154CD-030	121800	4	3034
154CD-031	112000	4	2702
154CD-032	135300	4	2574
154CD-033	117800	4	2280
154CD-034	117400	4	2448
154CD-035	114700	3	2448
154CD-036	134700	4	3395
154CD-037	124400	4	2842
154CD-038	112100	4	2800

SITE CODE : 00000000
 Street ID : Crest Line subdivision
 Location : Entrance off of Bluegrass Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: CresLine

DATE: 12/13/93

TIME BEGIN	MONDAY -13		TUESDAY -14		WEDNESDAY -15		Daily Average		
	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	*	10	0	5	0	*	0	7	
12:15	*	6	1	5	1	*	1	5	
12:30	*	6	0	15	0	*	0	10	
12:45	*	13	0	4	0	*	0	8	
1:00	*	14	0	1	1	*	0	7	
1:15	*	5	0	7	0	*	0	6	
1:30	*	8	0	9	0	*	0	8	
1:45	*	4	0	10	1	*	0	7	
2:00	*	5	0	7	0	*	0	6	
2:15	*	21	0	11	0	*	0	16	
2:30	*	11	0	18	0	*	0	14	
2:45	*	12	0	13	1	*	0	12	
3:00	*	9	0	9	1	*	0	9	
3:15	*	3	0	10	0	*	0	6	
3:30	*	14	0	4	1	*	0	9	
3:45	*	8	3	5	1	*	2	6	
4:00	*	10	0	7	0	*	0	8	
4:15	*	8	0	8	1	*	0	8	
4:30	*	7	0	13	0	*	0	10	
4:45	*	14	0	11	0	*	0	12	
5:00	*	23	0	6	0	*	0	14	
5:15	*	13	2	16	1	*	1	14	
5:30	*	16	1	25	3	*	2	20	
5:45	*	24	3	19	2	*	2	21	
6:00	*	20	3	15	5	*	4	17	
6:15	*	10	2	16	6	*	4	13	
6:30	*	11	8	13	5	*	6	12	
6:45	*	20	11	8	7	*	9	14	
7:00	*	6	13	8	15	*	14	7	
7:15	*	8	26	7	18	*	22	7	
7:30	*	3	17	6	18	*	17	4	
7:45	*	6	18	7	17	*	17	6	
8:00	*	7	7	10	13	*	10	8	
8:15	*	10	6	5	8	*	7	7	
8:30	*	10	9	5	9	*	9	7	
8:45	*	6	5	6	8	*	6	6	
9:00	*	5	13	5	6	*	9	5	
9:15	*	3	9	6	9	*	9	4	
9:30	*	1	11	5	5	*	8	3	
9:45	6	2	15	4	5	*	8	3	
10:00	7	5	3	4	4	*	4	4	
10:15	9	0	1	3	2	*	4	1	
10:30	8	1	11	1	5	*	8	1	
10:45	1	2	6	1	*	*	3	1	
11:00	8	3	6	1	*	*	7	2	
11:15	4	2	7	1	*	*	5	1	
11:30	8	0	8	2	*	*	8	1	
11:45	11	3	12	0	*	*	11	1	
TOTALS	62	408	470	237	377	614	179	217	378
PEAK HOUR	11:00	5:00	7:00	5:15	7:00		7:00	5:15	
VOLUME	31	76	74	75	68		70	72	
P.H.F.	0.70	0.79	0.71	0.75	0.94		0.80	0.86	

SUBDIVISION CHARACTERISTICS

Subdivision: Eagle Glen

Location: Northshore Drive

Miles to CBD: 15.3

Number of Dwelling Units: 111

Average Appraised Value: \$196,237

Average Number of Bedrooms: 3.75

Average Square Feet: 3,186

Persons Per Dwelling Unit: 2.82

Average Daily Traffic: 1,149

Average Trips Per Dwelling Unit: 10.35

EAGLE GLEN

AVG. VALUE	196237
AVG. BEDROOMS	3.75
AVG. SQFT	3186

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
153DC-001 -	172500	4	2937
153DC-002 -	177400	4	3038
153DC-003 -	199100	4	3261
153DC-004 -	183500	4	3168
153DC-005 -	151600	4	2544
153DC-006 -	160600	3	2772
153DC-007 -	302300	4	6026
153DC-008 -	169100	4	2496
153DC-010 -	171300	4	2795
153DC-011 -	164200	3	2340
153DC-012 -	196900	4	3142
153DC-013 -	159100	3	2550
153DC-014 -	215900	4	3755
153DC-015 -	170500	3	2658
153DD-001 -	201300	3	3356
153DD-002 -	181600	4	2734
153DD-003 -	206100	4	3240
153DD-004 -	200200	3	4444
153DD-006 -	238900	4	4710
153DD-007 -	202300	4	3491
153DD-010 -	258600	3	3995
153DD-011 -	458100	4	6266
153DD-013 -	242100	4	3521
153DD-017 -	180300	4	3122
153DD-019 -	207300	4	3232
153DD-021 -	189600	4	3332
153DD-022 -	184500	4	3290
153DD-024 -	221800	4	3985
153DD-025 -	183600	4	3090
153DD-026 -	195900	4	2982
153DD-027 -	209900	4	2807
153DD-028 -	203400	4	3094
153EB-001 -	165500	3	2771
153EB-002 -	171300	3	2604
153EB-003 -	162600	3	2386
153EB-004 -	232600	4	4083
153EB-006 -	218100	4	3846
153EB-007 -	189000	4	3090
153EB-009 -	200400	4	3776
153EB-010 -	206700	4	2828
153EB-011 -	251900	4	5159
153EB-012 -	177900	4	2977
153EB-013 -	217700	4	3280
153EB-015 -	229400	4	3388
153EB-016 -	233800	4	3340
153EB-017 -	201500	4	3756
153EB-018 -	181700	4	3146
153EB-019 -	216200	5	3814
153EB-020 -	213200	3	2941
153EB-021 -	231000	4	3930
153EB-022 -	249500	4	3655
153EB-023 -	233500	4	3413

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
153EB-024 -	196400	4	2883
153EB-025 -	181400	4	2538
153EB-026 -	205800	4	3029
153EC-001 -	185800	4	3044
153EC-002 -	186900	3	2579
153EC-003 -	192100	3	2750
153EC-004 -	190900	4	3102
153EC-005 -	177400	4	2458
153EC-006 -	152400	3	2271
153EC-007 -	138500	3	1908
153EC-008 -	160900	4	2392
153EC-009 -	198900	4	2880
153EC-010 -	170200	3	2855
153EC-012 -	187300	3	3054
153EC-014 -	215300	4	3525
153EC-015 -	192000	4	3224
153EC-016 -	184400	4	3042
153EC-017 -	179900	4	3284
153EC-018 -	208400	4	3484
153EC-020 -	196400	3	3370
153EC-024 -	116700	3	2624
153EC-025 -	180100	4	2979
153EC-026 -	221200	4	3981
153EC-027 -	178700	4	3263
153EC-028 -	163300	4	2920
153EC-029 -	190700	4	3362
153EC-030 -	101300	4	3201
153EC-031 -	190200	4	3066
153EC-032 -	166900	4	2675
153EC-033 -	180800	4	3304
153ED-001 -	220100	4	4386
153ED-002 -	179300	3	2536
153ED-003 -	232100	4	4144
153ED-004 -	231500	4	3172
153ED-005 -	158700	4	2948
153ED-006 -	172700	4	3326
153ED-007 -	183800	4	3220
153ED-008 -	202800	3	3384
153ED-009 -	184600	3	2403
153ED-010 -	225600	5	3344
153ED-011 -	233200	3	3216
153ED-012 -	149500	3	2326
153ED-013 -	200300	4	3299
153ED-014 -	179600	4	3020
153ED-015 -	171500	4	2979
153ED-016 -	167300	3	2590
153ED-017 -	192600	4	3298
153ED-018 -	166700	3	2556
153ED-019 -	183800	3	3014
153ED-020 -	163900	3	2094
153EE-001 -	208900	4	3196
153EE-002 -	201400	3	3141
153EE-003 -	224900	4	3042
153EE-004 -	199000	4	2594
153EE-005 -	217200	4	3054
153EE-006 -	218900	4	3403
153EE-007 -	194400	4	2626
153EE-008 -	187600	4	2711

Subdivision

Counted by:

Board # :

Other :

KNOXVILLE

METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

FACTORED

Site Code : 000000000000

Start Date: 08/28/95

File I.D. : EGLEN1F

Page : 1

Street name : Eagle Glen Subdivision Cross street: Exit to Northshore Dr Direction I

Begin Time	Mon. 08/28		Tues. 08/29		Wed. 08/30		Daily Avg.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	7	0	4	0	*	0	6
12:15	*	5	0	3	1	*	0	4
12:30	*	2	0	6	0	*	0	4
12:45	*	1	0	2	0	*	0	2
01:00	*	2	0	3	0	*	0	2
01:15	*	6	0	2	0	*	0	4
01:30	*	2	0	2	0	*	0	2
01:45	*	2	0	6	0	*	0	4
02:00	*	1	0	4	0	*	0	2
02:15	*	7	0	5	0	*	0	6
02:30	*	3	0	6	0	*	0	4
02:45	*	2	0	2	0	*	0	2
03:00	*	3	0	1	0	*	0	2
03:15	*	4	0	4	0	*	0	4
03:30	*	1	0	2	0	*	0	2
03:45	*	6	0	5	0	*	0	6
04:00	*	5	0	4	0	*	0	4
04:15	*	2	0	6	0	*	0	4
04:30	*	3	1	6	0	*	0	4
04:45	*	3	0	3	0	*	0	3
05:00	*	8	0	6	2	*	1	7
05:15	*	30	2	6	2	*	2	18
05:30	*	6	1	6	1	*	1	6
05:45	*	2	1	5	2	*	2	4
06:00	*	2	3	5	1	*	2	4
06:15	*	5	1	13	2	*	2	9
06:30	*	7	6	7	4	*	5	7
06:45	*	4	4	3	1	*	2	4
07:00	*	6	5	8	5	*	5	7
07:15	*	5	16	4	10	*	13	4
07:30	*	4	6	5	2	*	4	4
07:45	*	2	10	5	9	*	10	4
08:00	*	3	13	3	8	*	10	3
08:15	*	3	4	4	2	*	3	4
08:30	*	4	2	5	1	*	2	4
08:45	*	2	2	1	2	*	2	2
09:00	*	3	3	2	4	*	4	2
09:15	*	1	0	5	3	*	2	3
09:30	*	1	1	0	6	*	4	0
09:45	*	1	1	2	1	*	1	2
10:00	*	3	1	0	3	*	2	2
10:15	*	2	4	0	4	*	4	1
10:30	*	0	2	0	4	*	3	0
10:45	*	0	0	2	4	*	2	1
11:00	*	0	3	0	*	*	3	0
11:15	*	0	2	0	*	*	2	0
11:30	0	0	1	0	*	*	0	0
11:45	3	0	3	0	*	*	3	0
Total	3	171	98	173	84	0	96	173
Combined	174		271		84		269	
Peak Hour	11:00	04:45	07:15	06:15	07:15		07:15	
Volume	3	47	45	31	29		37	
P.H.F.	.25	.39	.70	.59	.72		.71	

ADTs ADT as calculated in header = 267

AADT as calculated in header = 267

Subdivision

Counted by:

Board # :

Other :

KNOXVILLE

METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

FACTORED

Site Code : 000000000000

Start Date: 08/28/95

File I.D. : EGLENCZF

Street name :Eagle Glen Subdivision Cross street:Entrance from Northshore Dr. Direction 1

Page : 1

Begin Time	Mon. 08/28		Tues. 08/29		Wed. 08/30		Daily	Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	3	0	4	0	*	0	4
12:15	*	5	0	4	0	*	0	4
12:30	*	3	0	6	1	*	0	4
12:45	*	3	0	1	0	*	0	2
01:00	*	2	0	2	0	*	0	2
01:15	*	6	0	4	0	*	0	5
01:30	*	5	0	4	0	*	0	4
01:45	*	4	0	5	0	*	0	4
02:00	*	6	1	6	0	*	0	6
02:15	*	2	0	6	0	*	0	4
02:30	*	2	0	0	0	*	0	1
02:45	*	2	0	4	0	*	0	3
03:00	*	6	1	0	0	*	0	3
03:15	*	3	0	4	0	*	0	4
03:30	*	3	0	5	0	*	0	4
03:45	*	2	0	10	0	*	0	6
04:00	*	8	0	6	0	*	0	7
04:15	*	9	0	4	0	*	0	6
04:30	*	5	2	8	0	*	1	6
04:45	*	7	0	4	0	*	0	6
05:00	*	4	0	10	2	*	1	7
05:15	*	8	0	6	0	*	0	7
05:30	*	3	0	5	0	*	0	4
05:45	*	6	0	10	0	*	0	8
06:00	*	2	0	6	0	*	0	4
06:15	*	10	0	7	0	*	0	8
06:30	*	6	0	3	0	*	0	4
06:45	*	3	0	9	0	*	0	6
07:00	*	7	0	4	0	*	0	6
07:15	*	8	2	6	2	*	2	7
07:30	*	4	1	7	0	*	0	6
07:45	*	5	3	8	1	*	2	6
08:00	*	1	6	7	5	*	6	4
08:15	*	6	6	6	2	*	4	6
08:30	*	5	2	10	2	*	2	8
08:45	*	6	3	3	1	*	2	4
09:00	*	5	2	5	2	*	2	5
09:15	*	2	2	6	4	*	3	4
09:30	*	3	2	2	2	*	2	2
09:45	*	1	4	0	1	*	2	0
10:00	*	3	0	1	4	*	2	2
10:15	*	1	2	2	0	*	1	2
10:30	*	0	3	0	0	*	2	0
10:45	*	0	0	1	*	*	0	0
11:00	0	0	2	0	*	*	1	0
11:15	3	0	0	0	*	*	2	0
11:30	7	0	1	0	*	*	4	0
11:45	4	0	2	1	*	*	3	0
total	14	185	47	212	29	0	44	195
combined	199		259		29		239	
peak Hour	11:00	04:00	07:45	05:00	09:15		07:45	
volume	14	29	17	31	11		14	
P.H.F.	.5	.80	.70	.77	.68		.58	

ADTs ADT as calculated in header = 244

AADT as calculated in header = 244

Subdivision

Counted by:

Board # :

Other :

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM
FACTORED

Site Code : 000000000000

Start Date: 08/28/95

File I.D. : EGLENOF

Page : 1

Street name : Eagle Glen Subdivision Cross street: Westland Dr. Entrance Direction 1

Begin Time	Mon. 08/28		Tues. 08/29		Wed. 08/30		Daily	Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	5	1	10	1	*	1	8
12:15	*	6	0	6	2	*	1	6
12:30	*	5	0	6	4	*	2	6
12:45	*	4	0	6	0	*	0	5
01:00	*	5	0	4	0	*	0	4
01:15	*	6	0	2	1	*	0	4
01:30	*	6	0	7	0	*	0	6
01:45	*	5	1	7	1	*	1	6
02:00	*	5	1	9	0	*	0	7
02:15	*	6	0	12	0	*	0	9
02:30	*	8	0	9	1	*	0	8
02:45	*	7	1	8	1	*	1	8
03:00	*	7	0	6	0	*	0	6
03:15	*	9	0	5	0	*	0	7
03:30	*	16	0	8	0	*	0	12
03:45	*	12	0	14	0	*	0	13
04:00	*	14	1	11	1	*	1	12
04:15	*	17	0	12	0	*	0	14
04:30	*	11	1	5	1	*	1	8
04:45	*	7	2	15	0	*	1	11
05:00	*	13	0	14	1	*	0	14
05:15	*	12	1	16	2	*	2	14
05:30	*	10	3	11	0	*	2	10
05:45	*	17	2	21	0	*	1	19
06:00	*	14	2	18	6	*	4	16
06:15	*	16	6	11	9	*	8	14
06:30	*	13	7	10	5	*	6	12
06:45	*	7	8	15	3	*	6	11
07:00	*	11	14	10	12	*	13	10
07:15	*	7	18	6	24	*	21	6
07:30	*	17	12	6	14	*	13	12
07:45	*	16	7	6	12	*	10	11
08:00	*	7	15	8	13	*	14	8
08:15	*	7	8	9	11	*	10	8
08:30	*	12	14	12	7	*	10	12
08:45	*	5	10	8	11	*	10	6
09:00	*	4	9	7	5	*	7	6
09:15	*	6	9	4	8	*	8	5
09:30	*	3	11	4	4	*	8	4
09:45	*	6	3	1	5	*	4	4
10:00	*	5	4	3	8	*	6	4
10:15	*	2	4	0	9	*	6	1
10:30	*	3	9	3	4	*	6	3
10:45	*	0	5	6	9	*	7	3
11:00	0	2	9	1	*	*	4	2
11:15	3	0	3	0	*	*	3	0
11:30	8	1	12	1	*	*	10	1
11:45	9	1	16	0	*	*	12	0
Total	20	378	229	373	195	0	220	376
Combined		398		602		195		596
Peak Hour	11:00	05:45	06:45	05:15	07:15		07:15	
Volume	20	60	52	66	63		58	
%H.F.	.55	.88	.72	.78	.65		.69	

ADTs ADT as calculated in header = 597

AADT as calculated in header = 597

SUBDIVISION CHARACTERISTICS

Subdivision: Farmington

Location: Ebenezer Road

Miles to CBD: 11

Number of Dwelling Units: 544

Average Appraised Value: \$82,474

Average Number of Bedrooms: 3.0

Average Square Feet: 1,596

Persons Per Dwelling Unit: 2.51

Average Daily Traffic: 3,959

Average Trips Per Dwelling Unit: 7.28

FARMINGTON

AVG. VALUE	82474
AVG. BEDROOMS	3.007
AVG. SQFT	1596

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
144MA-001 -	73300	3	1604
144MA-002 -	73300	3	1104
144MA-003 -	68300	3	1104
144MA-004 -	70100	3	1604
144MA-005 -	81900	3	1240
144MA-006 -	67000	3	1704
144MA-007 -	85200	3	1604
144MA-008 -	75300	3	1104
144MA-009 -	87800	3	1604
144MA-010 -	79100	3	1328
144MA-011 -	83100	3	1536
144MA-012 -	89300	3	2056
144MA-013 -	68000	3	1104
144MA-014 -	75400	3	1604
144MA-015 -	77200	3	1704
144MA-016 -	78300	3	1604
144MA-017 -	73800	3	1604
144MA-018 -	74500	3	1104
144MA-019 -	78000	3	1604
144MA-020 -	66700	3	1104
144MA-022 -	74200	3	1104
144MA-023 -	74500	3	1604
144MA-024 -	73800	3	1104
144MA-025 -	85200	3	1604
144MA-026 -	87900	3	1548
144MA-027 -	75900	3	1704
144MA-028 -	73300	3	1328
144MA-029 -	79200	3	1604
144MA-030 -	88400	4	1680
144MA-031 -	87200	3	1740
144MA-032 -	74100	3	1104
144MA-033 -	74600	3	1104
144MA-034 -	75800	3	1604
144MA-035 -	77800	3	1604
144MA-036 -	77100	3	1804

144MA-037 -	74400	3	1104
144MA-038 -	73300	3	1104
144MA-039 -	84600	3	1568
144MA-040 -	75500	3	1104
144MA-041 -	85000	3	1604
144MA-042 -	97100	3	1856
144MA-043 -	82400	3	1536
144MA-044 -	82200	3	1536
144MA-045 -	84300	3	1704
144MA-046 -	84600	3	1568
144MA-047 -	67400	3	1704
144MA-048 -	71700	3	1604
144MA-049 -	95900	3	1852
144MA-050 -	84700	3	1604
144MA-051 -	91400	3	1872
144MC-001 -	75400	3	1536
144MC-002 -	70900	3	1632
144MC-003 -	84300	3	1536
144MC-004 -	73800	3	1104
144MC-005 -	69000	3	2132
144MC-006 -	68200	3	1604
144MC-007 -	83100	3	1704
144MC-008 -	83600	3	1536
144MC-009 -	73400	3	1104
144MC-010 -	85400	3	1604
144MC-011 -	73500	3	1104
144MC-012 -	76100	3	1604
144MC-013 -	83800	3	1536
144MC-014 -	78600	3	1604
144MC-015 -	68500	3	1604
144MC-016 -	67900	3	1536
144MC-017 -	67400	3	1704
144MC-018 -	81600	3	1536
144MC-019 -	76500	3	1536
144MC-020 -	83900	3	1704
144MC-021 -	73700	3	1104
144MC-022 -	77700	3	1704
144MC-023 -	72300	3	1328
144MC-024 -	79100	3	1632
144MC-025 -	76200	3	1536
144MC-026 -	77900	3	1604
144MC-027 -	73400	3	1104
144MC-028 -	73500	3	1104

144MC-029 -	75900	3	1704
144MC-030 -	88900	3	2304
144MC-031 -	66200	3	1328
144MC-032 -	76600	3	1604
144MC-033 -	75200	3	1604
144MC-034 -	76600	3	1604
144MC-035 -	76900	3	1704
144MC-036 -	77200	3	1604
144MC-037 -	74000	3	1104
154CA-001 -	95300	3	1872
154CA-002 -	93900	3	2016
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154ED-015 -	96700	3	1652

Subdivision Count

Counted by:

Board # :

Other :

Street name :North Entrance to Cross street:Farminston Subdivision ,

KNOXVILLE

METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

Site Code : 000600000000

Start Date: 05/30/95

File I.D. : NFRMNGTN

Page : 1

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	19	1	27	6	*	4	*	23
12:15	*	33	6	32	5	*	6	*	32
12:30	*	26	3	32	6	*	4	*	29
12:45	*	46	2	44	2	*	2	*	45
01:00	*	34	2	38	2	*	2	*	36
01:15	*	34	2	26	0	*	1	*	30
01:30	*	25	2	30	1	*	2	*	28
01:45	*	25	0	40	2	*	1	*	32
02:00	*	25	3	28	0	*	2	*	26
02:15	*	31	1	33	0	*	0	*	32
02:30	*	56	1	57	1	*	1	*	56
02:45	*	54	1	38	1	*	1	*	46
03:00	*	54	3	41	1	*	2	*	48
03:15	*	42	1	31	4	*	2	*	36
03:30	*	35	3	31	0	*	2	*	33
03:45	*	35	0	43	0	*	0	*	39
04:00	*	48	0	45	0	*	0	*	46
04:15	*	41	5	57	2	*	4	*	49
04:30	*	36	5	54	2	*	4	*	45
04:45	*	53	3	50	7	*	5	*	52
05:00	*	97	4	59	6	*	5	*	78
05:15	*	71	5	53	6	*	6	*	62
05:30	*	77	7	61	9	*	8	*	69
05:45	*	72	11	83	8	*	10	*	78
06:00	*	70	8	76	9	*	8	*	73
06:15	*	70	21	65	24	*	22	*	68
06:30	*	45	16	60	15	*	16	*	52
06:45	*	52	37	48	28	*	32	*	50
07:00	*	53	46	44	43	*	44	*	48
07:15	*	57	70	44	75	*	72	*	50
07:30	*	39	103	49	85	*	94	*	44
07:45	*	51	100	37	101	*	100	*	44
08:00	*	38	49	44	36	*	42	*	41
08:15	*	29	43	43	39	*	41	*	36
08:30	*	52	32	51	28	*	30	*	52
08:45	*	37	39	50	36	*	38	*	44
09:00	*	43	27	51	20	*	24	*	47
09:15	*	35	22	36	28	*	25	*	36
09:30	*	29	32	38	29	*	30	*	34
09:45	*	29	20	30	*	*	20	*	30
10:00	22	29	18	23	*	*	20	*	26
10:15	21	26	21	25	*	*	21	*	26
10:30	20	18	25	12	*	*	22	*	15
10:45	27	18	18	17	*	*	22	*	18
11:00	32	9	40	12	*	*	36	*	10
11:15	29	6	29	7	*	*	29	*	6
11:30	31	9	16	13	*	*	24	*	11
11:45	27	5	21	10	*	*	24	*	8
Total	209	1918	924	1918	667	0	910	1919	
Combined		2127		2842		667		2829	
Peak Hour	10:45	05:00	07:15	05:30	07:00		07:00		
Volume	119	317	322	285	304		310		
P.H.F.	.92	.81	.78	.85	.75		.77		

ADTs

Subdivision Count

Counted by:

Board # :

Other :

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM
FACTORED

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : NFRMNGNN

Street name : North Entrance to Cross street: Farmington Subdivision

Page : 1

Begin Time	Tues. 05/30 A.M. P.M.	Wed. 05/31 A.M. P.M.	Thur. 06/01 A.M. P.M.	Daily A.M. P.M.	Avg. A.M. P.M.
12:00	* 17	1 25	5 *	3	21
12:15	* 30	5 29	4 *	4	30
12:30	* 24	3 29	5 *	4	26
12:45	* 42	2 40	2 *	2	41
01:00	* 31	2 35	2 *	2	33
01:15	* 31	2 24	0 *	1	28
01:30	* 23	2 27	1 *	2	25
01:45	* 23	0 36	2 *	1	30
02:00	* 23	3 25	0 *	2	24
02:15	* 28	1 30	0 *	0	29
02:30	* 51	1 52	1 *	1	52
02:45	* 49	1 35	1 *	1	42
03:00	* 49	3 37	1 *	2	43
03:15	* 38	1 28	4 *	2	33
03:30	* 32	3 28	0 *	2	30
03:45	* 32	0 39	0 *	0	36
04:00	* 44	0 41	0 *	0	42
04:15	* 37	5 52	2 *	4	44
04:30	* 33	5 49	2 *	4	41
04:45	* 48	3 46	6 *	4	47
05:00	* 88	4 54	5 *	4	71
05:15	* 65	5 48	5 *	5	56
05:30	* 70	6 56	8 *	7	63
05:45	* 66	10 76	7 *	8	71
06:00	* 64	7 69	8 *	8	66
06:15	* 64	19 59	21 *	20	62
06:30	* 41	15 55	13 *	14	48
06:45	* 47	34 44	25 *	30	46
07:00	* 48	42 40	38 *	40	44
07:15	* 52	64 40	66 *	65	46
07:30	* 35	94 45	75 *	84	40
07:45	* 46	91 34	89 *	90	40
08:00	* 35	45 40	32 *	38	38
08:15	* 26	39 39	34 *	36	32
08:30	* 47	29 46	25 *	27	46
08:45	* 34	35 46	32 *	34	40
09:00	* 39	25 46	18 *	22	42
09:15	* 32	20 33	25 *	22	32
09:30	* 26	29 35	26 *	28	30
09:45	* 26	18 27	* *	18	26
10:00	20 26	16 21	* *	18	24
10:15	19 24	19 23	* *	19	24
10:30	18 16	23 11	* *	20	14
10:45	25 16	16 15	* *	20	16
11:00	29 8	36 11	* *	32	10
11:15	26 5	26 6	* *	26	6
11:30	28 8	15 12	* *	22	10
11:45	25 5	19 9	* *	22	7
Total	190 1744	844 1747	590 0	820 1747	
Combined	1934	2591	590	2567	
Peak Hour	10:45 05:00	07:15 05:30	07:00	07:00	
Volume	108 289	294 260	268	279	
P.H.F.	.93 .82	.78 .85	.75	.77	

ADTs ADT as calculated in header = 2570

AADT as calculated in header = 2570

Subdivision Count

Counted by:

Board # :

Other :

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : SFRMNGTN

Page : 1

Street name :South entrance to Cross street:Farminston Subdivision .

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	18	0	13	1	*	0		16
12:15	*	21	1	34	1	*	1		28
12:30	*	15	0	20	4	*	2		18
12:45	*	19	1	18	3	*	2		18
01:00	*	20	0	22	1	*	0		21
01:15	*	18	1	11	0	*	0		14
01:30	*	8	0	18	1	*	0		13
01:45	*	19	0	12	1	*	0		16
02:00	*	16	0	25	1	*	0		20
02:15	*	22	1	30	2	*	2		26
02:30	*	26	0	27	0	*	0		26
02:45	*	23	0	25	1	*	0		24
03:00	*	20	0	28	0	*	0		24
03:15	*	27	0	26	1	*	0		26
03:30	*	17	1	24	2	*	2		20
03:45	*	23	0	29	2	*	1		26
04:00	*	23	0	39	0	*	0		31
04:15	*	27	1	27	0	*	0		27
04:30	*	39	1	24	4	*	2		32
04:45	*	26	1	29	3	*	2		28
05:00	*	57	1	41	1	*	1		49
05:15	*	46	2	42	2	*	2		44
05:30	*	22	3	52	3	*	3		37
05:45	*	25	6	40	3	*	4		32
06:00	*	22	8	43	9	*	8		32
06:15	*	28	13	32	14	*	14		30
06:30	*	14	18	52	19	*	18		33
06:45	*	6	12	36	21	*	16		21
07:00	*	11	43	36	27	*	35		24
07:15	*	19	40	23	42	*	41		21
07:30	*	7	43	36	43	*	43		22
07:45	*	26	41	32	53	*	47		29
08:00	*	9	20	21	23	*	22		15
08:15	*	11	16	21	26	*	21		16
08:30	*	16	13	29	26	*	20		22
08:45	*	12	16	19	19	*	18		16
09:00	*	5	19	22	16	*	18		14
09:15	*	7	22	22	20	*	21		14
09:30	*	5	20	23	*	*	20		14
09:45	11	2	19	13	*	*	15		8
10:00	17	3	20	19	*	*	19		11
10:15	23	7	17	13	*	*	20		10
10:30	19	7	11	6	*	*	15		6
10:45	16	1	20	8	*	*	18		4
11:00	17	0	18	5	*	*	18		2
11:15	12	1	9	10	*	*	10		6
11:30	21	3	20	8	*	*	20		6
11:45	18	6	13	3	*	*	16		4
Total	154	805	511	1188	395	0	536	996	
Combined		959		1699		395		1532	
Peak Hour	10:00	04:30	07:00	05:15	07:00		07:00		
Volume	75	168	167	177	165		166		
P.H.F.	.81	.73	.97	.85	.77		.88		

ADTs

Subdivision Count

Counted by:

Board # :

Other :

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM
FACTORED

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : SFRWNGTS

Page : 1

Street name : South entrance to Cross street: Farmington Subdivision.

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	16	0	12	1	*	0	14	
12:15	*	19	1	31	1	*	1	25	
12:30	*	14	0	18	4	*	2	16	
12:45	*	17	1	16	3	*	2	16	
01:00	*	18	0	20	1	*	0	19	
01:15	*	16	1	10	0	*	0	13	
01:30	*	7	0	16	1	*	0	12	
01:45	*	17	0	11	1	*	0	14	
02:00	*	15	0	23	1	*	0	19	
02:15	*	20	1	27	2	*	2	24	
02:30	*	24	0	25	0	*	0	24	
02:45	*	21	0	23	1	*	0	22	
03:00	*	18	0	25	0	*	0	22	
03:15	*	25	0	24	1	*	0	24	
03:30	*	15	1	22	2	*	2	18	
03:45	*	21	0	26	2	*	1	24	
04:00	*	21	0	35	0	*	0	28	
04:15	*	25	1	25	0	*	0	25	
04:30	*	35	1	22	4	*	2	28	
04:45	*	24	1	26	3	*	2	25	
05:00	*	52	1	37	1	*	1	44	
05:15	*	42	2	38	2	*	2	40	
05:30	*	20	3	47	3	*	3	34	
05:45	*	23	5	36	3	*	4	30	
06:00	*	20	7	39	8	*	8	30	
06:15	*	25	12	29	12	*	12	27	
06:30	*	13	16	47	17	*	16	30	
06:45	*	5	11	33	18	*	14	19	
07:00	*	10	39	33	24	*	32	22	
07:15	*	17	36	21	37	*	36	19	
07:30	*	6	39	33	38	*	38	20	
07:45	*	24	37	29	47	*	42	26	
08:00	*	8	18	19	20	*	19	14	
08:15	*	10	15	19	23	*	19	14	
08:30	*	15	12	26	23	*	18	20	
08:45	*	11	15	17	17	*	16	14	
09:00	*	5	17	20	14	*	16	12	
09:15	*	6	20	20	18	*	19	13	
09:30	*	5	18	21	*	*	18	13	
09:45	10	2	17	12	*	*	14	7	
10:00	15	3	18	17	*	*	16	10	
10:15	21	6	15	12	*	*	18	9	
10:30	17	6	10	5	*	*	14	6	
10:45	15	1	18	7	*	*	16	4	
11:00	15	0	16	5	*	*	16	2	
11:15	11	1	8	9	*	*	10	5	
11:30	19	3	18	7	*	*	18	5	
11:45	16	5	12	3	*	*	14	4	
Total	139	732	463	1078	353	0	483	905	
Combined	871		1541		353		1388		
Peak Hour	10:00	04:30	07:00	05:15	07:00		07:00		
Volume	68	153	151	160	146		148		
P.H.F.	.80	.73	.96	.85	.77		.88		

ADTs ADT as calculated in header = 1389

AADT as calculated in header = 1389

SUBDIVISION CHARACTERISTICS

Subdivision: Fountain Crest

Location: Cunningham Road

Miles to CBD: 12

Number of Dwelling Units: 108

Average Appraised Value: \$63,453

Average Number of Bedrooms: 3.0

Average Square Feet: 1,614

Persons Per Dwelling Unit: 2.70

Average Daily Traffic: 1,050

Average Trips Per Dwelling Unit: 9.7

FOUNTAINCREST

AVG. VALUE	63453
AVG. BEDROOMS	3.041
AVG. SQFT	1614

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
038KA-001 -	68400	3	1711
038KA-002 -	62700	3	1485
038KA-003 -	71400	3	1755
038KA-004 -	71800	3	1428
038KA-005 -	64700	3	1203
038KA-007 -	73400	3	1825
038KA-008 -	79100	3	2247
038KA-009 -	92700	3	1612
038KA-010 -	74000	3	1993
038KA-011 -	91500	3	1952
038KA-012 -	79700	3	1543
038KA-013 -	57900	3	1296
038KA-014 -	53100	3	1232
038KA-015 -	50700	3	1196
038KA-016 -	63800	4	1724
038KA-017 -	49700	3	1196
038KA-018 -	50100	3	1196
038KA-019 -	47900	3	1118
038KA-020 -	52100	3	1161
038KA-021 -	55900	3	1318
038KA-022 -	49100	3	1196
038KE-001 -	69200	3	1917
038KE-002 -	64000	3	1227
038KE-003 -	57400	3	1269
038KE-004 -	65000	3	2000
038KE-005 -	69500	3	1544
038KE-006 -	44100	3	1144
038KE-007 -	57300	3	1596
038KE-008 -	48200	3	1188
038KE-009 -	59400	3	1728
038KE-010 -	76500	3	1544
038KE-011 -	57300	3	1296
038KE-012 -	50400	3	1196
038KE-013 -	65500	3	2131
038KE-014 -	64500	3	1798

038KE-015 -	65100	3	2125
038KE-016 -	56100	3	1418
038KE-017 -	51200	3	1196
038KE-018 -	58600	3	1196
038KE-032 -	62200	3	1896
038KF-001 -	65300	3	1869
038KF-002 -	65200	4	1952
038KF-003 -	71500	3	2150
038KF-004 -	75800	3	1952
038KF-005 -	62400	3	1952
038KF-006 -	50100	3	1144
038KF-007 -	68200	3	1805
038KF-008 -	44600	3	1144
038KF-009 -	73800	3	2239
038KF-010 -	57800	3	1689
038KF-011 -	57900	3	1735
038KF-012 -	48700	3	1648
038KF-013 -	52500	3	1248
038KF-014 -	55800	3	1269
038KG-001 -	70800	3	2079
038KG-002 -	58700	3	1323
038KG-003 -	64500	3	1595
038KG-004 -	59800	3	1431
038KG-005 -	58300	3	1476
038KG-006 -	96700	3	2260
038KG-007 -	61900	3	1540
038KG-008 -	70000	3	2285
038KG-009 -	81300	3	1721
038KG-010 -	77400	3	1821
038KG-011 -	75300	3	2118
038KG-012 -	62300	3	1512
038KG-013 -	70200	3	1900
038KG-014 -	60300	4	1450
038KG-015 -	87200	3	2880
038KG-016 -	62300	3	1512
038KG-017 -	51500	3	1196
038KG-018 -	72100	3	2131
038KG-019 -	57600	3	1358
038KG-020 -	46500	3	1221

AADT as calculated in header = 254

Subdivision	KNOXVILLE						Site Code : 000000000000
Counted by:	METROPOLITAN PLANNING ORGANIZATION						Start Date: 08/23/95
Board # :	TRAFFIC ANALYSIS SYSTEM						File I.D. : FTNCRSEF
Other :	FACTORED						Page : 1
Street name : FOUNTAINCREST	Cross street: EAST						
Begin	Wed. 08/23		Thur. 08/24		Fri. 08/25		Daily
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Avg.
12:00	*	7	1	11	2	*	2 9
12:15	*	11	0	6	5	*	2 8
12:30	*	7	0	5	0	*	0 6
12:45	*	11	1	8	0	*	0 10
01:00	*	8	3	6	0	*	2 7
01:15	*	6	2	5	2	*	2 6
01:30	*	13	0	4	0	*	0 8
01:45	*	4	2	7	1	*	2 6
02:00	*	14	1	6	1	*	1 10
02:15	*	10	1	7	1	*	1 8
02:30	*	9	1	13	0	*	0 11
02:45	*	10	1	4	1	*	1 7
03:00	*	6	0	10	0	*	0 8
03:15	*	10	3	13	0	*	2 12
03:30	*	7	0	11	0	*	0 9
03:45	*	9	0	12	0	*	0 10
04:00	*	13	0	16	0	*	0 14
04:15	*	15	2	16	0	*	1 16
04:30	*	10	1	17	0	*	0 14
04:45	*	12	2	8	1	*	2 10
05:00	*	15	2	13	2	*	2 14
05:15	*	22	1	9	1	*	1 16
05:30	*	16	3	12	2	*	2 14
05:45	*	22	3	19	2	*	2 20
06:00	*	15	3	15	4	*	4 15
06:15	*	15	5	11	9	*	7 13
06:30	*	15	4	9	17	*	10 12
06:45	*	6	4	13	19	*	12 10
07:00	*	11	4	13	15	*	10 12
07:15	*	8	10	18	22	*	16 13
07:30	*	12	16	10	17	*	16 11
07:45	*	9	16	12	23	*	20 10
08:00	*	13	8	7	27	*	18 10
08:15	*	12	7	10	22	*	14 11
08:30	*	18	5	9	22	*	14 14
08:45	*	6	10	7	28	*	19 6
09:00	*	12	12	17	28	*	20 14
09:15	*	13	5	13	26	*	16 13
09:30	*	5	9	9	25	*	17 7
09:45	*	4	5	12	21	*	13 8
10:00	*	12	8	6	16	*	12 9
10:15	*	5	5	7	12	*	8 6
10:30	*	2	13	7	19	*	16 4
10:45	*	3	8	5	19	*	14 4
11:00	5	1	3	2	22	*	10 2
11:15	5	5	5	4	12	*	7 4
11:30	7	0	5	2	14	*	9 1
11:45	5	3	6	2	*	*	6 2
Total	22	472	206	458	460	0	333 464
Combined	494		664		460		797
Peak Hour	11:00	05:00	07:15	03:45	08:45		08:45
Volume	22	75	50	61	107		72
P.H.F.	.78	.85	.78	.89	.95		.9

Subdivision

Counted by:

Board # :

Other :

Street name :FountainCrest Cross street:West

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

FACTORED

Direction 1

Site Code : 000000000000

Start Date: 08/23/95

File I.D. : FOUNCRWF

Page : 1

Begin Time	Wed. 08/23		Thur. 08/24		Fri. 08/25		Daily	Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	3	1	4	1	*	1	4
12:15	*	2	2	4	0	*	1	3
12:30	*	4	0	6	0	*	0	5
12:45	*	2	0	4	0	*	0	3
01:00	*	2	0	0	0	*	0	1
01:15	*	4	0	3	0	*	0	4
01:30	*	1	1	2	0	*	0	2
01:45	*	3	0	4	1	*	0	4
02:00	*	1	0	4	0	*	0	2
02:15	*	2	0	3	0	*	0	2
02:30	*	4	0	2	1	*	0	3
02:45	*	4	0	7	0	*	0	6
03:00	*	7	0	3	0	*	0	5
03:15	*	5	0	3	0	*	0	4
03:30	*	4	0	4	0	*	0	4
03:45	*	4	0	5	0	*	0	4
04:00	*	6	0	6	0	*	0	6
04:15	*	5	1	5	0	*	0	5
04:30	*	2	1	4	0	*	0	3
04:45	*	7	1	10	0	*	0	8
05:00	*	6	2	4	4	*	3	5
05:15	*	6	0	6	1	*	0	6
05:30	*	5	2	4	1	*	2	4
05:45	*	7	1	5	2	*	2	6
06:00	*	2	1	5	0	*	0	4
06:15	*	7	0	4	1	*	0	6
06:30	*	3	4	4	2	*	3	4
06:45	*	5	2	6	4	*	3	6
07:00	*	3	4	4	4	*	4	4
07:15	*	5	3	3	5	*	4	4
07:30	*	5	4	3	3	*	4	4
07:45	*	3	5	3	6	*	6	3
08:00	*	1	4	2	4	*	4	2
08:15	*	5	3	9	2	*	2	7
08:30	*	2	4	3	7	*	6	2
08:45	*	4	3	3	3	*	3	4
09:00	*	3	3	4	1	*	2	4
09:15	*	2	1	2	2	*	2	2
09:30	*	5	1	2	3	*	2	4
09:45	*	0	1	2	6	*	4	1
10:00	*	4	2	4	4	*	3	4
10:15	*	1	3	3	2	*	2	2
10:30	0	2	5	3	4	*	3	2
10:45	1	1	3	1	4	*	3	1
11:00	4	1	3	1	5	*	4	1
11:15	3	0	2	2	5	*	3	1
11:30	5	0	3	1	2	*	3	0
11:45	0	3	2	2	*	*	1	2
Total	13	163	78	178	90	0	80	173
Combined	176		256		96		253	
Peak Hour	10:45	04:45	07:00	04:00	07:45		07:00	
Volume	13	24	16	25	19		19	
P.H.F.	.65	.85	.8	.62	.67		.75	

SUBDIVISION CHARACTERISTICS

Subdivision: Foxfire

Location: Ebenezer Road

Miles to CBD: 11

Number of Dwelling Units: 186

Average Appraised Value: \$93,525

Average Number of Bedrooms: 3.0

Average Square Feet: 2,060

Persons Per Dwelling Unit: 2.67

Average Daily Traffic: 2,053

Average Trips Per Dwelling Unit: 11.03

FOX FIRE

AVG. VALUE	93525
AVG. BEDROOMS	3.027
AVG. SQFT	2060

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
144MB-002 -	103700	3	2786
144MB-003 -	83000	3	2208
144MB-004 -	79900	3	2200
144MB-005 -	74700	3	2080
144MB-006 -	76600	3	2000
144MB-007 -	74100	3	1936
144MB-008 -	59100	3	1456
144MB-009 -	75800	3	2040
144MB-010 -	57000	3	1352
144MB-011 -	89600	3	2256
144MB-012 -	92800	3	2144
144MB-013 -	83200	3	2100
144MB-014 -	73300	3	1772
144MB-015 -	91400	3	2174
144MB-016 -	82000	3	2312
144MB-017 -	75300	3	1994
144MB-018 -	84200	3	2508
144MB-020 -	114100	3	2894
145PC-001 -	91200	3	2186
145PC-002 -	96300	3	1638
145PC-003 -	105800	3	2736
145PC-004 -	91900	3	2124
145PC-005 -	93100	3	2214
145PC-006 -	81300	3	1624
145PC-007 -	95600	3	2268
145PC-008 -	117200	3	2822
145PC-009 -	87800	3	1637
145PC-010 -	101300	3	1536
145PC-011 -	83600	3	1820
145PC-012 -	94800	3	1976
145PC-013 -	115400	3	3124
145PC-014 -	76500	3	1512
145PC-015 -	100300	3	2373
145PC-016 -	83100	3	1780
145PC-017 -	74800	3	1456

145PC-018 -	81400	3	1508
145PC-019 -	75600	3	1496
145PD-001 -	120100	3	3076
145PD-002 -	90200	3	2080
145PD-003 -	92400	3	2142
145PD-004 -	86800	3	1954
145PD-005 -	84300	3	2045
145PD-006 -	92400	3	2096
145PD-007 -	98400	3	2352
145PD-008 -	92800	3	2200
145PD-009 -	91900	3	2124
145PD-010 -	94300	3	2110
145PD-011 -	77200	3	1551
145PD-012 -	92400	3	2090
145PD-013 -	76700	3	1740
145PD-014 -	95500	3	2244
145PD-015 -	85700	3	1986
145PD-016 -	86600	3	2086
145PD-017 -	82400	3	2175
145PD-018 -	78400	3	1675
145PD-019 -	88000	3	1976
145PD-020 -	88700	3	2146
145PD-021 -	106100	3	2352
145PD-022 -	95300	3	2288
145PD-023 -	93800	3	2240
145PD-024 -	86100	3	1976
145PD-025 -	88500	3	2010
145PD-026 -	91700	3	2080
145PD-027 -	89400	3	2080
145PD-028 -	91500	3	2402
145PD-029 -	112900	3	2836
145PD-030 -	86700	3	1943
145PD-031 -	90300	3	2060
145PD-032 -	115600	3	2956
145PD-033 -	83200	3	1890
145PD-034 -	148200	4	3554
145PD-035 -	95500	3	2568
145PD-036 -	93700	3	2508
145PD-037 -	96500	3	2408
145PD-038 -	97300	3	2408
145PD-039 -	109800	3	2224
145PE-001 -	76000	3	1508
145PE-002 -	84400	3	2036

145PE-003 -	74500	3	1456
145PE-004 -	98600	3	2348
145PE-005 -	88700	3	2146
145PE-006 -	86700	3	2088
145PE-007 -	83700	3	2000
145PE-008 -	86500	3	2086
145PE-009 -	91300	3	2160
145PE-010 -	97200	3	2174
145PE-011 -	93400	3	2231
145PE-012 -	84200	3	1600
145PE-013 -	92300	3	2312
145PE-014 -	80700	3	1929
145PE-015 -	88300	3	2172
145PE-016 -	87200	3	2200
145PE-017 -	94200	5	2456
145PE-018 -	93200	3	2268
145PE-019 -	73000	3	1270
145PE-020 -	91300	3	2016
145PE-022 -	77400	3	1352
145PE-023 -	83300	3	1456
145PE-024 -	83900	3	1448
145PE-026 -	148400	4	2962
145PE-027 -	83600	3	1456
145PE-028 -	96200	3	2240
145PE-029 -	79300	3	1444
145PE-030 -	86000	3	1558
145PG-001 -	92700	3	1872
145PG-002 -	87300	3	1720
145PG-003 -	94600	3	2002
145PG-004 -	84100	3	1860
145PG-005 -	84300	3	1968
145PG-006 -	104500	3	2268
145PG-007 -	130300	3	2808
145PG-008 -	100200	3	2160
145PG-009 -	85700	3	1624
145PG-010 -	78200	3	1352
145PG-011 -	78200	3	1352
145PG-012 -	75700	3	1404
145PG-013 -	83500	3	1456
145PG-014 -	90500	3	1834
145PG-015 -	84400	3	1444
145PG-016 -	84300	3	1378
145PG-017 -	94200	3	1988

145PG-018 -	91300	3	1868
155AA-001 -	102400	3	2372
155AA-002 -	67700	3	1352
155AA-003 -	84700	3	2221
155AA-004 -	85400	3	2188
155AA-005 -	100900	3	2088
155AA-006 -	97500	3	1982
155AA-007 -	89100	3	1352
155AA-008 -	112800	3	2304
155AA-009 -	96200	3	1976
155AA-010 -	87900	3	1988
155AA-012 -	146300	3	2672
155AA-014 -	112700	3	2304
155AA-015 -	103900	3	2406
155AA-016 -	92000	3	2096
155AA-017 -	113000	3	2422
155AA-018 -	97100	3	1568
155AA-019 -	99100	3	1872
155AA-020 -	90500	3	1386
155AA-021 -	88000	3	2000
155AA-022 -	85500	3	2178
155AA-023 -	105600	3	2224
155AA-024 -	115100	3	2358
155AA-025 -	78900	3	1986
155AA-026 -	105700	3	2080
155AA-027 -	89500	3	1938
155AA-028 -	101200	3	2310
155AA-029 -	88000	3	1548
155AA-030 -	90100	4	1860
155AA-031 -	109200	3	2308
155AA-032 -	105800	3	2299
155AA-033 -	109700	3	2344
155AA-034 -	102400	3	2156
155AA-035 -	90800	3	2375
155AA-036 -	109400	3	2396
155AA-037 -	55900	3	1452
155AF-001 -	105400	3	2100
155AF-002 -	69300	3	1380
155AF-003 -	114800	3	2376
155AF-004 -	99900	3	2080
155AF-005 -	111400	3	2284
155AF-006 -	113200	3	2208
155AF-007 -	106600	3	2140

155AF-008 -	103600	3	1900
155AF-009 -	96100	3	1900
155AF-010 -	106700	3	2372
155AF-011 -	98500	3	1900
155AF-013 -	86700	3	2044
155AF-014 -	88400	3	1500
155AF-015 -	108200	3	2212
155AF-016 -	104700	3	2029
155AF-017 -	87500	3	1456
155AF-018 -	90200	3	2252
155AF-019 -	106400	3	2292
155AF-020 -	130500	3	2328
155AF-021 -	108900	3	2302
155AF-022 -	102100	3	2196
155AF-023 -	93500	3	1868
155AF-024 -	113500	3	2508
155AF-025 -	106200	3	2168
155AF-026 -	109200	3	2736
155AF-028 -	100800	3	1976
155AF-029 -	110800	3	2308
155AF-030 -	112700	3	2308
155AF-031 -	108200	3	2224

Weather :

Counted by :

Board # :

Other :

Street name : Foxfire Subdivision

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : FOXFIRE

Page : 1

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	16	4	22	3	*	4		19
12:15	*	12	0	31	3	*	2		22
12:30	*	28	4	41	4	*	4		34
12:45	*	24	3	32	4	*	4		28
01:00	*	17	0	23	3	*	2		20
01:15	*	24	0	16	0	*	0		20
01:30	*	16	2	14	0	*	1		15
01:45	*	28	0	18	1	*	0		23
02:00	*	22	0	27	0	*	0		24
02:15	*	34	0	21	0	*	0		28
02:30	*	20	0	43	1	*	0		32
02:45	*	46	0	22	0	*	0		34
03:00	*	41	3	28	1	*	2		34
03:15	*	13	3	17	1	*	2		15
03:30	*	30	0	22	0	*	0		26
03:45	*	58	4	28	1	*	2		43
04:00	*	45	2	35	0	*	1		40
04:15	*	32	2	30	1	*	2		31
04:30	*	44	0	44	0	*	0		44
04:45	*	45	6	42	2	*	4		44
05:00	*	46	0	32	0	*	0		39
05:15	*	80	0	56	0	*	0		68
05:30	*	68	12	54	2	*	7		61
05:45	*	83	12	49	7	*	10		66
06:00	*	61	11	39	5	*	8		50
06:15	*	66	13	46	14	*	14		56
06:30	*	53	35	40	21	*	28		46
06:45	*	75	33	41	23	*	28		58
07:00	*	68	55	43	38	*	46		56
07:15	*	47	67	36	35	*	51		42
07:30	*	54	99	31	60	*	80		42
07:45	*	40	154	38	55	*	104		39
08:00	*	42	55	16	35	*	45		29
08:15	*	29	47	31	23	*	35		30
08:30	*	34	64	27	20	*	42		30
08:45	*	22	34	21	16	*	25		22
09:00	*	43	20	26	26	*	23		34
09:15	*	21	22	24	15	*	18		22
09:30	*	23	25	13	18	*	22		18
09:45	*	33	12	18	*	*	12		26
10:00	*	18	23	11	*	*	23		14
10:15	0	20	16	7	*	*	8		14
10:30	20	11	19	5	*	*	20		8
10:45	14	11	15	8	*	*	14		10
11:00	19	11	26	10	*	*	22		10
11:15	23	12	25	6	*	*	24		9
11:30	16	11	19	4	*	*	18		8
11:45	16	0	18	8	*	*	17		4
Total	107	1677	964	1296	438	0	774	1467	
Combined	1784		2260		438		2261		
Peak Hour	10:30	05:15	07:00	05:15	07:00		07:00		
Volume	75	292	375	198	188		281		
P.H.F.	.81	.87	.60	.88	.78		.67		

ADTs

Weather :
 Counted by :
 Board # :
 Other :
 Street name : Foxfire Subdivision

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM
 FACTORED

Site Code : 000000000000
 Start Date: 05/30/95
 File I.D. : FOXFIREN
 Page : 1

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily Avg.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	15	4	20	3	*	4	18
12:15	*	11	0	28	3	*	2	20
12:30	*	25	4	37	4	*	4	31
12:45	*	22	3	29	4	*	4	26
01:00	*	15	0	21	3	*	2	18
01:15	*	22	0	15	0	*	0	18
01:30	*	15	2	13	0	*	1	14
01:45	*	25	0	16	1	*	0	20
02:00	*	20	0	25	0	*	0	22
02:15	*	31	0	19	0	*	0	25
02:30	*	18	0	39	1	*	0	28
02:45	*	42	0	20	0	*	0	31
03:00	*	37	3	25	1	*	2	31
03:15	*	12	3	15	1	*	2	14
03:30	*	27	0	20	0	*	0	24
03:45	*	53	4	25	1	*	2	39
04:00	*	41	2	32	0	*	1	36
04:15	*	29	2	27	1	*	2	28
04:30	*	40	0	40	0	*	0	40
04:45	*	41	5	38	2	*	4	40
05:00	*	42	0	29	0	*	0	36
05:15	*	73	0	51	0	*	0	62
05:30	*	62	11	49	2	*	6	56
05:45	*	76	11	45	6	*	8	60
06:00	*	56	10	35	4	*	7	46
06:15	*	60	12	42	12	*	12	51
06:30	*	48	32	36	18	*	25	42
06:45	*	68	30	37	20	*	25	52
07:00	*	62	50	39	33	*	42	50
07:15	*	43	61	33	31	*	46	38
07:30	*	49	90	28	53	*	72	38
07:45	*	36	140	35	48	*	94	36
08:00	*	38	50	15	31	*	40	26
08:15	*	26	43	28	20	*	32	27
08:30	*	31	58	25	18	*	38	28
08:45	*	20	31	19	14	*	22	20
09:00	*	39	18	24	23	*	20	32
09:15	*	19	20	22	13	*	16	20
09:30	*	21	23	12	16	*	20	16
09:45	*	30	11	16	*	*	11	23
10:00	*	16	21	10	*	*	21	13
10:15	0	18	15	6	*	*	8	12
10:30	18	10	17	5	*	*	18	8
10:45	13	10	14	7	*	*	14	8
11:00	16	10	24	9	*	*	20	10
11:15	21	11	23	5	*	*	22	8
11:30	15	10	17	4	*	*	16	7
11:45	15	0	16	7	*	*	16	4
Total	98	1525	880	1177	387	0	701	1352
Combined	1623		2057		387		2053	
Peak Hour	10:30	05:15	07:00	05:15	07:00		07:00	
Volume	68	267	341	180	165		254	
P.H.F.	.60	.87	.60	.88	.77		.67	

ADTs ADT as calculated in header = 2054
 AADT as calculated in header = 2054

SUBDIVISION CHARACTERISTICS

Subdivision: Gracemont

Location: Emory Road

Miles to CBD: 10

Number of Dwelling Units: 68

Average Appraised Value: \$118,454

Average Number of Bedrooms: 3.16

Average Square Feet: 2,120

Persons Per Dwelling Unit: 2.83

Average Daily Traffic: 641

Average Trips Per Dwelling Unit: 9.43

GRACEMONT

AVG. VALUE	118454
AVG. BEDROOMS	3.162
AVG. SQFT	2120

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
047CF-001 -	110700	3	1962
047CF-003 -	106400	3	2300
047CF-004 -	111300	3	1480
047CF-005 -	105500	3	2280
047CF-006 -	119500	4	2452
047CF-007 -	126800	4	1820
047CF-009 -	119000	3	2350
047CF-010 -	107800	3	2016
047CF-011 -	138300	4	2560
047CF-012 -	121800	3	1944
047CF-013 -	120800	3	2004
047CF-014 -	124600	3	2226
047CF-015 -	118400	3	2200
047CF-016 -	118000	3	1944
047CF-018 -	117800	3	1492
047CF-019 -	117100	0	2291
047CF-020 -	95800	3	1548
047CF-021 -	111500	4	2141
047CF-022 -	104500	4	1970
047CF-023 -	101400	3	1677
047CF-024 -	152700	3	2146
047CF-026 -	144600	4	3505
047CF-027 -	95000	3	1492
047CF-028 -	94600	3	1480
047CF-029 -	120800	3	1686
047CF-030 -	119200	3	1928
047CF-031 -	119100	3	1664
047CF-032 -	114000	3	2224
047CF-033 -	109300	3	2040
047CF-034 -	124700	3	2060
047CF-036 -	117500	3	1529
047CF-037 -	95000	3	1480
047CF-038 -	130000	4	2952
047CF-039 -	121700	3	2224
047CF-040 -	138400	3	2832

047CF-041 -	131200	3	2488
047CF-042 -	115100	3	1780
047CF-043 -	112200	3	2184
047CF-044 -	129300	3	2621
047CF-045 -	114100	3	1726
047CF-046 -	133000	3	2578
047CF-047 -	123000	3	2297
047CF-048 -	140600	3	2385
047CF-049 -	113600	3	1952
047CF-050 -	140100	4	2235
047CF-051 -	129800	4	2902
047CF-052 -	106700	3	1878
047CF-053 -	106100	3	1872
047CF-054 -	114200	3	2164
047CF-055 -	120000	3	2276
047CF-056 -	88700	3	1396
047CF-060 -	134100	3	2676
047CF-061 -	126100	3	2004
047CF-062 -	120900	3	2460
047CF-063 -	112200	3	1914
047CF-064 -	119800	3	2373
047CF-065 -	110200	3	1888
047CF-066 -	109300	3	1910
047CF-067 -	122900	3	2532
047CF-068 -	122300	3	1860
047CF-071 -	124500	3	2705
047CF-072 -	109700	3	1575
047CF-073 -	128600	3	2604
047CF-074 -	129200	3	2624
047CF-075 -	119600	3	2320
047CF-076 -	137500	4	2783
047CF-077 -	107400	5	1643
047CF-078 -	109300	5	1658

Weather :
 Counted by:
 Board # :
 Other :

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000
 Start Date: 06/05/95
 File I.D. : GRCEMONT
 Page : 1

Street name : Gracemont Subdivision

Direction 1

Begin Time	Mon. 06/05 A.M. P.M.	Tues. 06/06 A.M. P.M.	Wed. 06/07 A.M. P.M.	Daily A.M. P.M.	Avg. P.M.
12:00	* 9	0 21	0 *	0 15	
12:15	* 13	0 11	2 *	1 12	
12:30	* 15	0 14	2 *	1 14	
12:45	* 9	1 13	0 *	0 11	
01:00	* 12	0 10	0 *	0 11	
01:15	* 14	0 9	0 *	0 12	
01:30	* 15	0 3	1 *	0 9	
01:45	* 10	0 4	1 *	0 7	
02:00	* 17	0 5	0 *	0 11	
02:15	* 11	0 9	0 *	0 10	
02:30	* 4	0 6	0 *	0 5	
02:45	* 8	0 8	0 *	0 8	
03:00	* 4	0 8	0 *	0 6	
03:15	* 5	0 13	0 *	0 9	
03:30	* 10	1 6	0 *	0 8	
03:45	* 18	2 10	0 *	1 14	
04:00	* 8	0 6	0 *	0 7	
04:15	* 8	0 6	0 *	0 7	
04:30	* 15	0 17	0 *	0 16	
04:45	* 16	1 14	1 *	1 15	
05:00	* 13	3 12	4 *	4 12	
05:15	* 16	1 23	0 *	0 20	
05:30	* 29	2 11	1 *	2 20	
05:45	* 21	4 13	2 *	3 17	
06:00	* 15	1 17	3 *	2 16	
06:15	* 8	5 12	7 *	6 10	
06:30	* 15	7 21	7 *	7 18	
06:45	* 11	4 17	5 *	4 14	
07:00	* 18	21 9	15 *	18 14	
07:15	* 18	11 15	14 *	12 16	
07:30	* 11	16 14	19 *	18 12	
07:45	* 13	12 11	12 *	12 12	
08:00	* 8	19 15	12 *	16 12	
08:15	* 9	5 17	4 *	4 13	
08:30	* 7	9 9	3 *	6 8	
08:45	* 2	13 7	9 *	11 4	
09:00	0 9	8 11	7 *	5 10	
09:15	5 6	7 9	8 *	7 8	
09:30	12 8	10 7	7 *	10 8	
09:45	8 9	7 4	6 *	7 6	
10:00	9 6	4 3	6 *	6 4	
10:15	11 7	6 2	7 *	8 4	
10:30	7 1	12 1	3 *	7 1	
10:45	6 6	13 3	5 *	8 4	
11:00	15 7	5 4	12 *	11 6	
11:15	8 7	7 1	5 *	7 4	
11:30	6 0	10 0	8 *	8 0	
11:45	7 1	13 1	6 *	9 1	
Total	94 502	240 462	204 0	222 481	
Combined	596	702	204	703	
Peak Hour	09:30 05:15	07:00 06:00	07:00	07:00	
Volume	40 81	60 67	60	60	
P.H.F.	.83 .69	.71 .79	.78	.83	

ADTs

Weather :	KNOXVILLE						Site Code : 000000000000
Counted by:	METROPOLITAN PLANNING ORGANIZATION						Start Date: 06/05/95
Board # :	TRAFFIC ANALYSIS SYSTEM						File I.D. : GREENHORN
Other :	FACTORED						Page : 1
Street name :	Gracemont Subdivision						
	Direction 1						
Begin	Mon. 06/05		Tues. 06/06		Wed. 06/07		Daily
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Avg.
12:00	*	8	0	19	0	*	0 14
12:15	*	12	0	10	2	*	1 11
12:30	*	14	0	13	2	*	1 14
12:45	*	8	1	12	0	*	0 10
01:00	*	11	0	9	0	*	0 10
01:15	*	13	0	8	0	*	0 10
01:30	*	14	0	3	1	*	0 8
01:45	*	9	0	4	1	*	0 6
02:00	*	16	0	5	0	*	0 10
02:15	*	10	0	8	0	*	0 9
02:30	*	4	0	5	0	*	0 4
02:45	*	7	0	7	0	*	0 7
03:00	*	4	0	7	0	*	0 6
03:15	*	5	0	12	0	*	0 8
03:30	*	9	1	5	0	*	0 7
03:45	*	17	2	9	0	*	1 13
04:00	*	7	0	5	0	*	0 6
04:15	*	7	0	5	0	*	0 6
04:30	*	14	0	15	0	*	0 14
04:45	*	15	1	13	1	*	1 14
05:00	*	12	3	11	4	*	4 12
05:15	*	15	1	21	0	*	0 18
05:30	*	27	2	10	1	*	2 18
05:45	*	19	4	12	2	*	3 16
06:00	*	14	1	15	3	*	2 14
06:15	*	7	5	11	6	*	6 9
06:30	*	14	6	19	6	*	6 16
06:45	*	10	4	15	5	*	4 12
07:00	*	17	19	8	14	*	16 12
07:15	*	17	10	14	13	*	12 16
07:30	*	10	15	13	17	*	16 12
07:45	*	12	11	10	11	*	11 11
08:00	*	7	17	14	11	*	14 10
08:15	*	8	5	15	4	*	4 12
08:30	*	6	8	8	3	*	6 7
08:45	*	2	12	6	8	*	10 4
09:00	0	8	7	10	6	*	4 9
09:15	5	6	6	8	7	*	6 7
09:30	11	7	9	6	6	*	9 6
09:45	7	8	6	4	5	*	6 6
10:00	8	6	4	3	5	*	6 4
10:15	10	6	5	2	6	*	7 4
10:30	6	1	11	1	3	*	7 1
10:45	6	6	12	3	5	*	8 4
11:00	14	6	5	4	11	*	10 5
11:15	7	6	6	1	5	*	6 4
11:30	6	0	9	0	7	*	7 0
11:45	6	1	12	1	5	*	8 1
Total	86	462	220	419	186	0	204 437
Combined	548		639		186		641
Peak Hour	09:30	05:15	07:00	04:30	07:00		07:00
Volume	36	75	55	60	55		55
P.H.F.	.61	.69	.72	.71	.80		.85

ADTs ADT as calculated in header = 646
AADT as calculated in header = 646

SUBDIVISION CHARACTERISTICS

Subdivision: Grandview

Location: Dick Ford Lane

Miles to CBD: 4.8

Number of Dwelling Units: 102

Average Appraised Value: \$67,449

Average Number of Bedrooms: 3.1

Average Square Feet: 1,851

Persons Per Dwelling Unit: 2.59

Average Daily Traffic: 692

Average Trips Per Dwelling Unit: 6.78

GRANDVIEW

AVG. VALUE	67449
AVG. BEDROOMS	3.098
AVG. SQFT	1851

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
137AA-001 -	54200	3	1379
137AA-002 -	69100	3	2412
137AA-003 -	58200	3	1404
137AA-004 -	86100	4	1816
137AA-005 -	68000	3	1631
137AA-006 -	84000	3	2239
137AA-007 -	73700	3	1842
137AA-009 -	85100	3	2104
137AA-010 -	67600	3	2250
137AA-011 -	93000	3	2591
137AA-012 -	69100	3	2204
137AA-013 -	84500	5	2820
137AA-017 -	93000	3	2104
137AA-019 -	71200	3	1188
137AA-020 -	99500	3	1931
137AA-022 -	125100	4	2432
137AA-025 -	80200	3	2120
137AA-026 -	76400	3	2264
137AA-027 -	74600	3	2650
137AA-028 -	58900	3	1248
137AA-029 -	57800	3	1748
137AA-030 -	57300	3	1704
137AA-031 -	58400	3	1712
137AA-032 -	50700	3	1343
137AA-033 -	56700	3	1431
137AA-034 -	61400	3	1397
137AA-035 -	66200	3	2239
137AA-036 -	65400	3	1977
137AA-037 -	70800	3	1999
137AA-038 -	54200	3	1458
137AA-039 -	53900	3	1225
137AA-040 -	47900	3	1225
137AB-001 -	95100	3	2800
137AB-004 -	83500	3	1682
137AB-006 -	79200	3	2595

137AB-008 -	70900	3	1485
137AB-009 -	62300	2	1648
137AB-010 -	48200	3	1488
137AB-011 -	51100	3	1215
137AB-012 -	46600	3	1550
137AB-013 -	59700	3	1678
137AB-014 -	55200	3	1615
137AB-015 -	64200	3	2006
137AB-016 -	50300	3	1313
137AB-017 -	66000	3	1931
137AB-018 -	71400	3	1944
137AB-019 -	82500	3	2339
137AB-021 -	74800	4	2130
137AB-023 -	80800	3	2632
137AB-024 -	55500	3	2442
137AB-025 -	61800	3	1888
137AB-026 -	60500	3	2022
137AB-028 -	61100	3	1850
137AB-029 -	61900	3	1652
137AB-030 -	71800	3	2281
137BA-001 -	54900	3	1647
137BA-002 -	66200	3	1080
137BA-004 -	76600	3	1975
137BA-005 -	87600	3	2558
137BA-006 -	75000	3	2062
137BA-008 -	74800	5	2771
137BA-009 -	77500	3	2625
137BA-012 -	150200	4	3115
137BA-016 -	148500	3	3792
137BA-017 -	82700	3	2041
137BA-020 -	91500	3	2151
137BA-022 -	65500	3	1900
137BA-023 -	52400	3	1825
137BA-024 -	62500	3	1352
137BA-026 -	63300	3	1714
137BB-001 -	55100	3	1377
137BB-002 -	61300	3	1566
137BB-003 -	62200	3	1952
137BB-004 -	70000	3	2085
137BB-005 -	54700	3	1377
137BB-006 -	58700	3	1542
137BB-007 -	67900	3	2085
137BB-008 -	60200	3	1755

137BB-009 -	42200	3	1107
137BB-010 -	60800	3	1400
137BB-012 -	78100	3	1998
137BB-013 -	57400	4	1182
137BB-014 -	58400	3	1688
137BB-015 -	58300	3	1634
137BB-016 -	71100	4	1705
137BB-017 -	46200	3	1400
137BB-018 -	60400	3	1666
137BB-019 -	66300	3	1850
137BB-020 -	60500	3	1610
137BB-021 -	65300	3	1632
137BB-022 -	45200	3	1234
137BB-023 -	54700	3	1486
137BB-024 -	42400	3	1114
137BB-025 -	49100	3	1464
137BB-026 -	53600	3	1568
137BB-027 -	75000	4	3270
137BB-028 -	73700	3	2456
137BB-029 -	59900	3	1350
137BB-030 -	62000	3	1800
137BB-032 -	40100	3	1008
137BB-033 -	48400	3	1560
137BB-034 -	44800	3	1050

Weather :
 Counted by :
 Board # :
 Other :

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000
 Start Date: 06/13/95
 File I.D. : GRANDVUE

Street name : Northern entrance to Cross street: Grandview Subdivision Direction 1

Page : 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	6	2	3	0	*	1	*	4
12:15	*	6	0	5	0	*	0	*	6
12:30	*	13	0	8	0	*	0	*	10
12:45	*	7	1	2	0	*	0	*	4
01:00	*	3	1	1	1	*	1	*	2
01:15	*	3	0	4	0	*	0	*	4
01:30	*	6	0	4	0	*	0	*	5
01:45	*	2	0	2	0	*	0	*	2
02:00	*	3	0	4	0	*	0	*	4
02:15	*	0	0	5	0	*	0	*	2
02:30	*	5	1	6	1	*	1	*	6
02:45	*	3	0	6	0	*	0	*	4
03:00	*	3	0	3	1	*	0	*	3
03:15	*	4	1	7	0	*	0	*	6
03:30	*	4	2	4	2	*	2	*	4
03:45	*	3	0	4	1	*	0	*	4
04:00	*	3	0	6	0	*	0	*	4
04:15	*	7	0	8	0	*	0	*	8
04:30	*	3	0	6	0	*	0	*	4
04:45	*	2	0	3	0	*	0	*	2
05:00	*	5	0	2	0	*	0	*	4
05:15	*	8	0	7	0	*	0	*	8
05:30	*	6	0	4	0	*	0	*	5
05:45	*	6	0	10	0	*	0	*	8
06:00	*	8	2	6	3	*	2	*	7
06:15	*	9	1	3	1	*	1	*	6
06:30	*	9	1	9	1	*	1	*	9
06:45	*	6	2	5	3	*	2	*	6
07:00	*	6	4	7	6	*	5	*	6
07:15	*	10	4	5	5	*	4	*	8
07:30	*	6	2	2	7	*	4	*	4
07:45	*	4	12	5	9	*	10	*	4
08:00	*	3	4	6	5	*	4	*	4
08:15	*	7	5	3	2	*	4	*	5
08:30	*	4	9	8	4	*	6	*	6
08:45	*	1	2	5	7	*	4	*	3
09:00	*	1	8	6	5	*	6	*	4
09:15	*	5	10	5	4	*	7	*	5
09:30	*	9	4	2	1	*	2	*	6
09:45	*	2	5	5	5	*	5	*	4
10:00	*	3	0	1	4	*	2	*	2
10:15	*	2	4	2	2	*	3	*	2
10:30	*	0	6	1	4	*	5	*	0
10:45	*	2	6	0	3	*	4	*	1
11:00	0	2	2	0	3	*	2	*	1
11:15	7	3	8	2	4	*	6	*	2
11:30	4	0	2	3	*	*	3	*	2
11:45	3	1	3	2	*	*	3	*	2
Total	14	214	114	207	94	0	100	212	
Combined		228		321		94		312	
Peak Hour	11:00	00:00	07:45	05:45	07:00		07:45		
Volume	14	32	30	28	27		24		
P.H.F.	.5	.61	.62	.7	.75		.6		

ADTs

Weather :

Counted by:

Board # :

Other :

KNOXVILLE

METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

FACTORED

Site Code : 000000000000

Start Date: 06/13/95

File I.D. : GRANDVUN

Street name :Northern entrance to Cross street:Grandview Subdivision Direction 1

Page : 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily Avg.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	5	2	3	0	*	1	4
12:15	*	5	0	5	0	*	0	5
12:30	*	12	0	7	0	*	0	10
12:45	*	6	1	2	0	*	0	4
01:00	*	3	1	1	1	*	1	2
01:15	*	3	0	4	0	*	0	4
01:30	*	5	0	4	0	*	0	4
01:45	*	2	0	2	0	*	0	2
02:00	*	3	0	4	0	*	0	4
02:15	*	0	0	5	0	*	0	2
02:30	*	5	1	5	1	*	1	5
02:45	*	3	0	5	0	*	0	4
03:00	*	3	0	3	1	*	0	3
03:15	*	4	1	6	0	*	0	5
03:30	*	4	2	4	2	*	2	4
03:45	*	3	0	4	1	*	0	4
04:00	*	3	0	5	0	*	0	4
04:15	*	6	0	7	0	*	0	6
04:30	*	3	0	5	0	*	0	4
04:45	*	2	0	3	0	*	0	2
05:00	*	5	0	2	0	*	0	4
05:15	*	7	0	6	0	*	0	6
05:30	*	5	0	4	0	*	0	4
05:45	*	5	0	9	0	*	0	7
06:00	*	7	2	5	3	*	2	6
06:15	*	8	1	3	1	*	1	6
06:30	*	8	1	8	1	*	1	8
06:45	*	5	2	5	3	*	2	5
07:00	*	5	4	6	5	*	4	6
07:15	*	9	4	5	4	*	4	7
07:30	*	5	2	2	6	*	4	4
07:45	*	4	11	5	8	*	10	4
08:00	*	3	4	5	4	*	4	4
08:15	*	6	5	3	2	*	4	4
08:30	*	4	8	7	4	*	6	6
08:45	*	1	2	5	6	*	4	3
09:00	*	1	7	5	4	*	6	3
09:15	*	5	9	5	4	*	6	5
09:30	*	8	4	2	1	*	2	5
09:45	*	2	5	5	4	*	4	4
10:00	*	3	0	1	4	*	2	2
10:15	*	2	4	2	2	*	3	2
10:30	*	0	5	1	4	*	4	0
10:45	*	2	5	0	3	*	4	1
11:00	0	2	2	0	3	*	2	1
11:15	6	3	7	2	4	*	6	2
11:30	4	0	2	3	*	*	3	2
11:45	3	1	3	2	*	*	3	2
Total	13	196	107	192	86	0	96	195
Combined	209		299		86		291	
Peak Hour	11:00	00:00	07:45	05:45	07:00		07:45	
Volume	13	28	28	25	23		24	
P.H.F.	.54	.58	.63	.69	.71		.6	

ADTs ADT as calculated in header = 293

AADT as calculated in header = 293

Weather :
 Counted by :
 Board # :
 Other :

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000
 Start Date: 06/13/95
 File I.D. : GRANDVUM

Street name : Southern entrance to Cross street: Grandview Subdivision Direction 1

Page : 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	5	0	6	0	*	0	6	
12:15	*	5	4	6	1	*	2	6	
12:30	*	4	0	6	1	*	0	5	
12:45	*	9	0	2	0	*	0	6	
01:00	*	4	0	8	0	*	0	6	
01:15	*	6	1	5	1	*	1	6	
01:30	*	4	0	8	0	*	0	6	
01:45	*	7	1	10	0	*	0	8	
02:00	*	5	0	12	0	*	0	8	
02:15	*	6	0	8	0	*	0	8	
02:30	*	3	0	5	0	*	0	4	
02:45	*	4	0	6	0	*	0	5	
03:00	*	6	0	9	0	*	0	8	
03:15	*	11	0	2	0	*	0	6	
03:30	*	9	0	10	0	*	0	10	
03:45	*	4	0	8	0	*	0	6	
04:00	*	10	0	11	0	*	0	10	
04:15	*	8	0	15	0	*	0	12	
04:30	*	8	0	7	0	*	0	8	
04:45	*	8	0	15	0	*	0	12	
05:00	*	17	0	12	0	*	0	14	
05:15	*	11	0	11	0	*	0	11	
05:30	*	7	2	4	2	*	2	6	
05:45	*	6	1	8	2	*	2	7	
06:00	*	11	2	12	1	*	2	12	
06:15	*	6	3	17	1	*	2	12	
06:30	*	3	1	9	1	*	1	6	
06:45	*	6	2	6	3	*	2	6	
07:00	*	13	7	9	6	*	6	10	
07:15	*	6	9	8	3	*	6	7	
07:30	*	6	10	3	12	*	11	4	
07:45	*	8	4	6	7	*	6	7	
08:00	*	8	10	4	11	*	10	6	
08:15	*	4	4	2	7	*	6	3	
08:30	*	7	4	6	8	*	6	6	
08:45	*	8	4	5	5	*	4	6	
09:00	*	6	3	4	6	*	4	5	
09:15	*	7	2	7	6	*	4	7	
09:30	*	3	2	8	4	*	3	6	
09:45	*	6	4	5	3	*	4	6	
10:00	*	3	5	0	4	*	4	2	
10:15	*	4	4	4	9	*	6	4	
10:30	*	1	7	2	6	*	6	2	
10:45	*	1	7	2	6	*	6	2	
11:00	*	1	5	1	9	*	7	1	
11:15	*	1	10	6	5	*	8	4	
11:30	7	1	7	2	8	*	7	2	
11:45	4	0	2	1	*	*	3	0	
Total	11	289	127	322	138	0	131	310	
Combined		300		449		138		441	
Peak Hour	11:00	04:30	07:15	04:15	07:30		07:15		
Volume	11	44	33	49	37		33		
P.H.F.	.39	.64	.82	.81	.77		.75		

ADTs

Weather :
 Counted by :
 Board # :
 Other :

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM
 FACTORED

Site Code : 000000000000
 Start Date: 06/13/95
 File I.D. : GRANDVSN

Street name :Southern entrance to Cross street:Grandview Subdivision Direction 1

Page : 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily	Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	5	0	5	0	*	0	5
12:15	*	5	4	5	1	*	2	5
12:30	*	4	0	5	1	*	0	4
12:45	*	8	0	2	0	*	0	5
01:00	*	4	0	7	0	*	0	6
01:15	*	5	1	5	1	*	1	5
01:30	*	4	0	7	0	*	0	6
01:45	*	6	1	9	0	*	0	8
02:00	*	5	0	11	0	*	0	8
02:15	*	7	0	7	0	*	0	7
02:30	*	3	0	5	0	*	0	4
02:45	*	4	0	5	0	*	0	4
03:00	*	5	0	8	0	*	0	6
03:15	*	10	0	2	0	*	0	6
03:30	*	8	0	9	0	*	0	8
03:45	*	4	0	7	0	*	0	6
04:00	*	9	0	10	0	*	0	10
04:15	*	7	0	14	0	*	0	10
04:30	*	7	0	6	0	*	0	6
04:45	*	7	0	14	0	*	0	10
05:00	*	15	0	11	0	*	0	13
05:15	*	10	0	10	0	*	0	10
05:30	*	6	2	4	2	*	2	5
05:45	*	5	1	7	2	*	2	6
06:00	*	10	2	11	1	*	2	10
06:15	*	5	3	15	1	*	2	10
06:30	*	3	1	8	1	*	1	6
06:45	*	5	2	5	3	*	2	5
07:00	*	12	6	7	5	*	6	10
07:15	*	5	8	7	3	*	6	6
07:30	*	5	9	3	11	*	10	4
07:45	*	7	4	5	6	*	5	6
08:00	*	7	9	4	10	*	10	6
08:15	*	4	4	2	6	*	5	3
08:30	*	6	4	5	7	*	6	6
08:45	*	7	4	5	4	*	4	6
09:00	*	5	3	4	5	*	4	4
09:15	*	6	2	6	5	*	4	6
09:30	*	3	2	7	4	*	3	5
09:45	*	5	4	5	3	*	4	5
10:00	*	3	5	0	4	*	4	2
10:15	*	4	4	4	8	*	6	4
10:30	*	1	6	2	5	*	6	2
10:45	*	1	6	2	5	*	6	2
11:00	*	1	5	1	8	*	6	1
11:15	*	1	9	5	4	*	6	3
11:30	6	1	6	2	7	*	6	2
11:45	4	0	2	1	*	*	3	0
Total	10	260	119	291	123	0	124	277
Combined		270		410		123		401
Peak Hour	11:00	04:30	07:15	04:15	07:30		07:15	
Volume	10	39	30	45	33		31	
P.H.F.	.41	.65	.83	.80	.75		.77	

ADTs ADT as calculated in header = 399
 AADT as calculated in header = 399

SUBDIVISION CHARACTERISTICS

Subdivision: Harts Ridge

Location: Blue Grass Road

Miles to CBD: 13.6

Number of Dwelling Units: 42

Average Appraised Value: \$126,200

Average Number of Bedrooms: 3.6

Average Square Feet: 2,220

Persons Per Dwelling Unit: 2.51

Average Daily Traffic: 328

Average Trips Per Dwelling Unit: 7.81

HARTS RIDGE

AVG. VALUE	126200
AVG. BEDROOMS	3.6
AVG. SQFT	2220

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
154BA-001 -	111900	3	1872
154BA-003 -	125200	4	2268
154BA-004 -	115400	3	1886
154BA-005 -	138000	4	2432
154BA-006 -	112100	3	1848
154BA-007 -	146100	4	2992
154BA-008 -	141400	4	2552
154BA-009 -	132200	4	2992
154BA-010 -	141800	4	2992
154BA-011 -	126100	4	2992
154BA-012 -	132000	4	2288
154BA-013 -	132200	4	2308
154BA-014 -	136600	4	2288
154BA-015 -	139000	4	2288
154BA-016 -	132200	4	2288
154BA-017 -	130100	4	2352
154BA-018 -	150200	4	2916
154BA-020 -	119100	3	1886
154BA-021 -	110200	3	2144
154BA-022 -	107700	3	1760
154BA-023 -	118100	4	2184
154BA-025 -	121100	4	1976
154BA-026 -	131000	4	2376
154BA-027 -	116000	4	2288
154BA-028 -	132100	4	2298
154BA-029 -	108700	3	1768
154BA-030 -	114700	3	1902
154BA-031 -	124500	4	1446
154BA-032 -	137500	4	2348
154BA-033 -	116300	3	1886
154BA-034 -	116000	3	1886
154BA-035 -	139800	4	2368
154BA-036 -	116000	3	1886
154BA-037 -	137600	4	2420
154BA-038 -	110100	3	1886
154BA-039 -	131800	4	2288
154BA-040 -	138200	4	2298
154BA-041 -	116000	3	1886
154BA-042 -	115900	3	1886
154BA-043 -	133500	4	2420
154BA-044 -	130000	4	2328
154BA-045 -	116000	3	1886

SITE CODE : 00000000
 Street ID : Harts Ridge subdivision
 Location : Entrance off of Bluegrass Road
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: HartsRd2

DATE: 2/15/94

TIME BEGIN	TUESDAY -15		WEDNESDAY -16		THURSDAY -17		Daily Average		
	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	*	5	0	3	2	*	1	4	
12:15	*	2	0	3	1	*	0	2	
12:30	*	3	0	0	2	*	1	1	
12:45	*	5	0	5	0	*	0	5	
1:00	*	5	0	3	0	*	0	4	
1:15	*	4	0	4	0	*	0	4	
1:30	*	5	1	2	0	*	0	3	
1:45	*	3	0	5	0	*	0	4	
2:00	*	4	0	1	0	*	0	2	
2:15	*	14	1	1	0	*	0	7	
2:30	*	9	0	7	0	*	0	8	
2:45	*	12	0	7	0	*	0	9	
3:00	*	6	0	5	0	*	0	5	
3:15	*	1	0	2	0	*	0	1	
3:30	*	2	0	5	0	*	0	3	
3:45	*	12	0	5	0	*	0	8	
4:00	*	4	0	12	2	*	1	8	
4:15	*	4	2	4	0	*	1	4	
4:30	*	2	0	5	0	*	0	3	
4:45	*	8	0	3	0	*	0	5	
5:00	*	7	0	7	0	*	0	7	
5:15	*	8	0	8	0	*	0	8	
5:30	*	7	0	10	2	*	1	8	
5:45	*	6	3	5	3	*	3	5	
6:00	*	4	2	5	0	*	1	4	
6:15	*	7	3	10	0	*	1	8	
6:30	*	9	6	4	4	*	5	6	
6:45	*	6	3	5	3	*	3	5	
7:00	*	2	12	4	6	*	9	3	
7:15	*	19	8	7	6	*	7	13	
7:30	*	2	9	7	9	*	9	4	
7:45	*	8	7	3	10	*	8	5	
8:00	*	2	7	7	6	*	6	4	
8:15	*	3	5	6	9	*	7	4	
8:30	*	6	5	4	7	*	6	5	
8:45	*	8	4	5	6	*	5	6	
9:00	*	1	2	4	2	*	2	2	
9:15	*	4	3	2	1	*	2	3	
9:30	*	0	1	2	2	*	1	1	
9:45	*	3	4	0	1	*	2	1	
10:00	*	2	0	2	3	*	1	2	
10:15	*	0	6	1	1	*	3	0	
10:30	*	0	5	1	7	*	6	0	
10:45	4	2	6	2	4	*	4	2	
11:00	4	2	5	2	3	*	4	2	
11:15	9	0	3	2	6	*	6	1	
11:30	4	0	6	1	4	*	4	0	
11:45	2	2	2	0	*	*	2	1	
TOTALS	23	230	253	121	198	319	111	112	200
PEAK HOUR	10:45	2:15	2:20	7:00	5:00	7:30	7:00	2:15	31
VOLUME	21	41	220	36	30	34	33	29	
P.H.F.	0.58	0.73		0.75	0.75	0.85	0.92	0.81	

SUBDIVISION CHARACTERISTICS

Subdivision: Landmark

Location: Middlebrook Pike

Miles to CBD: 9.8

Number of Dwelling Units: 85

Average Appraised Value: \$68,578

Average Number of Bedrooms: 3.18

Average Square Feet: 1,653

Persons Per Dwelling Unit: 2.49

Average Daily Traffic: 768

Average Trips Per Dwelling Unit: 9.03

LANDMARK

AVG. VALUE	68578
AVG. BEDROOMS	3.176
AVG. SQFT	1653

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
105LB-019 -	63000	3	1842
105LB-020 -	52400	3	1296
105LB-021 -	52800	3	1296
105LB-022 -	61400	3	1664
105LB-023 -	67100	3	2044
105LB-024 -	62000	3	1848
105LB-025 -	65200	3	1800
105LB-02501 -	65500	3	1800
105LB-02502 -	65100	4	1800
105LB-02503 -	65800	3	1800
105LB-02504 -	64100	4	1800
105LB-026 -	80900	4	2511
105LB-027 -	60200	4	1922
105LB-028 -	58700	3	1652
105LB-029 -	61500	3	1350
105LB-030 -	94300	5	2539
105LB-031 -	65800	3	2044
105LB-032 -	67400	3	2044
105LB-033 -	64600	3	1269
105LB-034 -	71100	3	1969
105LB-035 -	51100	3	1248
105LB-036 -	56800	3	1608
105LB-037 -	62100	4	1788
105LB-038 -	58300	3	1744
105LB-039 -	51700	3	1144
105LB-040 -	59900	3	1844
105LB-041 -	67100	3	1875
105LB-042 -	62100	3	1948
105LB-043 -	61500	3	1848
105LB-044 -	54700	3	1656
106IA-001 -	60300	3	1144
106IA-002 -	69400	3	1144
106IA-003 -	82800	3	2016
106IA-004 -	75600	3	1144
106IA-005 -	79200	3	1242

106IA-006 -	84400	4	1563
106IA-007 -	70700	3	1848
106IA-008 -	75000	3	1800
106IA-009 -	77500	3	1548
106IA-010 -	65800	3	1508
106IA-011 -	81900	3	1730
106IA-012 -	79300	3	1508
106IA-013 -	67100	3	1548
106IA-014 -	69200	3	1144
106IA-015 -	62800	3	1144
106IA-016 -	75900	3	1464
106IA-017 -	75900	3	1544
106IA-018 -	72300	3	1664
106IA-019 -	61300	3	1144
106IA-020 -	61600	3	1144
106IA-021 -	61400	3	1144
106IA-022 -	72600	3	1436
106IA-023 -	57500	3	1624
106IA-024 -	78400	3	1800
106IA-025 -	81600	4	1800
106IA-026 -	74600	3	1752
106IA-027 -	74700	3	1848
106IA-028 -	72800	3	1750
106IA-029 -	75000	3	1730
106IA-030 -	70300	3	1440
106IA-031 -	94900	3	2332
106IA-032 -	78600	3	1252
106IA-033 -	68100	3	1225
106IA-034 -	66800	3	1144
106IA-035 -	75000	3	1664
106IA-036 -	78900	3	1664
106IA-037 -	63400	3	1144
106IA-038 -	75000	3	1480
106IA-039 -	65400	3	1144
106IB-001 -	87100	4	1760
106IB-002 -	72400	4	1872
106IB-003 -	55500	3	1152
106IB-004 -	69400	4	1865
106IB-005 -	64300	3	1822
106IB-006 -	60000	3	1640
106IB-007 -	66100	3	2000
106IB-008 -	64900	3	1800
106IB-009 -	76000	3	1800
106IB-010 -	68200	3	1848
106IB-011 -	71100	3	1848
106IB-012 -	63900	3	1608
106IB-013 -	74200	4	2000
106IB-014 -	72800	4	2000
106IB-015 -	73100	4	1976
106IB-027 -	62900	3	2128

Weather :
 Counted by :
 Board # :
 Other :

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000
 Start Date: 06/13/95
 File I.D. : LNDMARKK
 Page : 1

Street name : Eastern entrance of Cross street: Landmark Subdivision Direction 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily A.M.	Avg. P.M.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	*	4	0	2	2	*	1	3
12:15	*	6	0	3	1	*	0	6
12:30	*	4	1	5	2	*	2	4
12:45	*	6	0	4	3	*	2	5
01:00	*	5	1	8	0	*	0	6
01:15	*	4	0	2	2	*	1	3
01:30	*	3	0	4	1	*	0	4
01:45	*	0	1	3	0	*	0	2
02:00	*	6	0	0	0	*	0	3
02:15	*	4	1	2	0	*	0	3
02:30	*	8	0	1	0	*	0	4
02:45	*	1	1	0	0	*	0	0
03:00	*	4	0	4	0	*	0	4
03:15	*	2	0	4	0	*	0	3
03:30	*	3	1	3	1	*	1	3
03:45	*	4	0	2	0	*	0	3
04:00	*	4	0	5	0	*	0	4
04:15	*	4	0	5	0	*	0	4
04:30	*	3	0	2	0	*	0	2
04:45	*	13	0	11	0	*	0	12
05:00	*	5	0	14	0	*	0	10
05:15	*	12	0	15	0	*	0	14
05:30	*	12	0	7	0	*	0	10
05:45	*	9	0	6	0	*	0	8
06:00	*	8	2	3	1	*	2	6
06:15	*	5	1	15	1	*	1	10
06:30	*	5	1	16	5	*	3	10
06:45	*	1	2	13	1	*	2	7
07:00	*	2	4	1	4	*	4	2
07:15	*	4	5	5	7	*	6	4
07:30	*	2	9	16	12	*	10	9
07:45	*	1	10	9	6	*	8	5
08:00	*	11	1	4	3	*	2	8
08:15	*	1	3	6	5	*	4	4
08:30	*	3	2	9	11	*	6	6
08:45	*	1	4	3	11	*	8	2
09:00	*	4	3	13	1	*	2	8
09:15	*	2	2	6	2	*	2	4
09:30	*	1	2	3	4	*	3	2
09:45	*	8	3	2	7	*	5	5
10:00	0	3	4	3	3	*	2	3
10:15	2	4	0	1	3	*	2	2
10:30	7	2	2	2	*	*	4	2
10:45	4	1	4	3	*	*	4	2
11:00	5	1	2	1	*	*	4	1
11:15	9	1	5	1	*	*	7	1
11:30	2	1	5	0	*	*	4	0
11:45	4	0	1	0	*	*	2	0
Total	33	200	83	247	99	0	104	223
Combined	233		330		99		327	
Peak Hour	10:30	04:45	07:00	04:45	09:00		07:00	
Volume	25	42	28	47	30		28	
P.H.F.	.69	.80	.7	.78	.68		.7	

ADTs

Weather :

Counted by :

Board # :

Other :

KNOXVILLE

METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

FACTORED

Site Code : 000000000000

Start Date: 06/13/95

File I.D. : LINDMARKEN

Page : 1

Street name : Eastern entrance of Cross street: Landmark Subdivision Direction 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	4	0	2	2	*	1	3	
12:15	*	7	0	3	1	*	0	5	
12:30	*	4	1	5	2	*	2	4	
12:45	*	5	0	4	3	*	2	4	
01:00	*	5	1	7	0	*	0	6	
01:15	*	4	0	2	2	*	1	3	
01:30	*	3	0	4	1	*	0	4	
01:45	*	0	1	3	0	*	0	2	
02:00	*	5	0	0	0	*	0	2	
02:15	*	4	1	2	0	*	0	3	
02:30	*	7	0	1	0	*	0	4	
02:45	*	1	1	0	0	*	0	0	
03:00	*	4	0	4	0	*	0	4	
03:15	*	2	0	4	0	*	0	3	
03:30	*	3	1	3	1	*	1	3	
03:45	*	4	0	2	0	*	0	3	
04:00	*	4	0	5	0	*	0	4	
04:15	*	4	0	5	0	*	0	4	
04:30	*	3	0	2	0	*	0	2	
04:45	*	12	0	10	0	*	0	11	
05:00	*	5	0	13	0	*	0	9	
05:15	*	11	0	14	0	*	0	12	
05:30	*	11	0	6	0	*	0	8	
05:45	*	8	0	5	0	*	0	6	
06:00	*	7	2	3	1	*	2	5	
06:15	*	5	1	14	1	*	1	10	
06:30	*	5	1	15	4	*	2	10	
06:45	*	1	2	12	1	*	2	6	
07:00	*	2	4	1	4	*	4	2	
07:15	*	4	5	5	6	*	6	4	
07:30	*	2	8	15	11	*	10	8	
07:45	*	1	9	8	5	*	7	4	
08:00	*	10	1	4	3	*	2	7	
08:15	*	1	3	5	4	*	4	3	
08:30	*	3	2	8	10	*	6	6	
08:45	*	1	4	3	10	*	7	2	
09:00	*	4	3	12	1	*	2	8	
09:15	*	2	2	5	2	*	2	4	
09:30	*	1	2	3	4	*	3	2	
09:45	*	7	3	2	6	*	4	4	
10:00	0	3	4	3	3	*	2	3	
10:15	2	4	0	1	3	*	2	2	
10:30	6	2	2	2	*	*	4	2	
10:45	4	1	4	3	*	*	4	2	
11:00	5	1	2	1	*	*	4	1	
11:15	8	1	5	1	*	*	6	1	
11:30	2	1	5	0	*	*	4	0	
11:45	4	0	1	0	*	*	2	0	
Total	31	189	81	232	91	0	99	205	
Combined	220		313		91		304		
Peak Hour	10:30	04:45	07:00	06:00	08:00		07:00		
Volume	23	39	26	44	27		27		
P.H.F.	.71	.81	.72	.73	.67		.67		

ADTs ADT as calculated in header = 308

AADT as calculated in header = 308

Weather :
 Counted by :
 Board # :
 Other :

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000
 Start Date: 06/13/95
 File I.D. : LNDMARKW
 Page : 1

Street name : Western entrance to Cross street: Landmark Subdivisio Direction 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily Avg.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	2	2	4	2	*	2	3
12:15	*	11	1	8	0	*	0	10
12:30	*	2	1	5	2	*	2	4
12:45	*	4	0	12	2	*	1	8
01:00	*	2	0	5	0	*	0	4
01:15	*	3	0	5	1	*	0	4
01:30	*	12	0	5	0	*	0	8
01:45	*	9	0	11	1	*	0	10
02:00	*	0	0	5	0	*	0	2
02:15	*	3	0	6	0	*	0	4
02:30	*	3	0	7	0	*	0	5
02:45	*	6	1	7	0	*	0	6
03:00	*	6	0	9	0	*	0	8
03:15	*	7	0	5	0	*	0	6
03:30	*	8	1	8	2	*	2	8
03:45	*	7	1	7	0	*	0	7
04:00	*	14	0	9	1	*	0	12
04:15	*	8	2	7	0	*	1	8
04:30	*	14	0	8	0	*	0	11
04:45	*	8	0	12	1	*	0	10
05:00	*	14	3	12	2	*	2	13
05:15	*	15	1	13	2	*	2	14
05:30	*	10	1	14	2	*	2	12
05:45	*	7	1	15	8	*	4	11
06:00	*	17	8	6	2	*	5	12
06:15	*	3	2	11	2	*	2	7
06:30	*	10	4	5	8	*	6	8
06:45	*	4	4	6	6	*	5	5
07:00	*	9	4	9	5	*	4	9
07:15	*	7	11	11	6	*	8	9
07:30	*	11	6	9	3	*	4	10
07:45	*	8	10	6	6	*	8	7
08:00	*	11	7	8	3	*	5	10
08:15	*	15	6	8	9	*	8	12
08:30	*	7	6	3	10	*	8	5
08:45	*	10	10	10	7	*	8	10
09:00	*	6	11	12	5	*	8	9
09:15	*	7	8	10	8	*	8	8
09:30	*	5	8	5	5	*	6	5
09:45	5	7	3	8	6	*	5	8
10:00	7	1	11	3	5	*	8	2
10:15	6	9	6	2	*	*	6	6
10:30	4	8	5	3	*	*	4	6
10:45	6	4	4	2	*	*	5	3
11:00	6	0	7	4	*	*	6	2
11:15	4	3	5	5	*	*	4	4
11:30	3	1	5	0	*	*	4	0
11:45	4	0	9	1	*	*	6	0
Total	45	338	175	346	122	0	159	345
Combined	383		521		122		504	
Peak Hour	10:00	04:30	08:45	05:00	08:15		08:15	
Volume	23	51	37	54	31		32	
P.H.F.	.92	.85	.84	.9	.77		1.00	

ADTs

Weather :
 Counted by:
 Board # :
 Other :
 Street name : Western entrance to Cross street: Landmark Subdivisio Direction 1

KNOXVILLE
 METROPOLITAN PLANNING ORGANIZATION
 TRAFFIC ANALYSIS SYSTEM
 FACTORED

Site Code : 000000000000
 Start Date: 06/13/95
 File I.D. : LNDMRKMN
 Page : 1

Begin Time	Tues. 06/13		Wed. 06/14		Thur. 06/15		Daily	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	2	2	4	2	*	2	3
12:15	*	10	1	7	0	*	0	8
12:30	*	2	1	5	2	*	2	4
12:45	*	4	0	11	2	*	1	8
01:00	*	2	0	5	0	*	0	4
01:15	*	3	0	5	1	*	0	4
01:30	*	11	0	5	0	*	0	8
01:45	*	8	0	10	1	*	0	9
02:00	*	0	0	5	0	*	0	2
02:15	*	3	0	5	0	*	0	4
02:30	*	3	0	6	0	*	0	4
02:45	*	5	1	6	0	*	0	6
03:00	*	5	0	8	0	*	0	6
03:15	*	6	0	5	0	*	0	6
03:30	*	7	1	7	2	*	2	7
03:45	*	6	1	6	0	*	0	6
04:00	*	13	0	8	1	*	0	10
04:15	*	7	2	6	0	*	1	6
04:30	*	13	0	7	0	*	0	10
04:45	*	7	0	11	1	*	0	9
05:00	*	13	3	11	2	*	2	12
05:15	*	14	1	12	2	*	2	13
05:30	*	9	1	13	2	*	2	11
05:45	*	6	1	14	7	*	4	10
06:00	*	15	7	5	2	*	4	10
06:15	*	3	2	10	2	*	2	6
06:30	*	9	4	5	7	*	6	7
06:45	*	4	4	5	5	*	4	4
07:00	*	8	4	8	4	*	4	8
07:15	*	6	10	10	5	*	8	8
07:30	*	10	5	8	3	*	4	9
07:45	*	7	9	5	5	*	7	6
08:00	*	10	6	7	3	*	4	8
08:15	*	14	5	7	8	*	6	10
08:30	*	6	5	3	9	*	7	4
08:45	*	9	9	9	6	*	8	9
09:00	*	5	10	11	4	*	7	8
09:15	*	6	7	9	7	*	7	8
09:30	*	5	7	5	4	*	6	5
09:45	5	6	3	7	5	*	4	6
10:00	6	1	10	3	4	*	7	2
10:15	5	8	5	2	*	*	5	5
10:30	4	7	5	3	*	*	4	5
10:45	5	4	4	2	*	*	4	3
11:00	5	0	6	4	*	*	6	2
11:15	4	3	5	5	*	*	4	4
11:30	3	1	5	0	*	*	4	0
11:45	4	0	8	1	*	*	6	0
Total	41	306	160	316	108	0	146	307
Combined	347		476		108		453	
Peak Hour	09:45	04:30	08:45	05:00	08:15		08:30	
Volume	20	47	33	50	27		29	
P.H.F.	.83	.83	.82	.89	.75		.90	

ADTs ADT as calculated in header = 460
 AADT as calculated in header = 460

SUBDIVISION CHARACTERISTICS

Subdivision: Lyons Crossing

Location: Northshore Drive

Miles to CBD: 9.5

Number of Dwelling Units: 87

Average Appraised Value: \$158,023

Average Number of Bedrooms: 3.5

Average Square Feet: 2,406

Persons Per Dwelling Unit: 2.67

Average Daily Traffic: 758

Average Trips Per Dwelling Unit: 8.7

LYONS CROSSING

AVG. VALUE	158023
AVG. BEDROOMS	3.5
AVG. SQFT	2406

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
133OB-002 -	160800	3	2968
133OB-003 -	130200	4	2277
133OB-004 -	152100	4	2799
133OB-005 -	136200	3	2156
133OB-006 -	141100	4	2252
133OB-007 -	164500	3	2996
133OB-008 -	165200	3	2080
133OB-009 -	143300	3	2374
133OB-010 -	157200	6	2236
133OB-011 -	159800	3	2428
133OB-012 -	160600	5	2128
133OB-013 -	168900	4	3136
133OB-014 -	167900	3	2376
133OB-015 -	162000	4	2844
133OB-016 -	181000	4	3172
133OB-017 -	217000	4	3348
133OB-018 -	160700	4	2786
133OB-019 -	145700	4	2171
133OB-020 -	165300	4	2341
133OB-021 -	193300	6	2894
133OB-024 -	139100	4	1964
133OB-025 -	168500	4	2298
133OB-026 -	159200	4	2748
133OB-027 -	160100	4	2790
133OB-028 -	188600	4	2908
133OB-029 -	169900	4	2798
133OB-030 -	153700	4	2037
133OB-031 -	165700	3	2484
133OB-032 -	143600	4	2156
133OB-033 -	136400	3	2156
133OB-035 -	16000	0	0
133OB-037 -	218200	4	2328
133OB-039 -	120700	4	2420
133OB-040 -	169900	4	2125
133OB-041 -	195700	4	2612
133OB-042 -	157000	4	2396
133OB-043 -	144700	4	2156
133OB-044 -	190800	4	3064
133OB-045 -	159700	4	2189
133OB-046 -	195600	4	3108
133OB-047 -	167000	4	2738
133OB-048 -	169600	3	2980
133OB-049 -	153200	5	2282
133OB-050 -	172900	5	2282
133OB-051 -	178800	4	3152
133OB-052 -	149000	4	2180
133OB-053 -	159600	4	2300
133OB-054 -	157800	4	2812
133OB-055 -	103400	3	2236
133OB-056 -	151700	4	2330
133OB-057 -	159000	4	2170
133OB-058 -	150800	3	2492

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
133OB-059 -	140800	4	2432
133OB-060 -	148700	3	2360
133OB-061 -	129000	4	1952
133OB-062 -	138600	4	2204
133OB-063 -	144200	4	2380
133OB-064 -	163300	3	2838
133OB-065 -	186200	5	3139
133OB-066 -	136600	4	2152
133OB-067 -	215200	4	3453
133OB-068 -	132300	4	2104
133OB-069 -	142800	3	2380
133OB-070 -	139200	4	2277
133OB-071 -	142600	3	2372
133OB-072 -	147200	4	2280
133OB-073 -	135700	3	2156
133OB-075 -	74500	0	0
145BD-003 -	149100	4	2216
145BD-004 -	139600	4	2264
145BD-005 -	138800	3	2223
145BD-006 -	138200	4	2231
145BD-007 -	129200	3	1344
145BD-008 -	133700	3	2176
145BD-009 -	134400	3	2156
145BD-010 -	117700	3	1692
145BD-011 -	128600	3	1696
145BD-012 -	134000	3	2193
145BD-013 -	124700	3	1392
145BD-014 -	131900	3	2156
145BD-015 -	170900	4	2874
145BD-016 -	134900	4	2273
145BD-017 -	124700	3	1392
145BD-018 -	140700	4	2277
145BD-019 -	134300	4	2270
145BD-020 -	117900	3	2016
145BD-021 -	132800	4	2267
145BD-022 -	117100	4	1668
145BD-023 -	138100	3	2232
145BD-024 -	128600	3	2212
145BD-025 -	130800	3	2198
145BD-026 -	128800	3	2054
145BD-027 -	139300	4	2264
145BF-001 -	174600	4	2290
145BF-002 -	194400	4	2910
145BF-003 -	194100	4	2844
145BF-004 -	200900	4	3100
145BF-005 -	176100	4	2498
145BF-006 -	212900	4	3266
145BF-007 -	190100	4	2780
145BF-008 -	205100	4	3078
145BF-009 -	204300	4	3030
145BF-010 -	208000	4	3248
145BF-011 -	199900	4	3048
145BF-012 -	220000	4	3390
145BF-013 -	196700	5	2594
145BF-014 -	222700	4	3124
145BF-015 -	226500	3	3084
145BF-016 -	218600	5	3278

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
145BF-017 -	214100	4	3308
145BF-018 -	220400	4	3502
145BF-019 -	244000	4	3718
145BF-020 -	219100	4	3334
145BF-021 -	215000	4	3020
145BF-022 -	198900	4	2980
145BF-023 -	227400	4	3186
145BF-025 -	180900	4	2692
145BF-027 -	203000	4	3076
145CA-002 -	166100	4	2802
145CA-003 -	170500	3	2788
145CA-004 -	147000	3	2164
145CA-005 -	203400	3	3540
145CA-006 -	160000	3	2212
145CA-007 -	190000	3	2788
145CA-008 -	158500	3	2260
145CA-009 -	166800	4	2862
145CA-010 -	150800	3	2164
145CA-011 -	154700	3	2204
145CA-012 -	154700	3	2204
145CA-013 -	171900	3	2364
145CA-014 -	173800	3	2412
145CA-015 -	182200	3	2566
145CA-016 -	184000	3	2566
145CA-017 -	169300	3	2220
145CA-018 -	162800	3	2386
145CA-019 -	197500	4	2936
145CA-020 -	173100	4	2403
145CA-021 -	168700	3	2296
145CA-022 -	165400	3	2164
145CA-023 -	135100	3	3086
145CA-024 -	201600	3	2836
145CA-026 -	179600	4	2280
145CA-027 -	164700	3	2164
145CA-028 -	172600	3	2844
145CA-029 -	150600	4	2172
145CA-030 -	195200	3	2932
145CA-031 -	188500	3	2819
145CA-032 -	167100	4	2868
145CA-033 -	172900	4	2856
145CA-034 -	175700	3	2488
145CA-035 -	157400	3	2208
145CA-036 -	189200	3	2836
145CA-037 -	187100	3	2788
145CA-038 -	159100	4	2148
145CA-039 -	156800	4	2900
145CA-040 -	158300	4	2900
145CA-041 -	150700	4	2164
145CA-042 -	151600	4	2179
145CA-043 -	155700	4	2280
145CA-044 -	157600	3	2198
145CA-045 -	166200	4	2908
145CB-001 -	153000	3	2438
145CB-002 -	140200	3	2035
145CB-003 -	110900	3	1874
145CB-004 -	104100	3	1187
145CB-005 -	153000	3	2438

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
145CB-006 -	156900	3	2035
145CB-007 -	146400	3	1972
145CB-008 -	134600	3	1873
145CB-009 -	129000	3	1824
145CB-010 -	135900	3	1873
145CB-011 -	150100	3	2206
145CB-012 -	118800	3	1491
145CB-013 -	142200	3	2043
145CB-014 -	158800	3	2589
145CB-015 -	136500	3	1877
145CB-016 -	123100	2	1589
145CB-01601 -	123100	2	1589
145CB-01602 -	123100	2	1589
145CB-017 -	145100	3	2137
145CB-018 -	126000	3	1873
145CB-019 -	98600	3	4070
145CB-021 -	144500	3	1886
145CB-022 -	139600	3	1911
145CB-023 -	115100	3	1848
145CB-024 -	127500	3	1541
145CB-027 -	115300	3	1570
145CB-034 -	143900	3	2172
145CB-037 -	109400	3	1727
145CB-038 -	110700	3	2180
145CB-039 -	120300	3	1873
145CB-045 -	145800	4	2355
145CB-054 -	143500	3	1812
145CB-072 -	127800	3	1900
145CB-073 -	115100	3	1564

Subdivision

Counted by:

Board # :

Other :

KNOXVILLE

METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

FACTORED

Site Code : 000000000000

Start Date: 08/28/95

File I.D. : LYONSCRF

Street name : Lyons Crossing Subdivision

Cross street: Above Town Houses Direction 1

Page : 1

Begin	Mon. 08/28		Tues. 08/29		Wed. 08/30		Daily	Avg.
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	18	1	10	0	*	0	14
12:15	*	11	0	6	0	*	0	8
12:30	*	7	2	9	0	*	1	8
12:45	*	8	1	10	1	*	1	9
01:00	*	7	0	8	1	*	0	8
01:15	*	13	0	6	0	*	0	10
01:30	*	8	0	9	0	*	0	8
01:45	*	6	0	10	2	*	1	8
02:00	*	6	0	17	0	*	0	12
02:15	*	7	0	9	0	*	0	8
02:30	*	12	1	16	0	*	0	14
02:45	*	9	0	18	0	*	0	14
03:00	*	9	0	12	0	*	0	10
03:15	*	7	0	12	0	*	0	10
03:30	*	7	0	13	0	*	0	10
03:45	*	18	1	21	1	*	1	20
04:00	*	15	1	17	2	*	2	16
04:15	*	9	0	17	1	*	0	13
04:30	*	12	2	14	1	*	2	13
04:45	*	12	1	10	2	*	2	11
05:00	*	11	1	17	0	*	0	14
05:15	*	25	1	21	1	*	1	23
05:30	*	20	0	19	2	*	1	20
05:45	*	22	6	12	1	*	4	17
06:00	*	16	3	13	4	*	4	14
06:15	*	10	2	17	5	*	4	14
06:30	*	21	9	19	3	*	6	20
06:45	*	19	6	18	6	*	6	18
07:00	*	9	21	23	17	*	19	16
07:15	*	5	29	6	31	*	30	6
07:30	*	16	23	16	25	*	24	16
07:45	*	10	16	10	17	*	16	10
08:00	*	18	11	8	5	*	8	13
08:15	*	15	13	15	11	*	12	15
08:30	*	9	8	14	8	*	8	12
08:45	*	12	6	7	11	*	8	10
09:00	*	10	6	11	8	*	7	10
09:15	*	6	6	6	6	*	6	6
09:30	*	5	8	4	7	*	8	4
09:45	*	4	9	5	6	*	8	4
10:00	*	4	14	5	14	*	14	4
10:15	*	5	10	1	5	*	8	3
10:30	*	3	4	4	*	*	4	4
10:45	*	2	14	2	*	*	14	2
11:00	*	4	6	1	*	*	6	2
11:15	*	1	7	2	*	*	7	2
11:30	*	3	10	1	*	*	10	2
11:45	0	0	6	2	*	*	3	1
Total	0	486	265	523	204	0	256	506
Combined		486		788		204		762
Peak Hour		05:15		07:00 06:15		07:00		07:00
Volume		83		89 77		90		99
P.H.F.		.83		.76 .83		.72		.74

ADTs ADT as calculated in header = 758
AADT as calculated in header = 756

SUBDIVISION CHARACTERISTICS

Subdivision: Northshore Hills

Location: Northshore Drive

Miles to CBD: 10.5

Number of Dwelling Units: 58

Average Appraised Value: \$156,595

Average Number of Bedrooms: 3.6

Average Square Feet: 2,648

Persons Per Dwelling Unit: 2.67

Average Daily Traffic: 471

Average Trips Per Dwelling Unit: 8.12

NORTHSHORE HILLS

AVG. VALUE	156566
AVG. BEDROOMS	3.6
AVG. SQFT	2648

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
155AB-002 -	162700	3	2675
155AB-006 -	144800	3	2336
155AB-008 -	152100	4	2736
155AB-009 -	152500	4	2736
155AB-010 -	153300	4	3132
155AB-012 -	148000	4	2464
155AB-013 -	151400	4	2744
155AB-014 -	132300	4	2734
155AB-015 -	173200	4	3056
155AB-016 -	149200	4	2776
155AB-017 -	158600	4	2776
155AB-018 -	150200	3	2732
155AB-019 -	150200	4	2904
155AB-020 -	160700	3	2156
155AB-021 -	159500	4	2506
155AB-022 -	170000	4	2590
155AB-023 -	136600	3	2122
155AB-024 -	150100	4	2021
155AB-025 -	177700	3	3090
155AB-026 -	148800	4	2316
155AB-027 -	151400	3	2501
155AB-028 -	151700	4	2654
155AB-029 -	137300	3	2020
155AB-030 -	157700	3	2646
155AB-031 -	210200	4	3426
155AB-032 -	157600	4	2352
155AB-033 -	180200	4	2754
155AB-034 -	200500	4	3067
155AB-038 -	136700	4	2456
155AB-042 -	160000	3	2670
155AB-043 -	161000	4	3167
155AB-045 -	144200	4	2260
155AB-046 -	145400	4	2806
155AB-047 -	145700	3	2183
155AB-048 -	169500	4	2724
155AB-050 -	153500	4	2738
155AB-051 -	160900	4	2732
155AB-052 -	144900	0	3142
155AB-053 -	124600	3	1897
155AB-057 -	196300	4	2910
155AB-058 -	133600	4	1523
155AB-059 -	161300	4	2321
155AB-060 -	162600	4	2975
155AB-061 -	151900	4	2439
155AB-063 -	129400	4	3632
155AB-065 -	156700	4	2364
155AB-067 -	148100	4	2902
155AB-068 -	153200	4	3144
155AB-069 -	132000	4	2484
155AB-070 -	162400	3	2916
155AB-073 -	161600	3	2251
155AB-077 -	179000	3	2825
155AB-078 -	193200	4	3227
155AB-079 -	146500	4	2757
155AB-080 -	157400	4	2674
155AB-081 -	165100	3	3034
154KC-061 -	157500	3	2420
154KC-062 -	126800	4	1348
154KC-063 -	186900	4	3276

SITE CODE : 00000000

Metropolitan Planning Commission

PAGE: 1

Street ID : Northshore Hills

FILE: NorthHills

Location : Entrance off of Northshore Dr.

Weather : Special Count

DATE: 10/04/93

TIME BEGIN	MONDAY 4	TUESDAY 5	WEDNESDAY 6	THURSDAY 7	FRIDAY 8	WEEKDAY AVERAGE	SATURDAY 9	SUNDAY 10	WEEK AVERAGE
12:00 AM	*	*	2	2	0	1	3	2	1
12:15	*	*	0	1	0	0	4	0	1
12:30	*	*	1	1	0	0	0	0	0
12:45	*	*	0	5	0	1	4	1	2
1:00	*	*	0	0	0	0	4	0	0
1:15	*	*	0	0	0	0	3	0	0
1:30	*	*	0	0	0	0	1	0	0
1:45	*	*	0	0	0	0	0	0	0
2:00	*	*	0	0	0	0	0	0	0
2:15	*	*	0	0	0	0	0	2	0
2:30	*	*	0	0	0	0	0	1	0
2:45	*	*	0	0	0	0	0	0	0
3:00	*	*	0	0	0	0	0	0	0
3:15	*	*	0	0	0	0	0	2	0
3:30	*	*	0	0	0	0	0	0	0
3:45	*	*	0	0	0	0	1	0	0
4:00	*	*	0	0	0	0	0	1	0
4:15	*	*	0	0	1	0	1	0	0
4:30	*	*	2	0	0	0	0	1	0
4:45	*	*	2	2	2	2	1	0	1
5:00	*	*	0	1	0	0	0	0	0
5:15	*	*	2	0	0	0	0	0	0
5:30	*	*	0	1	0	0	0	0	0
5:45	*	*	4	1	1	2	0	0	1
6:00	*	*	2	5	3	3	3	1	2
6:15	*	*	0	2	2	1	0	1	1
6:30	*	*	1	2	2	1	0	0	1
6:45	*	*	10	4	3	5	0	0	3
7:00	*	*	8	8	8	8	0	2	5
7:15	*	*	14	10	9	11	3	1	7
7:30	*	*	14	14	9	12	3	1	8
7:45	*	*	15	6	7	9	1	3	6
8:00	*	*	10	8	12	10	1	1	6
8:15	*	*	11	14	8	11	7	2	8
8:30	*	*	8	10	10	9	7	4	7
8:45	*	*	8	11	15	11	1	5	8
9:00	*	*	8	8	6	7	8	4	6
9:15	*	*	10	7	6	7	11	4	7
9:30	*	*	7	4	6	5	7	3	5
9:45	*	3	16	6	9	8	14	5	8
10:00	*	5	10	12	4	7	12	6	8
10:15	*	6	8	2	6	5	11	6	6
10:30	*	13	6	8	10	9	8	3	8
10:45	*	9	12	11	4	9	4	9	8
11:00	*	6	11	4	9	7	10	3	7
11:15	*	8	10	9	13	10	14	7	10
11:30	*	8	8	6	7	7	14	9	8
11:45	*	8	10	10	11	9	14	8	10
TOTALS	*	66	230	195	183	187	175	98	159
PEAK HOUR	*	10:30	7:15	8:00	8:00	7:15	11:00	10:45	11:00
VOLUME	*	36	53	43	45	42	52	28	35
P.H.F.	*	0.69	0.88	0.77	0.75	0.88	0.93	0.78	0.88

216 10 198

SITE CODE : 00000000
 Street ID : Northshore Hills
 Location : Entrance off of Northshore Dr.
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 2
 FILE: NorHills
 DATE: 10/04/93

TIME BEGIN	MONDAY 4	TUESDAY 5	WEDNESDAY 6	THURSDAY 7	FRIDAY 8	WEEKDAY AVERAGE	SATURDAY 9	SUNDAY 10	WEEK AVERAGE
12:00 PM	*	8	3	6	14	7	8	8	7
12:15	*	9	6	5	14	8	18	10	10
12:30	*	8	7	6	9	7	18	13	10
12:45	*	6	8	8	12	8	11	6	8
1:00	*	6	6	6	10	7	16	4	8
1:15	*	12	6	3	9	7	11	5	7
1:30	*	8	11	2	9	7	3	6	6
1:45	*	8	6	9	3	6	12	7	7
2:00	*	9	8	6	4	6	7	6	6
2:15	*	8	6	10	11	8	8	7	8
2:30	*	10	7	4	11	8	7	13	8
2:45	*	8	6	5	8	6	8	13	8
3:00	*	0	3	12	9	6	11	4	6
3:15	*	9	5	6	9	7	8	12	8
3:30	*	11	8	7	12	9	10	9	9
3:45	*	10	10	9	9	9	7	16	10
4:00	*	9	9	8	6	8	16	9	9
4:15	*	7	10	5	11	8	15	18	11
4:30	*	11	8	9	8	9	8	8	8
4:45	*	6	1	6	11	6	14	10	8
5:00	*	13	8	10	2	8	15	3	8
5:15	*	11	13	3	6	8	8	15	9
5:30	*	13	9	12	7	10	15	4	10
5:45	*	17	16	8	7	12	3	7	9
6:00	*	14	11	10	10	11	11	7	10
6:15	*	8	10	13	8	9	10	16	10
6:30	*	10	12	9	11	10	7	13	10
6:45	*	9	8	6	8	7	5	7	7
7:00	*	6	12	10	5	8	5	11	8
7:15	*	8	5	12	9	8	3	10	7
7:30	*	6	7	7	9	7	11	7	7
7:45	*	8	10	10	11	9	3	5	7
8:00	*	5	8	7	2	5	0	5	4
8:15	*	6	6	2	7	5	3	3	4
8:30	*	8	6	4	4	5	0	2	4
8:45	*	2	2	3	3	2	8	3	3
9:00	*	6	4	2	3	3	3	2	3
9:15	*	2	5	1	4	3	0	1	2
9:30	*	5	6	2	4	4	1	0	3
9:45	*	2	3	4	3	3	4	0	2
10:00	*	2	1	4	0	1	4	1	2
10:15	*	1	4	0	3	2	1	1	1
10:30	*	2	0	0	3	1	0	1	1
10:45	*	1	1	3	4	2	1	3	2
11:00	*	1	1	2	3	1	1	3	1
11:15	*	1	1	1	2	1	3	0	1
11:30	*	0	3	0	2	1	0	2	1
11:45	*	0	4	0	1	1	8	0	2
TOTALS	*	330	310	277	330	294	349	316	300
PEAK HOUR	*	5:15	5:15	5:30	12:00	5:30	12:15	3:30	3:30
VOLUME	*	55	49	43	49	42	63	52	39
P.H.F.	*	0.81	0.77	0.83	0.88	0.88	0.88	0.72	0.89

371 255 273

SITE CODE : 00000000

Metropolitan Planning Commission

PAGE: 1

Street ID : Northshore Hills

FILE: NorHills

Location : Entrance off of Northshore Dr.

DATE: 10/11/93

Weather : Special Count

TIME BEGIN	MONDAY 11	TUESDAY 12	WEDNESDAY 13	THURSDAY 14	FRIDAY 15	WEEKDAY AVERAGE	SATURDAY 16	SUNDAY 17	WEEK AVERAGE
12:00 AM	1	0	*	*	*	0	*	*	0
12:15	0	0	*	*	*	0	*	*	0
12:30	0	0	*	*	*	0	*	*	0
12:45	0	0	*	*	*	0	*	*	0
1:00	0	0	*	*	*	0	*	*	0
1:15	0	0	*	*	*	0	*	*	0
1:30	0	0	*	*	*	0	*	*	0
1:45	0	0	*	*	*	0	*	*	0
2:00	0	0	*	*	*	0	*	*	0
2:15	0	0	*	*	*	0	*	*	0
2:30	0	0	*	*	*	0	*	*	0
2:45	0	0	*	*	*	0	*	*	0
3:00	0	0	*	*	*	0	*	*	0
3:15	0	0	*	*	*	0	*	*	0
3:30	0	0	*	*	*	0	*	*	0
3:45	1	0	*	*	*	0	*	*	0
4:00	1	0	*	*	*	0	*	*	0
4:15	0	1	*	*	*	0	*	*	0
4:30	0	1	*	*	*	0	*	*	0
4:45	1	1	*	*	*	1	*	*	1
5:00	0	0	*	*	*	0	*	*	0
5:15	0	0	*	*	*	0	*	*	0
5:30	0	2	*	*	*	1	*	*	1
5:45	1	1	*	*	*	1	*	*	1
6:00	3	4	*	*	*	3	*	*	3
6:15	2	3	*	*	*	2	*	*	2
6:30	5	3	*	*	*	4	*	*	4
6:45	3	5	*	*	*	4	*	*	4
7:00	9	2	*	*	*	5	*	*	5
7:15	8	9	*	*	*	8	*	*	8
7:30	14	25	*	*	*	19	*	*	19
7:45	8	8	*	*	*	8	*	*	8
8:00	18	8	*	*	*	13	*	*	13
8:15	14	8	*	*	*	11	*	*	11
8:30	18	16	*	*	*	17	*	*	17
8:45	12	12	*	*	*	12	*	*	12
9:00	7	9	*	*	*	8	*	*	8
9:15	13	7	*	*	*	10	*	*	10
9:30	13	8	*	*	*	10	*	*	10
9:45	9	5	*	*	*	7	*	*	7
10:00	10	7	*	*	*	8	*	*	8
10:15	5	7	*	*	*	6	*	*	6
10:30	11	5	*	*	*	8	*	*	8
10:45	10	9	*	*	*	9	*	*	9
11:00	6	7	*	*	*	6	*	*	6
11:15	8	5	*	*	*	6	*	*	6
11:30	6	15	*	*	*	10	*	*	10
11:45	12	3	*	*	*	7	*	*	7
TOTALS	229	196	*	*	*	204	*	*	204
PEAK HOUR	8:00	7:15	*	*	*	8:00	*	*	8:00
VOLUME	62	50	*	*	*	53	*	*	53
P.H.F.	0.86	0.50	*	*	*	0.78	*	*	0.78

SITE CODE : 00000000

Metropolitan Planning Commission

PAGE: 2

Street ID : Northshore Hills

FILE: NorHills

Location : Entrance off of Northshore Dr.

Weather : Special Count

DATE: 10/11/93

TIME BEGIN	MONDAY 11	TUESDAY 12	WEDNESDAY 13	THURSDAY 14	FRIDAY 15	WEEKDAY AVERAGE	SATURDAY 16	SUNDAY 17	WEEK AVERAGE
12:00 PM	9	7	*	*	*	8	*	*	8
12:15	7	10	*	*	*	8	*	*	8
12:30	6	10	*	*	*	8	*	*	8
12:45	18	8	*	*	*	13	*	*	13
1:00	7	4	*	*	*	5	*	*	5
1:15	15	6	*	*	*	10	*	*	10
1:30	7	8	*	*	*	7	*	*	7
1:45	7	10	*	*	*	8	*	*	8
2:00	18	12	*	*	*	15	*	*	15
2:15	15	8	*	*	*	11	*	*	11
2:30	18	6	*	*	*	12	*	*	12
2:45	11	*	*	*	*	11	*	*	11
3:00	7	*	*	*	*	7	*	*	7
3:15	9	*	*	*	*	9	*	*	9
3:30	15	*	*	*	*	15	*	*	15
3:45	7	*	*	*	*	7	*	*	7
4:00	12	*	*	*	*	12	*	*	12
4:15	8	*	*	*	*	8	*	*	8
4:30	10	*	*	*	*	10	*	*	10
4:45	9	*	*	*	*	9	*	*	9
5:00	14	*	*	*	*	14	*	*	14
5:15	12	*	*	*	*	12	*	*	12
5:30	9	*	*	*	*	9	*	*	9
5:45	14	*	*	*	*	14	*	*	14
6:00	4	*	*	*	*	4	*	*	4
6:15	11	*	*	*	*	11	*	*	11
6:30	8	*	*	*	*	8	*	*	8
6:45	6	*	*	*	*	6	*	*	6
7:00	6	*	*	*	*	6	*	*	6
7:15	9	*	*	*	*	9	*	*	9
7:30	5	*	*	*	*	5	*	*	5
7:45	7	*	*	*	*	7	*	*	7
8:00	3	*	*	*	*	3	*	*	3
8:15	2	*	*	*	*	2	*	*	2
8:30	0	*	*	*	*	0	*	*	0
8:45	4	*	*	*	*	4	*	*	4
9:00	4	*	*	*	*	4	*	*	4
9:15	6	*	*	*	*	6	*	*	6
9:30	0	*	*	*	*	0	*	*	0
9:45	1	*	*	*	*	1	*	*	1
10:00	0	*	*	*	*	0	*	*	0
10:15	1	*	*	*	*	1	*	*	1
10:30	0	*	*	*	*	0	*	*	0
10:45	0	*	*	*	*	0	*	*	0
11:00	1	*	*	*	*	1	*	*	1
11:15	0	*	*	*	*	0	*	*	0
11:30	1	*	*	*	*	1	*	*	1
11:45	0	*	*	*	*	0	*	*	0
TOTALS	343	89	*	*	*	321	*	*	321
PEAK HOUR	2:00	1:30	*	*	*	2:00	*	*	2:00
VOLUME	62	38	*	*	*	49	*	*	49
P.H.F.	0.86	0.79	*	*	*	0.82	*	*	0.82

SUBDIVISION CHARACTERISTICS

Subdivision: Northshore Landing

Location: Northshore Drive

Miles to CBD: 12.5

Number of Dwelling Units: 60

Average Appraised Value: \$162,315

Average Number of Bedrooms: 3.8

Average Square Feet: 2,561

Persons Per Dwelling Unit: 2.51

Average Daily Traffic: 575

Average Trips Per Dwelling Unit: 9.58

NORTHSHORE LANDING

AVG. VALUE	162315
AVG. BEDROOMS	3.8
AVG. SQFT	2561

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
154KC-001 -	174900	4	2241
154KC-002 -	170500	4	2840
154KC-003 -	155500	3	3296
154KC-005 -	175200	3	2680
154KC-006 -	171200	4	2696
154KC-007 -	161200	4	2320
154KC-009 -	149900	3	1822
154KC-010 -	174900	3	2501
154KC-011 -	175600	3	2283
154KC-012 -	170200	3	2992
154KC-013 -	163400	3	4018
154KC-014 -	166500	4	2478
154KC-015 -	162300	4	2384
154KC-016 -	129400	4	1714
154KC-017 -	145900	4	2438
154KC-018 -	163500	3	3144
154KC-020 -	135300	4	1920
154KC-022 -	150500	4	2380
154KC-023 -	159800	3	2640
154KC-024 -	142100	10	2441
154KC-025 -	169400	4	3415
154KC-026 -	179300	4	2588
154KC-027 -	166200	4	2352
154KC-028 -	163300	3	2158
154KC-029 -	166300	3	3126
154KC-030 -	150200	4	1798
154KC-031 -	187400	4	3092
154KC-032 -	163000	4	2305
154KC-033 -	135200	4	2322
154KC-034 -	157800	4	2238
154KC-035 -	178700	4	2948
154KC-036 -	144900	3	1966
154KC-037 -	154500	4	2362
154KC-038 -	153200	4	2424
154KC-039 -	164500	4	2756
154KC-040 -	166000	4	3018
154KC-041 -	139900	3	1850
154KC-042 -	153400	4	2444
154KC-043 -	156000	4	2104
154KC-044 -	168300	4	2632
154KC-045 -	166100	4	3059
154KC-046 -	167800	4	2684
154KC-047 -	162800	4	2927
154KC-048 -	149200	4	2297
154KC-049 -	202600	3	3309
154KC-050 -	148500	4	2142
154KC-051 -	165500	4	2660
154KC-052 -	165100	4	2416
154KC-053 -	153400	3	2424
154KC-054 -	156700	4	2267
154KC-055 -	156400	4	2026
154KC-056 -	168800	4	3056
154KC-057 -	173500	4	3224
154KC-058 -	136200	4	2321
154KC-059 -	195500	4	3104
154KC-060 -	141000	3	2363
154KC-061 -	157500	3	2420
154KC-062 -	126800	4	1348
154KC-063 -	186900	4	3276

SITE CODE : 00000000

Metropolitan Planning Commission

PAGE: 1

Street ID : Northshore Landing subdivision

FILE: NorLand

Location : Entrance off of Northshore Dr.

Weather : Special Count

DATE: 10/12/93

TIME BEGIN	TUESDAY -12		WEDNESDAY -13		THURSDAY -14		Daily Average				
	AM	PM	AM	PM	AM	PM	AM	PM			
12:00	*	*	1	7	0	3	0	5			
12:15	*	*	0	10	0	8	0	9			
12:30	*	*	0	9	0	9	0	9			
12:45	*	*	0	9	2	13	1	11			
1:00	*	*	0	15	0	9	0	12			
1:15	*	*	0	9	0	5	0	7			
1:30	*	*	0	10	0	9	0	9			
1:45	*	*	0	9	0	10	0	9			
2:00	*	*	0	5	0	12	0	8			
2:15	*	*	0	6	1	14	0	10			
2:30	*	*	0	14	0	14	0	14			
2:45	*	*	0	8	0	8	0	8			
3:00	*	*	1	13	1	7	1	10			
3:15	*	*	0	10	0	6	0	8			
3:30	*	*	0	5	0	7	0	6			
3:45	*	*	0	11	0	6	0	8			
4:00	*	*	0	18	2	9	1	13			
4:15	*	7	2	23	0	10	1	13			
4:30	*	15	1	10	0	12	0	12			
4:45	*	9	1	9	1	8	1	8			
5:00	*	15	0	14	0	10	0	13			
5:15	*	9	0	8	1	39	0	18			
5:30	*	10	2	18	1	17	1	15			
5:45	*	13	0	13	1	16	0	14			
6:00	*	13	3	8	3	16	3	12			
6:15	*	11	3	13	5	6	4	10			
6:30	*	7	1	7	3	73	2	29			
6:45	*	13	8	7	7	18	7	12			
7:00	*	5	11	21	11	12	11	12			
7:15	*	8	8	7	6	14	7	9			
7:30	*	8	13	8	13	5	13	7			
7:45	*	9	16	12	10	7	13	9			
8:00	*	2	13	6	10	2	11	3			
8:15	*	6	8	6	7	4	7	5			
8:30	*	3	9	8	15	4	12	5			
8:45	*	4	3	0	4	7	3	3			
9:00	*	5	11	5	5	15	8	8			
9:15	*	1	8	2	8	4	8	2			
9:30	*	4	9	2	6	4	7	3			
9:45	*	1	4	0	3	6	3	2			
10:00	*	2	8	1	5	2	6	1			
10:15	*	2	3	4	5	1	4	2			
10:30	*	0	4	2	6	2	5	1			
10:45	*	1	8	2	6	4	7	2			
11:00	*	1	5	0	7	0	6	0			
11:15	*	0	6	2	19	2	12	1			
11:30	*	0	8	0	13	2	10	0			
11:45	*	1	10	0	5	0	7	0			
TOTALS	*	185	184	188	386	574	192	471	663	182	387
PEAK HOUR	*	4:30		7:15	3:45	10:45	6:30	7:00	5:45		
VOLUME	*	48		50	62	45	117	44	65		
P.H.F.	*	0.80		0.78	0.67	0.59	0.40	0.85	0.56		

SITE CODE : 00000000

Metropolitan Planning Commission

PAGE: 2

Street ID : Northshore Landing subdivision

FILE: NorLand

Location : Entrance off of Northshore Dr.

DATE: 10/15/93

Weather : Special Count

TIME BEGIN	FRIDAY -15		SATURDAY -16		SUNDAY -17		Daily Average	
	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	4	*	*	*	*	0	4
12:15	1	9	*	*	*	*	1	9
12:30	0	7	*	*	*	*	0	7
12:45	0	6	*	*	*	*	0	6
1:00	0	11	*	*	*	*	0	11
1:15	0	10	*	*	*	*	0	10
1:30	0	5	*	*	*	*	0	5
1:45	0	9	*	*	*	*	0	9
2:00	0	9	*	*	*	*	0	9
2:15	0	13	*	*	*	*	0	13
2:30	0	15	*	*	*	*	0	15
2:45	0	15	*	*	*	*	0	15
3:00	0	14	*	*	*	*	0	14
3:15	1	6	*	*	*	*	1	6
3:30	0	8	*	*	*	*	0	8
3:45	1	*	*	*	*	*	1	*
4:00	1	*	*	*	*	*	1	*
4:15	0	*	*	*	*	*	0	*
4:30	0	*	*	*	*	*	0	*
4:45	0	*	*	*	*	*	0	*
5:00	0	*	*	*	*	*	0	*
5:15	2	*	*	*	*	*	2	*
5:30	1	*	*	*	*	*	1	*
5:45	0	*	*	*	*	*	0	*
6:00	4	*	*	*	*	*	4	*
6:15	2	*	*	*	*	*	2	*
6:30	5	*	*	*	*	*	5	*
6:45	6	*	*	*	*	*	6	*
7:00	8	*	*	*	*	*	8	*
7:15	13	*	*	*	*	*	13	*
7:30	11	*	*	*	*	*	11	*
7:45	12	*	*	*	*	*	12	*
8:00	8	*	*	*	*	*	8	*
8:15	9	*	*	*	*	*	9	*
8:30	6	*	*	*	*	*	6	*
8:45	13	*	*	*	*	*	13	*
9:00	5	*	*	*	*	*	5	*
9:15	6	*	*	*	*	*	6	*
9:30	6	*	*	*	*	*	6	*
9:45	9	*	*	*	*	*	9	*
10:00	11	*	*	*	*	*	11	*
10:15	6	*	*	*	*	*	6	*
10:30	7	*	*	*	*	*	7	*
10:45	6	*	*	*	*	*	6	*
11:00	9	*	*	*	*	*	9	*
11:15	17	*	*	*	*	*	17	*
11:30	9	*	*	*	*	*	9	*
11:45	11	*	*	*	*	*	11	*
TOTALS	206	141	347	*	-2	*	206	141
PEAK HOUR	11:00	2:15	*	*	*	*	11:00	2:15
VOLUME	46	57	*	*	*	*	46	57
P.H.F.	0.68	0.95	*	*	*	*	0.68	0.95

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SUBDIVISION CHARACTERISTICS

Subdivision: Timberline Estates

Location: Greenwell Road

Miles to CBD: 13

Number of Dwelling Units: 65

Average Appraised Value: \$130,283

Average Number of Bedrooms: 3.65

Average Square Feet: 2,377

Persons Per Dwelling Unit: 2.83

Average Daily Traffic: 675

Average Trips Per Dwelling Unit: 10.38

TIMBER LINE ESTATES

AVG. VALUE	130283
AVG. BEDROOMS	3.646
AVG. SQFT	2377

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
037DA-001 -	151700	3	2525
037DA-002 -	154700	4	3294
037DA-004 -	127800	3	1934
037DA-005 -	113000	4	2164
037DA-006 -	116300	4	1928
037DA-007 -	93000	4	1836
037DA-008 -	104800	4	2080
037DA-009 -	106600	4	2032
037DA-011 -	153100	4	2344
037DA-012 -	151200	4	2580
037DA-013 -	137500	3	3189
037DA-014 -	114800	3	1620
037DA-015 -	107400	4	2314
037DA-016 -	91200	3	1404
037DA-017 -	134000	4	2148
037DA-018 -	138500	4	2236
037DA-019 -	159200	4	3030
037DA-020 -	127300	5	2350
037DA-021 -	111700	3	1968
037DA-022 -	104000	3	1974
037DA-023 -	115500	3	1884
037DA-026 -	145600	4	2588
037DA-027 -	130700	4	2408
037DA-028 -	118100	3	2340
037DA-029 -	117700	3	1936
037DA-030 -	113400	4	2240
037DA-031 -	110300	3	1732
037DA-032 -	101000	4	1952
037DB-001 -	161300	4	2334
037DB-002 -	139500	4	3417
037DB-003 -	148000	3	3298
037DB-005 -	148300	3	3086
037DB-007 -	110000	3	1898
037DB-008 -	132800	4	2632
037DB-009 -	100100	3	1692

037DB-010 -	146300	4	2716
037DB-012 -	99000	3	1836
037DB-013 -	168200	4	3543
037DB-014 -	147400	4	3535
037DB-015 -	101000	3	1756
037DB-016 -	107100	3	1854
037DB-017 -	155200	4	3138
037DB-018 -	169500	3	2431
037DC-001 -	152100	4	3388
037DC-002 -	177100	4	3388
037DC-004 -	157400	4	2580
037DC-006 -	139300	4	2546
037DC-007 -	130500	4	2208
037DC-009 -	150200	4	2178
037DC-010 -	122900	3	1865
037DC-011 -	139600	4	2355
037DC-012 -	108100	4	1674
037DC-013 -	172300	4	3056
037DC-014 -	172700	3	2852
037DC-015 -	140200	4	2630
037DC-016 -	80000	3	1632
037DC-017 -	162900	4	2740
037DC-019 -	117200	4	2072
037DC-021 -	136200	4	3004
037DC-022 -	129200	4	2271
037DD-001 -	104600	3	2200
037DD-002 -	126300	4	2184
037DD-003 -	120900	4	2100
037DD-005 -	137100	4	2600
037DD-006 -	107800	3	1818

Subdivision

Counted by:

Board # :

Other :

Street name : Timberline Estates

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000

Start Date: 06/05/95

File I.D. : TMBRLINE

Page : 1

		Mon. 06/05		Tues. 06/06		Wed. 06/07		Daily		Avg.
Begin Time		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	9		6	9	0	9	3	9	
12:15	*	10		0	11	3	*	2	10	
12:30	*	12		0	12	2	*	1	12	
12:45	*	9		2	4	1	*	2	6	
01:00	*	3		2	10	3	*	2	6	
01:15	*	12		0	10	2	*	1	11	
01:30	*	12		0	11	0	*	0	12	
01:45	*	17		0	11	0	*	0	14	
02:00	*	9		1	8	0	*	0	8	
02:15	*	7		0	11	0	*	0	9	
02:30	*	15		0	4	0	*	0	10	
02:45	*	15		0	19	0	*	0	17	
03:00	*	11		0	11	0	*	0	11	
03:15	*	20		0	8	0	*	0	14	
03:30	*	14		0	16	0	*	0	15	
03:45	*	18		0	10	2	*	1	14	
04:00	*	9		0	10	0	*	0	10	
04:15	*	20		0	9	0	*	0	14	
04:30	*	11		0	17	0	*	0	14	
04:45	*	13		2	16	0	*	1	16	
05:00	*	13		1	9	1	*	1	11	
05:15	*	23		1	24	1	*	1	24	
05:30	*	21		1	18	2	*	2	20	
05:45	*	16		0	17	3	*	2	16	
06:00	*	21		1	18	0	*	0	20	
06:15	*	17		4	12	3	*	4	14	
06:30	*	11		3	7	4	*	4	9	
06:45	*	14		6	11	4	*	5	12	
07:00	*	17		10	14	8	*	9	16	
07:15	*	15		11	15	13	*	12	15	
07:30	*	8		14	11	6	*	10	10	
07:45	*	19		7	13	9	*	8	16	
08:00	*	9		18	7	10	*	14	8	
08:15	*	22		17	18	8	*	12	20	
08:30	*	19		8	19	12	*	10	19	
08:45	*	16		7	8	8	*	8	12	
09:00	*	17		5	3	6	*	6	10	
09:15	*	16		13	17	3	*	8	16	
09:30	0	10		2	5	4	*	2	8	
09:45	6	9		9	6	3	*	6	8	
10:00	8	9		7	5	3	*	6	7	
10:15	10	10		2	11	2	*	5	10	
10:30	7	2		10	5	10	*	9	4	
10:45	9	5		13	4	4	*	9	4	
11:00	7	5		11	7	1	*	6	6	
11:15	8	6		2	1	10	*	7	4	
11:30	2	3		8	1	8	*	6	2	
11:45	13	3		8	4	4	*	8	4	
Total		70	602	212	509	163	9	193	557	
Combined			672		721		172		750	
Peak Hour	10:00	05:15		07:30	05:15	07:45	00:00	07:15		
Volume	34	81		56	77	39	9	44		
F.H.F.	.85	.88		.77	.80	.81	.25	.78		

ADTs

Subdivision

Counted by:

Board # :

Other :

Street name : Timberline Estates

KNOXVILLE

METROPOLITAN PLANNING ORGANIZATION

TRAFFIC ANALYSIS SYSTEM

FACTORED

Direction 1

Site Code : 000000000000

Start Date: 06/05/95

File I.D. : TMBRLINN

Page : 1

Begin Time	Mon. 06/05		Tues. 06/06		Wed. 06/07		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	8	5	8	0	8	2	8	
12:15	*	9	0	10	3	*	2	10	
12:30	*	11	0	11	2	*	1	11	
12:45	*	8	2	4	1	*	2	6	
01:00	*	3	2	9	3	*	2	6	
01:15	*	11	0	9	2	*	1	10	
01:30	*	11	0	10	0	*	0	10	
01:45	*	16	0	10	0	*	0	13	
02:00	*	8	1	7	0	*	0	8	
02:15	*	6	0	10	0	*	0	8	
02:30	*	14	0	4	0	*	0	9	
02:45	*	14	0	17	0	*	0	16	
03:00	*	10	0	10	0	*	0	10	
03:15	*	18	0	7	0	*	0	12	
03:30	*	13	0	15	0	*	0	14	
03:45	*	17	0	9	2	*	1	13	
04:00	*	8	0	9	0	*	0	8	
04:15	*	18	0	8	0	*	0	13	
04:30	*	10	0	15	0	*	0	12	
04:45	*	12	2	16	0	*	1	14	
05:00	*	12	1	8	1	*	1	10	
05:15	*	21	1	22	1	*	1	22	
05:30	*	19	1	16	2	*	2	18	
05:45	*	15	0	15	3	*	2	15	
06:00	*	19	1	16	0	*	0	18	
06:15	*	16	4	11	3	*	4	14	
06:30	*	10	3	6	4	*	4	8	
06:45	*	13	5	10	4	*	4	12	
07:00	*	16	9	13	7	*	8	14	
07:15	*	14	10	14	12	*	11	14	
07:30	*	7	13	10	5	*	9	8	
07:45	*	17	6	12	8	*	7	14	
08:00	*	8	16	6	9	*	12	7	
08:15	*	20	15	16	7	*	11	18	
08:30	*	17	7	17	11	*	9	17	
08:45	*	15	6	7	7	*	6	11	
09:00	*	16	5	3	5	*	5	10	
09:15	*	15	12	15	3	*	8	15	
09:30	0	9	2	5	4	*	2	7	
09:45	6	8	8	5	3	*	6	6	
10:00	7	8	6	5	3	*	5	6	
10:15	9	9	2	10	2	*	4	10	
10:30	6	2	9	5	9	*	8	4	
10:45	8	5	12	4	4	*	8	4	
11:00	6	5	10	6	1	*	6	6	
11:15	7	6	2	1	9	*	6	4	
11:30	2	3	7	1	7	*	5	2	
11:45	12	3	7	4	4	*	8	4	
Total	63	553	192	461	151	8	174	509	
Combined	616		653		159		683		
Peak Hour	10:00	05:15	07:30	05:15	07:45	00:00	07:15		
Volume	30	74	50	69	35	8	39		
P.H.F.	.83	.88	.78	.78	.79	.25	.81		

ADTs ADT as calculated in header = 675

AADT as calculated in header = 675

SUBDIVISION CHARACTERISTICS

Subdivision: Topside Hills

Location: Topside Road

Miles to CBD: 8.2

Number of Dwelling Units: 22

Average Appraised Value: \$131,132

Average Number of Bedrooms: 3.14

Average Square Feet: 2,670

Persons Per Dwelling Unit: 2.42

Average Daily Traffic: 200

Average Trips Per Dwelling Unit: 9.09

TOPSIDE HILLS (RIVERWOOD)

AVG. VALUE	131132
AVG. BEDROOMS	3.136
AVG. SQFT	2670

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
147JA-001 -	94200	3	2340
147JA-002 -	117500	4	3279
147JA-003 -	98300	3	2304
147JA-004 -	86100	3	1680
147JA-005 -	152800	4	3746
147JA-006 -	141200	3	2814
147JA-007 -	120900	3	2672
147JA-008 -	125600	3	2703
147JA-009 -	153400	4	4088
147JA-011 -	210500	3	3238
147JA-012 -	179300	3	2697
147JA-013 -	150700	3	2733
147JA-014 -	193700	3	2932
147JA-015 -	236900	3	1908
147JA-016 -	127500	3	2706
147JA-017 -	130500	3	3424
147JA-018 -	127500	3	2492
147JA-020 -	108400	3	2500
147JA-021 -	88000	3	2576
147JA-022 -	74000	3	2200
147JA-023 -	84100	3	1625
147JA-024 -	83800	3	2082

Subdivision Count

Counted by:

Board # :

Other :

Street name : Topside Hills Subdivision

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : TOPSIDE

Page : 1

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	1	0	4	0	*	0		2
12:15	*	2	0	3	1	*	0		2
12:30	*	4	0	1	0	*	0		2
12:45	*	3	1	2	0	*	0		2
01:00	*	0	2	2	3	*	2		1
01:15	*	5	0	3	0	*	0		4
01:30	*	9	1	2	0	*	0		6
01:45	*	1	0	1	1	*	0		1
02:00	*	2	0	1	0	*	0		2
02:15	*	0	0	3	0	*	0		2
02:30	*	3	0	2	0	*	0		2
02:45	*	8	0	3	0	*	0		6
03:00	*	2	0	1	0	*	0		2
03:15	*	5	0	1	2	*	1		3
03:30	*	4	0	3	1	*	0		4
03:45	*	2	0	6	0	*	0		4
04:00	*	3	0	8	0	*	0		6
04:15	*	4	2	7	0	*	1		6
04:30	*	3	2	6	0	*	1		4
04:45	*	5	0	6	0	*	0		6
05:00	*	2	0	5	0	*	0		4
05:15	*	3	0	7	0	*	0		5
05:30	*	9	0	4	0	*	0		6
05:45	*	4	0	6	0	*	0		5
06:00	*	8	0	2	0	*	0		5
06:15	*	6	0	4	0	*	0		5
06:30	*	7	2	5	0	*	1		6
06:45	*	6	1	3	0	*	0		4
07:00	*	5	4	4	3	*	4		4
07:15	*	3	3	5	4	*	4		4
07:30	*	3	4	1	8	*	6		2
07:45	*	3	2	3	1	*	2		3
08:00	*	0	1	2	4	*	2		1
08:15	*	3	4	1	2	*	3		2
08:30	*	1	3	7	5	*	4		4
08:45	*	5	2	5	2	*	2		5
09:00	*	4	3	6	2	*	2		5
09:15	5	1	0	2	*	*	2		2
09:30	6	2	3	0	*	*	4		1
09:45	3	4	2	0	*	*	2		2
10:00	3	0	2	0	*	*	2		0
10:15	4	0	0	0	*	*	2		0
10:30	5	0	1	1	*	*	3		0
10:45	2	0	4	0	*	*	3		0
11:00	3	0	5	0	*	*	4		0
11:15	2	1	3	0	*	*	2		0
11:30	0	0	3	0	*	*	2		0
11:45	1	1	1	1	*	*	1		1
Total	34	147	61	139	39	0	62	143	
Combined		181		200		39		205	
Peak Hour	09:15	05:30	10:45	03:45	07:15		07:00		
Volume	17	27	15	27	17		16		
P.H.F.	.70	.75	.75	.84	.53		.66		

ADTs

Subdivision Count

Counted by:

Board # :

Other :

Street name : Topside Hills Subdivision

KNOXVILLE
METROPOLITAN PLANNING ORGANIZATION
TRAFFIC ANALYSIS SYSTEM
FACTORED

Site Code : 000000000000

Start Date: 05/30/95

File I.D. : TOPSIDEN

Page : 1

Begin Time	Tues. 05/30		Wed. 05/31		Thur. 06/01		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	1	0	4	0	*	0		2
12:15	*	2	0	3	1	*	0		2
12:30	*	4	0	1	0	*	0		2
12:45	*	3	1	2	0	*	0		2
01:00	*	0	2	2	3	*	2		1
01:15	*	5	0	3	0	*	0		4
01:30	*	8	1	2	0	*	0		5
01:45	*	1	0	1	1	*	0		1
02:00	*	2	0	1	0	*	0		2
02:15	*	0	0	3	0	*	0		2
02:30	*	3	0	2	0	*	0		2
02:45	*	7	0	3	0	*	0		5
03:00	*	2	0	1	0	*	0		2
03:15	*	5	0	1	2	*	1		3
03:30	*	4	0	3	1	*	0		4
03:45	*	2	0	5	0	*	0		4
04:00	*	3	0	7	0	*	0		5
04:15	*	4	2	6	0	*	1		5
04:30	*	3	2	5	0	*	1		4
04:45	*	5	0	5	0	*	0		5
05:00	*	2	0	5	0	*	0		4
05:15	*	3	0	6	0	*	0		4
05:30	*	8	0	4	0	*	0		6
05:45	*	4	0	5	0	*	0		4
06:00	*	7	0	2	0	*	0		4
06:15	*	5	0	4	0	*	0		4
06:30	*	6	2	5	0	*	1		6
06:45	*	5	1	3	0	*	0		4
07:00	*	5	4	4	3	*	4		4
07:15	*	3	3	5	4	*	4		4
07:30	*	3	4	1	7	*	6		2
07:45	*	3	2	3	1	*	2		3
08:00	*	0	1	2	4	*	2		1
08:15	*	3	4	1	2	*	3		2
08:30	*	1	3	6	4	*	4		4
08:45	*	5	2	5	2	*	2		5
09:00	*	4	3	5	2	*	2		4
09:15	5	1	0	2	*	*	2		2
09:30	5	2	3	0	*	*	4		1
09:45	3	4	2	0	*	*	2		2
10:00	3	0	2	0	*	*	2		0
10:15	4	0	0	0	*	*	2		0
10:30	5	0	1	1	*	*	3		0
10:45	2	0	4	0	*	*	3		0
11:00	3	0	5	0	*	*	4		0
11:15	2	1	3	0	*	*	2		0
11:30	0	0	3	0	*	*	2		0
11:45	1	1	1	1	*	*	1		1
Total	33	140	61	130	37	0	62	133	
Combined	173		191		37		195		
Peak Hour	09:15	05:30	10:45	03:45	07:15		07:00		
Volume	16	24	15	23	16		16		
P.H.F.	.8	.75	.75	.82	.57		.66		

ADTs ADT as calculated in header = 200

AADT as calculated in header = 200

SUBDIVISION CHARACTERISTICS

Subdivision: Westhampton

Location: Westland

Miles to CBD: 10

Number of Dwelling Units: 88

Average Appraised Value: \$120,881

Average Number of Bedrooms: 3.5

Average Square Feet: 2,223

Persons Per Dwelling Unit: 2.67

Average Daily Traffic: 833

Average Trips Per Dwelling Unit: 9.47

WEST-HAMPTON

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
133JC-026 -	121200	4	2346
133JC-027 -	106500	4	1872
133JC-028 -	132000	3	2724
133JC-029 -	114900	4	2072
133JC-030 -	117700	3	2062
133JC-031 -	106800	3	1872
133JC-032 -	106800	3	2132
133JC-033 -	126200	4	2131
133JC-034 -	110000	3	1872
133JC-035 -	120800	3	1950
133JC-036 -	123400	4	2408
133JC-037 -	120300	4	2064
133JC-038 -	112600	3	1897
133JC-039 -	118200	4	2028
133JC-040 -	106100	3	2472
133JC-041 -	123000	3	2446
133JC-042 -	124900	4	2346
133JC-043 -	124200	3	2086
133JC-044 -	137100	4	2526
133JC-045 -	116700	3	1872
133JC-047 -	142900	3	2304
133JD-001 -	127600	4	2220
133JD-002 -	114900	4	2241
133JD-004 -	128600	3	2666
133JD-006 -	109300	3	1872
133JD-007 -	150100	3	3086
133JD-008 -	127900	4	2504
133JD-009 -	133200	3	2464
133JD-010 -	134400	4	3260
133JD-011 -	126600	3	2004
133JD-012 -	109000	3	2604
133JD-013 -	122700	4	2026
133JD-014 -	110200	3	1808
133JD-015 -	115200	3	1872
133JD-016 -	117400	3	1946
133JD-017 -	141800	3	2304
133JD-018 -	117800	3	3048
133JD-019 -	111200	4	1894
133JD-020 -	113000	4	1764
133JD-021 -	120400	3	1944
133JD-022 -	93400	3	1360
133JD-023 -	132100	3	2312
133JD-024 -	136800	4	2940
133JD-025 -	111300	4	2264
133JD-026 -	122400	4	2038
133JD-027 -	117700	4	2292
133JD-028 -	129000	3	2300
133JD-029 -	114700	3	1706
133JD-030 -	106600	4	2430
133JD-031 -	112400	4	1852
133JD-032 -	131200	4	2624
133JD-033 -	145300	5	2804
133JD-034 -	134300	3	2520
133JD-035 -	129000	3	2520
133JD-036 -	144800	5	2804
133JH-003 -	102100	3	1827
133JH-004 -	80500	3	1206

AVG. VALUE	120881
AVG. BEDROOMS	3.5
AVG. SQFT	2223

SITE CODE : 00000000

Metropolitan Planning Commission

PAGE: 1

Street ID : West Hampton subdivision

FILE: WHamWes2

Location : Entrance off of Westland Drive

Weather : Special Count

DATE: 11/16/93

TIME BEGIN	TUESDAY -16		WEDNESDAY -17		THURSDAY -18		Daily Average		
	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	*	6	0	13	1	12	0	10	
12:15	*	6	0	6	0	*	0	6	
12:30	*	6	0	10	0	*	0	8	
12:45	*	8	0	3	4	*	2	5	
1:00	*	8	1	8	1	*	1	8	
1:15	*	6	0	7	0	*	0	6	
1:30	*	6	1	3	0	*	0	4	
1:45	*	4	0	5	0	*	0	4	
2:00	*	9	0	11	0	*	0	10	
2:15	*	7	0	7	0	*	0	7	
2:30	*	8	0	6	0	*	0	7	
2:45	*	10	0	6	0	*	0	8	
3:00	*	5	0	4	0	*	0	4	
3:15	*	9	1	7	0	*	0	8	
3:30	*	17	0	8	0	*	0	12	
3:45	*	15	0	15	0	*	0	15	
4:00	*	8	0	9	0	*	0	8	
4:15	*	4	0	18	0	*	0	11	
4:30	*	11	1	19	0	*	0	15	
4:45	*	11	0	12	0	*	0	11	
5:00	*	18	0	17	0	*	0	17	
5:15	*	20	0	17	0	*	0	18	
5:30	*	12	2	13	2	*	2	12	
5:45	*	14	2	14	0	*	1	14	
6:00	*	21	4	19	3	*	3	20	
6:15	*	15	0	17	4	*	2	16	
6:30	*	19	5	9	4	*	4	14	
6:45	*	12	4	19	1	*	2	15	
7:00	*	11	6	12	12	*	9	11	
7:15	*	6	16	9	15	*	15	7	
7:30	*	6	16	6	21	*	18	6	
7:45	*	7	24	10	17	*	20	8	
8:00	*	9	15	7	20	*	17	8	
8:15	*	12	15	6	15	*	15	9	
8:30	*	8	16	8	12	*	14	8	
8:45	*	5	11	4	6	*	8	4	
9:00	*	7	6	6	7	*	6	6	
9:15	12	5	5	10	10	*	9	7	
9:30	10	3	8	8	8	*	8	5	
9:45	8	2	5	10	12	*	8	6	
10:00	9	3	7	5	7	*	7	4	
10:15	5	0	9	3	8	*	7	1	
10:30	5	3	2	3	9	*	5	3	
10:45	12	2	5	5	12	*	9	3	
11:00	6	1	5	1	8	*	6	1	
11:15	10	1	9	1	12	*	10	1	
11:30	9	0	2	0	4	*	5	0	
11:45	12	0	6	0	5	*	7	0	
TOTALS	98	386	209	416	240	12	252	220	391
PEAK HOUR	9:15	5:45	7:15	4:15	7:15	12:00	7:15	6:00	
VOLUME	39	69	71	66	73	12	70	65	
P.H.F.	0.81	0.82	0.74	0.67	0.87	0.25	0.88	0.81	

SITE CODE : 00000000
 Street ID : West Hampton subdivision
 Location : Entrance off of Sanford Day Rd
 Weather : Special Count

Metropolitan Planning Commission

PAGE: 1
 FILE: WHamSan2

DATE: 11/16/93

TIME BEGIN	TUESDAY -16		WEDNESDAY -17		THURSDAY -18		Daily Average		
	AM	PM	AM	PM	AM	PM	AM	PM	
12:00	*	4	0	8	0	3	0	5	
12:15	*	3	0	5	0	*	0	4	
12:30	*	5	0	4	0	*	0	4	
12:45	*	2	0	1	1	*	0	1	
1:00	*	2	0	6	1	*	0	4	
1:15	*	6	0	1	0	*	0	3	
1:30	*	1	0	0	1	*	0	0	
1:45	*	3	0	7	0	*	0	5	
2:00	*	1	0	4	0	*	0	2	
2:15	*	6	0	1	0	*	0	3	
2:30	*	9	0	7	0	*	0	8	
2:45	*	1	0	2	0	*	0	1	
3:00	*	0	0	2	0	*	0	1	
3:15	*	5	0	2	0	*	0	3	
3:30	*	5	0	4	0	*	0	4	
3:45	*	11	0	9	0	*	0	10	
4:00	*	4	0	2	0	*	0	3	
4:15	*	3	0	7	0	*	0	5	
4:30	*	6	0	5	0	*	0	5	
4:45	*	3	0	0	0	*	0	1	
5:00	*	5	0	3	0	*	0	4	
5:15	*	12	1	8	1	*	1	10	
5:30	*	4	1	9	1	*	1	6	
5:45	*	6	0	4	0	*	0	5	
6:00	*	5	1	5	0	*	0	5	
6:15	*	2	0	7	1	*	0	4	
6:30	*	0	2	9	1	*	1	4	
6:45	*	2	3	3	2	*	2	2	
7:00	*	3	9	2	6	*	7	2	
7:15	*	3	7	4	7	*	7	3	
7:30	*	3	14	2	12	*	13	2	
7:45	*	1	7	3	7	*	7	2	
8:00	*	6	7	6	6	*	6	6	
8:15	*	5	2	5	3	*	2	5	
8:30	*	5	3	0	9	*	6	2	
8:45	*	2	6	3	3	*	4	2	
9:00	*	2	1	1	0	*	0	1	
9:15	*	2	3	3	2	*	2	2	
9:30	3	2	1	3	4	*	2	2	
9:45	9	0	1	1	4	*	4	0	
10:00	1	3	1	2	3	*	1	2	
10:15	2	0	2	2	6	*	3	1	
10:30	1	0	6	0	1	*	2	0	
10:45	8	1	2	2	2	*	4	1	
11:00	0	2	2	0	3	*	1	1	
11:15	1	1	3	0	2	*	2	0	
11:30	3	0	2	0	0	*	1	0	
11:45	3	0	3	0	4	*	3	0	
TOTALS	31	157	90	164	254	93	96	82	146
PEAK HOUR	9:30	5:00	7:00	5:15	7:00	12:00	7:00	5:15	2
VOLUME	15	27	37	26	32	3	34	26	
P.H.F.	0.42	0.56	0.66	0.72	0.67	0.25	0.65	0.65	

SUBDIVISION CHARACTERISTICS

Subdivision: Whispering Hills

Location: Bishop Road

Miles to CBD: 9.3

Number of Dwelling Units: 137

Average Appraised Value: \$62,817

Average Number of Bedrooms: 3.0

Average Square Feet: 1,435

Persons Per Dwelling Unit: 2.83

Average Daily Traffic: 958

Average Trips Per Dwelling Unit: 7.00

WHISPERING HILLS

AVG. VALUE	62817
AVG. BEDROOMS	3.007
AVG. SQFT	1435

PARCEL ID	APPRAISED VALUE	BEDROOMS	SQFT
047GA-001 -	74700	3	1794
047GA-002 -	72700	3	1620
047GA-004 -	57200	3	1152
047GA-006 -	54400	3	1104
047GA-007 -	54400	3	1104
047GA-008 -	61300	3	1444
047GA-009 -	89400	3	2314
047GA-010 -	51800	3	1104
047GA-011 -	57000	3	1189
047GA-012 -	64800	3	1644
047GA-013 -	55600	3	1188
047GA-014 -	58800	3	1498
047GA-015 -	56900	3	1144
047GA-016 -	53600	3	1154
047GA-017 -	78300	3	1444
047GA-018 -	75300	3	1404
047GA-019 -	56900	3	1098
047GA-020 -	59000	3	1150
047GA-021 -	64000	3	1398
047GA-022 -	57100	3	1112
047GA-023 -	56100	3	1104
047GA-024 -	64000	3	1494
047GA-025 -	63200	3	1544
047GA-026 -	58800	3	1456
047GA-027 -	60600	3	1504
047GA-028 -	53400	3	1200
047GA-029 -	54000	3	1098
047GA-031 -	56300	3	1092
047GA-032 -	55600	3	1144
047GA-033 -	67500	3	1612
047GA-034 -	85100	3	1440
047GA-035 -	95800	3	1595
047GA-036 -	71200	3	1350
047GB-001 -	58900	3	1120
047GB-002 -	53500	3	1120

047GB-003 -	80000	3	2014
047GB-004 -	65000	3	1750
047GB-005 -	70700	3	1992
047GB-006 -	65000	3	1650
047GB-007 -	80700	3	2000
047GB-008 -	62300	3	1850
047GB-009 -	61800	3	1652
047GB-010 -	60100	3	1399
047GB-011 -	62100	3	1650
047GB-012 -	55200	3	1144
047GB-013 -	78200	3	1809
047GB-014 -	72000	3	1248
047GB-015 -	66200	3	1768
047GB-016 -	59600	3	1300
047GB-017 -	78900	3	2132
047GB-018 -	70800	3	1775
047GB-019 -	62800	3	1644
047GB-020 -	56000	3	1144
047GB-021 -	55700	3	1248
047GB-022 -	61600	3	1489
047GB-023 -	60600	3	1638
047GB-024 -	64200	3	1430
047GB-025 -	66200	3	1732
047GB-026 -	55300	3	1100
047GB-027 -	66900	3	1430
047GB-028 -	73600	3	1648
047GB-029 -	62200	3	1398
047GB-030 -	65400	3	1040
047GB-031 -	59600	3	1600
047GB-032 -	60300	3	1500
047GB-033 -	57400	3	1399
047GB-034 -	63400	3	1744
047GB-035 -	65900	3	1744
047GB-036 -	61100	3	1196
047GB-037 -	67000	3	1744
047GB-038 -	52400	3	1144
047GB-039 -	66300	3	1636
047GB-040 -	60300	3	1137
047GB-041 -	66100	3	1444
047GB-042 -	61000	3	1530
047GB-043 -	68600	3	1384
047GB-044 -	54900	3	1100
047GB-045 -	70400	3	1600

047GB-046 -	75700	3	1900
047GB-047 -	56500	3	1100
047GB-048 -	66700	3	1460
047GB-049 -	57700	3	1152
047GB-050 -	60000	3	1442
047GB-051 -	64300	3	1539
047GB-052 -	63500	3	1644
047GB-053 -	63200	3	1446
047GB-054 -	58700	3	1144
047GB-055 -	56600	3	1104
047GC-001 -	56900	3	1130
047GC-002 -	74700	3	1432
047GC-003 -	58300	3	1100
047GC-004 -	60100	3	1098
047GC-005 -	63700	3	1398
047GC-006 -	77700	3	1674
047GC-007 -	58200	3	1098
047GC-008 -	67200	3	1916
047GC-009 -	70100	3	2052
047GC-010 -	78900	4	2060
047GC-011 -	60900	3	1144
047GC-012 -	72100	3	1438
047GC-013 -	75200	3	1452
047GC-014 -	63800	3	1446
047GC-015 -	64900	3	1552
047GC-016 -	70000	3	1842
047GC-017 -	60400	3	1104
047GC-018 -	65600	3	1398
047GC-019 -	60100	3	1248
047GC-020 -	63900	3	1425
047GC-021 -	81100	3	2675
047GC-022 -	56900	3	1098
047GC-023 -	56600	3	1104
047GC-024 -	54500	3	1095
047GC-025 -	66000	3	1744
047GC-026 -	61700	3	1398
047GC-027 -	54800	3	1100
047GC-028 -	61800	3	1398
047GC-029 -	56800	3	1104
047GC-030 -	69100	3	1800
047GD-001 -	55900	3	1098
047GD-002 -	59100	3	1354
047GD-004 -	50500	3	1098

047GD-005 -	49700	3	1104
047GD-006 -	51800	3	1404
047GD-007 -	55900	3	1098
047GD-008 -	51300	3	1398
047GD-009 -	57200	3	1504
047GD-010 -	47900	3	1504
047GD-011 -	59200	3	1130
047GD-012 -	59200	3	1130
047GD-013 -	47100	3	1718
047GD-014 -	63100	3	1504
047GD-015 -	64800	3	1532
047GD-016 -	50700	3	1398
047GD-017 -	52100	3	1398
047GD-018 -	60100	3	1978
047GD-019 -	67000	3	1788
047GD-020 -	57400	3	1144

Weather :	KNOXVILLE										Site Code : 000000000000
Counted by :	METROPOLITAN PLANNING ORGANIZATION										Start Date: 06/05/95
Board # :	TRAFFIC ANALYSIS SYSTEM										File I.D. : WMSPHILL
Other :											Page : 1
Street name : Whispering Hills Subdivision											Direction 1
Begin Time	Mon. 06/05		Tues. 06/06		Wed. 06/07		Daily		Avg.		
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	*	12	4	14	2	12	3	13			
12:15	*	8	2	10	3	16	2	11			
12:30	*	7	3	12	3	*	3	10			
12:45	*	9	1	10	3	*	2	10			
01:00	*	5	1	6	1	*	1	6			
01:15	*	8	0	13	1	*	0	10			
01:30	*	8	0	11	0	*	0	10			
01:45	*	13	0	13	1	*	0	13			
02:00	*	16	0	17	0	*	0	16			
02:15	*	12	1	10	0	*	0	11			
02:30	*	10	2	10	1	*	2	10			
02:45	*	14	0	24	0	*	0	19			
03:00	*	11	0	12	0	*	0	12			
03:15	*	14	0	13	0	*	0	14			
03:30	*	9	0	15	0	*	0	12			
03:45	*	13	1	13	1	*	1	13			
04:00	*	18	2	27	0	*	1	22			
04:15	*	10	0	19	2	*	1	14			
04:30	*	22	2	19	1	*	2	20			
04:45	*	29	2	13	2	*	2	21			
05:00	*	23	3	29	2	*	2	26			
05:15	*	24	2	24	4	*	3	24			
05:30	*	23	6	26	6	*	6	24			
05:45	*	23	8	22	11	*	10	22			
06:00	*	27	10	26	7	*	8	26			
06:15	*	30	11	23	9	*	10	26			
06:30	*	18	16	24	13	*	14	21			
06:45	*	22	14	23	14	*	14	22			
07:00	*	17	19	26	16	*	18	22			
07:15	*	24	14	19	12	*	13	22			
07:30	*	13	20	13	25	*	22	13			
07:45	*	16	21	17	17	*	19	16			
08:00	*	17	13	26	13	*	13	22			
08:15	*	11	9	16	12	*	10	14			
08:30	*	18	13	13	10	*	12	16			
08:45	*	18	9	14	9	*	9	16			
09:00	10	15	15	18	10	*	12	16			
09:15	11	22	12	16	10	*	11	19			
09:30	8	19	12	15	4	*	8	17			
09:45	6	10	14	15	5	*	8	12			
10:00	8	9	8	11	9	*	8	10			
10:15	6	11	21	5	14	*	14	8			
10:30	7	8	8	11	9	*	8	10			
10:45	9	10	11	5	21	*	14	8			
11:00	7	6	10	9	6	*	8	8			
11:15	15	10	14	7	9	*	13	8			
11:30	10	3	13	6	11	*	11	4			
11:45	9	2	6	1	11	*	9	2			
Total	106	697	353	741	320	28	327	721			
Combined	803		1094		348		1048				
Peak Hour	10:45	05:30	07:00	05:00	07:00	00:00	07:00				
Volume	41	103	74	101	70	28	72				
P.H.F.	.68	.85	.88	.87	.7	.43	.81				

ADTs

Weather :	KNOXVILLE						Site Code : 000000000000	
Counted by :	METROPOLITAN PLANNING ORGANIZATION						Start Date: 06/05/95	
Board # :	TRAFFIC ANALYSIS SYSTEM						File I.D. : WHSPHILN	
Other :	FACTORED						Page : 1	
Street name : Whispering Hills Subdivision							Direction 1	
Begin	Mon. 06/05		Tues. 06/06		Wed. 06/07		Daily	Avg.
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	11	4	13	2	11	3	12
12:15	*	7	2	9	3	15	2	10
12:30	*	6	3	11	3	*	3	8
12:45	*	8	1	9	3	*	2	8
01:00	*	5	1	5	1	*	1	5
01:15	*	7	0	12	1	*	0	10
01:30	*	7	0	10	0	*	0	8
01:45	*	12	0	12	1	*	0	12
02:00	*	15	0	15	0	*	0	15
02:15	*	11	1	9	0	*	0	10
02:30	*	9	2	9	1	*	2	9
02:45	*	13	0	22	0	*	0	18
03:00	*	10	0	11	0	*	0	10
03:15	*	13	0	12	0	*	0	12
03:30	*	8	0	14	0	*	0	11
03:45	*	12	1	12	1	*	1	12
04:00	*	17	2	25	0	*	1	21
04:15	*	9	0	17	2	*	1	13
04:30	*	20	2	17	1	*	2	18
04:45	*	27	2	12	2	*	2	20
05:00	*	21	3	26	2	*	2	24
05:15	*	22	2	22	4	*	3	22
05:30	*	21	5	24	5	*	5	22
05:45	*	21	7	20	10	*	8	20
06:00	*	25	9	24	6	*	8	24
06:15	*	28	10	21	8	*	9	24
06:30	*	17	15	22	12	*	14	20
06:45	*	20	13	21	13	*	13	20
07:00	*	16	17	24	15	*	16	20
07:15	*	22	13	17	11	*	12	20
07:30	*	12	18	12	23	*	20	12
07:45	*	15	19	15	15	*	17	15
08:00	*	16	12	24	12	*	12	20
08:15	*	10	8	15	11	*	10	12
08:30	*	17	12	12	9	*	10	14
08:45	*	17	8	13	8	*	8	15
09:00	9	14	14	16	9	*	11	15
09:15	10	20	11	15	9	*	10	18
09:30	7	17	11	14	4	*	7	16
09:45	6	9	13	14	5	*	8	12
10:00	7	8	7	10	8	*	7	9
10:15	6	10	19	5	13	*	13	8
10:30	6	7	7	10	8	*	7	8
10:45	8	9	10	5	19	*	12	7
11:00	6	6	9	8	5	*	7	7
11:15	14	9	13	6	8	*	12	8
11:30	9	3	12	5	10	*	10	4
11:45	8	2	5	1	10	*	8	2
total	96	641	323	677	293	26	299	660
combined	737		1000		319		959	
Peak Hour	10:45	05:30	07:00	05:00	07:00	00:00	07:00	
Volume	37	95	67	92	64	26	65	
P.H.F.	.66	.84	.88	.88	.69	.43	.81	

ADTs ADT as calculated in header = 958
AADT as calculated in header = 958

APPENDIX B

Monthly Average Daily Traffic Factors

1992 MONTHLY VARIATION FACTORS, BY DAY OF WEEK
TABLE 2

1	9	2	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
Interstate, Rural														
Sunday	1.31	1.21	1.01	0.96	1.00	0.90	0.86	0.85	1.02	0.93	0.94	1.23		
Monday	1.27	1.25	1.16	1.07	1.04	1.02	0.97	0.99	1.08	1.08	1.12	1.17		
Tuesday	1.26	1.25	1.14	1.09	1.07	1.01	0.99	0.97	1.11	1.09	1.08	1.09		
Wednesday	1.25	1.21	1.09	1.07	1.04	0.97	0.96	0.96	1.09	1.05	0.96	1.04		
Thursday	1.22	1.17	0.98	0.98	0.98	0.93	0.90	0.90	1.02	0.99	1.04	1.02		
Friday	1.09	1.01	0.82	0.83	0.82	0.78	0.76	0.77	0.85	0.84	0.91	0.94		
Saturday	1.21	1.18	0.90	0.94	0.97	0.83	0.85	0.83	0.98	0.98	0.96	0.99		
Other, Rural														
Sunday	1.39	1.32	1.23	1.15	1.11	1.12	1.14	1.11	1.18	1.18	1.19	1.30		
Monday	1.11	1.07	1.02	0.97	0.99	0.96	0.97	0.98	1.03	1.00	1.01	1.04		
Tuesday	1.12	1.08	1.03	0.97	0.95	0.97	0.97	0.97	1.00	1.01	1.01	1.04		
Wednesday	1.19	1.05	1.04	0.98	0.99	0.99	0.99	0.98	0.99	1.00	1.00	1.06		
Thursday	1.10	1.04	1.00	0.95	0.96	0.95	0.96	0.96	0.96	0.96	1.01	0.99		
Friday	0.98	0.96	0.90	0.85	0.83	0.85	0.85	0.84	0.85	0.84	0.88	0.92		
Saturday	1.12	1.04	0.98	0.96	0.93	0.92	0.92	0.95	0.97	0.96	0.99	1.03		
Urban														
Sunday	1.60	1.49	1.40	1.37	1.34	1.29	1.30	1.32	1.35	1.36	1.37	1.48		
Monday	1.04	1.00	0.97	0.94	*0.93	0.91	0.92	0.93	*0.94	0.98	0.98	1.03		
Tuesday	1.00	0.99	0.95	0.94	0.93	0.91	0.91	0.92	0.93	0.94	0.96	0.97		
Wednesday	1.01	0.99	0.95	0.92	0.92	0.90	0.91	0.92	0.93	0.94	0.95	0.94		
Thursday	0.99	0.97	0.93	0.90	0.89	0.88	0.89	0.90	0.90	0.92	*0.93	0.93		
Friday	0.91	0.89	0.87	0.85	0.83	0.81	0.84	0.83	0.83	0.86	0.92	0.86		
Saturday	1.22	1.15	1.09	1.11	1.10	1.04	1.08	1.07	1.11	1.11	1.16	1.15		
Recreational														
Sunday	1.47	1.27	1.06	0.91	0.81	0.71	0.62	0.69	0.73	0.71	0.89	1.39		
Monday	1.63	1.64	1.32	1.14	1.04	0.86	0.73	0.85	0.94	0.89	1.30	1.68		
Tuesday	1.71	1.72	1.43	1.23	1.10	0.85	0.72	0.83	1.07	0.89	1.30	1.81		
Wednesday	1.68	1.72	1.45	1.17	1.14	0.87	0.72	0.84	1.06	0.84	1.30	1.68		
Thursday	1.65	1.61	1.41	1.13	1.09	0.87	0.70	0.84	0.98	0.83	1.33	1.60		
Friday	1.39	1.33	1.28	0.93	0.96	0.82	0.66	0.72	0.84	0.70	0.99	1.23		
Saturday	1.31	1.13	1.06	0.88	0.78	0.71	0.62	0.64	0.72	0.65	0.89	1.23		

VITA

Jeffrey A. Welch, a native of Wisconsin, has been a professional transportation planner for 18 years. After graduating in 1976 from the University of Wisconsin-Platteville with a Bachelor of Science in Geography, he was employed in Dubuque, Iowa, for two years. He then entered the Master's program in Urban and Regional Planning at Virginia Polytechnic Institute and State University, Blacksburg, Virginia. Upon graduating in 1980 he moved to Sioux Falls, South Dakota, where he was employed for five years as a transportation planner. In 1985 he moved to Knoxville, Tennessee, where he was hired as coordinator for the Knoxville Urban Area Metropolitan Planning Organization and senior planner for the Knoxville/Knox County Metropolitan Planning Commission (MPC). During these past ten years at MPC he has held a variety of positions, from Interim Executive Director to Division Director. Currently he continues as coordinator of the Metropolitan Planning Organization and is Deputy Executive Director for the Metropolitan Planning Commission. In 1989 he began attending the University of Tennessee to pursue a Master's of Science Degree in Civil Engineering. The degree was received in December of 1995.