



FARRAGUT BOARD OF MAYOR AND ALDERMEN
Farragut Town Hall
11408 Municipal Center Drive

WORKSHOP
5:15 PM

FY2024 General Fund Revenue / Expenditure Projections

BEER BOARD
5:50 PM

AGENDA
March 9, 2023
6:00 PM

- I. Roll Call**
- II. Approval of Agenda**
- III. Approval of Minutes**
 - A. February 23, 2023**
- IV. Mayor's Report**
- V. Ordinances**
 - A. First Reading**
 - 1.) Ordinance 23-03**, an ordinance to rezone a portion of Parcel 069, Tax Map 142, north of the Ingles, from Office (O-1), General Single-Family Residential (R-2), and Rural Single-Family Residential (R-1) to Community Service (S-1), 10 acres (Joe Conner – Farragut IL – AL Investors, LLC)
- VI. Town Administrator's Report**
- VII. Town Attorney's Report**
- VIII. Citizens Forum**

This meeting can be viewed live on the Farragut YouTube Channel and the Town of Farragut website www.townoffarragut.org/livestream.

The meeting will be held at the Farragut Town Hall, 11408 Municipal Center Drive

11408 MUNICIPAL CENTER DRIVE | FARRAGUT, TN 37934 | 865.966.7057 |
WWW.TOWNOFFARRAGUT.ORG

It is the policy of the Town of Farragut not to discriminate on the basis of race, color, natural origin, gender, gender identity, sexual orientation, age, religion, disability or veteran status pursuant to Title VI of the Civil Rights Act of 1964, Public Law 93-112 and 101-336 in its hiring, employment practices and programs. To request accommodations due to disabilities, please call 865-966-7057 in advance of the meeting

The Board of Mayor and Aldermen welcomes and invites Farragut residents to participate in public meetings.

At the end of each business meeting, there will be time reserved for public comment under the Citizen Forum agenda item. If you are interested in speaking, please fill out a blue comment card and turn it in to the Town Recorder or staff member. This time is set aside specifically for comments on items that are not on the Board of Mayor and Aldermen regular agenda for the meeting. Each speaker will be given five (5) minutes to speak on his/her topic.

During the regular agenda portion of the meeting there may be an allowance for public comment for each agenda item. The Mayor may recognize individuals for public comment based on the following guidelines.

1. The Mayor shall maintain and control the meeting to provide a professional and objective environment;
2. Any Farragut resident interested in speaking should fill out a blue comment card stating which agenda item they would like to comment on and turn in to the Town Recorder or a staff member;
3. Speakers shall come to the podium and identify themselves by name and street address;
4. Public comment shall be limited to five (5) minutes per individual. Time for public comment may be amended at the discretion of the Mayor. Time is not transferable to other speakers;
5. Speakers should strive to avoid redundancy; each speaker should have their own original viewpoint;
6. Comments shall address issues, not individuals or personalities;
7. Comments may support or oppose issues or measures, but the motives of those with differing views shall not be questioned or attacked;
8. Personal attacks and malicious comments shall not be tolerated;
9. An applicant, and/or their representative(s), for an item on the regular agenda shall be afforded the time necessary to present their request and respond to questions. The five (5) minute limitation shall not apply. However, the Mayor may ask an applicant to stay on point in order to facilitate the efficiency of the meeting.

Each speaker will be asked if they can agree to abide by the Comment Protocol. If so, please be prepared to speak when your name is called.



FARRAGUT BEER BOARD

MARCH 9, 2023

5:50 PM

- I. Approval of Minutes
 - A. February 9, 2023
- II. Beer Permit
 - A. Approval of Class 7, Brewpub, beer permit for 35 North LLC, 11321 Kingston Pike
 - B. Approval of Class 1, On-Premise, beer permit for Elkmont Station, 103 S. Campbell Station Road
 - C. Approval of Class 6, Special Occasion beer permit for Rural Area Medical's Southern Tequila & Taco Festival

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FARRAGUT BEER BOARD

FEBRUARY 9, 2023

5:50 PM

Approval of Minutes

Motion was made to approve the minutes of December 8, 2022, as presented. Moved by Alderman Povlin, seconded by Alderman White; voting yes, Mayor Williams, Aldermen Burnette, Meyer, Povlin and White; no nays; motion passed.

Motion was made to approve the minutes of January 12, 2023, as presented. Moved by Mayor Williams, seconded by Alderman White; voting yes, Mayor Williams, Aldermen Burnette and White; Aldermen Meyer, Povlin abstained; no nays; motion passed.

Beer Permit

Approval of Class 6, Special Occasion Beer Permit for St. John Newman Catholic Church & School

Motion was made to approve the Class 6, Special Occasion Beer Permit for St. John Newman Catholic Church & School. Moved by Alderman Povlin, seconded by Alderman Meyer; voting yes, Mayor Williams, Aldermen Burnette and White; Aldermen Meyer, Povlin abstained; no nays; motion passed.

Approval of Class1, On-Premise Beer Permit for Pepo's Burrito Bar #2 Inc.,11683 Parkside Dr.

Motion was made to approve the Class1, On-Premise Beer Permit for Pepo's Burrito Bar #2 Inc.,11683 Parkside Dr. Moved by Alderman Povlin, seconded by Alderman Meyer; voting yes, Mayor Williams, Aldermen Burnette and White; Aldermen Meyer, Povlin abstained; no nays; motion passed.

Drew Burnette, Chairman

Allison Myers, Town Recorder

REPORT TO THE BEER BOARD

PREPARED BY: Allison Myers, Town Recorder

SUBJECT: Approval of Class 7, Brewpub Permit for 35 North, 11321 Kingston Pike

DISCUSSION:

The purpose of this agenda item is the approval of Class 7, Brewpub Permit for 35 North, 11321 Kingston Pike. This request is due to new ownership of the business.

The applications and information are in order.

RECOMMENDATION BY:

Allison Myers, Town Recorder, for approval.

PROPOSED MOTION:

To approve Class 7, Brewpub Permit for 35 North, 11321 Kingston Pike, subject to obtaining a certificate of occupancy.

BOARD ACTION:

MOTION BY: _____ **SECONDED BY:** _____

<u>VOTE/TOTAL</u>	<u>WILLIAMS</u>	<u>WHITE</u>	<u>POVLIN</u>	<u>MEYER</u>	<u>BURNETTE</u>
YES	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____

APPLICATION FOR BEER PERMIT

STATE OF TENNESSEE

TOWN OF FARRAGUT

I hereby make application for a permit to sell, store, manufacture, or distribute Beer under the provisions of Tennessee Code Annotated Section 57-5-101 et seq. and base my application upon the answers to the following questions:

- Reason for application: New Business ____ New Ownership ☒ Name Change ____ Other ____
- Type of permit requested, please circle all that apply:

Class 1 On-Premise

Class 2 On-Premise, Other

Class 3 On-Premise, Hotel/Motel

Class 4 On-Premise, Tavern

Class 7- Brew Pub

Class 5 Off-Premise

Class 6, Special Occasion

- Name of Applicant(s) (Owner(s) of Business) Vinit Sharma

- Type of applicant (check one):

Person ____ Firm ____ Corporation ☒ Joint-Stock Company ____ Syndicate ____ Other ____

- List all persons, firms, corporations, joint-stock companies, syndicates, or associations having at least a 5% ownership interest in the business:

35 North Knoxville LLC

- Applicant's present home address:

1126 Snyder Ridge Ln, Knoxville, TN 37932

- Date of Birth 05/21/1983 Home Telephone Number 860-617-8386

Business Telephone Number _____ Social Security Number _____

- Representative Email Address: vinit.sharma@knoxhouses.com

- Under what name will the business operate? 35 North

- Business address 11321 Kingston Pike Knoxville, TN 37934

Business Telephone number _____

35NorthKnoxville@gmail.com

11. Specify the identity, email and physical address of the person to receive annual privilege tax notices and any other communication from the Town:

12. Information of any manager, other than the applicant:

Name: Braden White Birth Date: 01/18/91
Address: 755 Shoal Creek Rd Englewood, TN 37394
Phone Number: 423-371-0637

13. Has any person having at least a 5% ownership interest, any of the managers, or any other employee of the business, been convicted of any violation of the beer or alcoholic beverage laws or any crime within the last ten (10) years: Yes ☒ No. If yes, give particulars of each charge, court, and date convicted.

14. Have you or your organization ever had a Beer Permit revoked, suspended, or denied in the State of Tennessee? NO If so, specify, where, when, and why:

15. Name and address of property owner, if other than the business owner:

16. What is the name and address of the Church (or other place of worship) nearest to your business?

Redemption Church 3550 Pleasant Ridge Rd. Knoxville, TN 37921

17. What is the name and address of the school nearest to your business?

Farragut High School 11237 Kingston Pike Farragut, TN 37934

18. Special Occasion Event Name:

Location of the special occasion event: _____

Event Date & Times: _____

Representative name & phone number: _____

Have you received a special event permit to hold the event in the Town of Farragut? _____

19. Tennessee Sales Tax Number: 1002238450

20. Town of Farragut Business License Number _____

I certify that I am knowledgeable of the laws prohibiting the sale of beer to minors and that this application contains true information to the best of my knowledge and belief.

I understand that this application is subject to the Tennessee Public Records Act and shall be open for inspection and reproduction by any citizen. Tennessee Code Annotated 10-7-503.

I understand that by submitting this application, a background investigation shall be conducted and any and any and all documents related to my request shall become public records.

I understand that the applicant or representative must be present at the beer board meeting in which the permit will be discussed.

[Signature]
Signature of Applicant/Owner (or authorized Corporate Official)

Sworn to and subscribed before me this 27th day of February, 2023.

[Signature]
Notary Public

My Commission Expires: _____

My Commission Expires October 7, 2024

Notice: A non-refundable \$250 fee must accompany this application. Any applicant making false statement in this application shall forfeit his/her permit and shall not be eligible to receive any permit for a period of ten years.

A privilege tax of \$100 is imposed on the business of selling, distributing, storing or manufacturing beer in this state effective January 1, 1994 and each successive January 1. Any holder of a beer permit issued after January 1, 1994 shall pay a pro rata portion of this annual tax when the permit is issued.

FOR OFFICE USE ONLY

Application is hereby: Approved _____ Denied _____

On this date: _____, 20__

Beer Board Chairman

Town Recorder

REPORT TO THE BEER BOARD

PREPARED BY: Allison Myers, Town Recorder

SUBJECT: Approval of Class 1, On Premise Beer Permit for Elkmont Station, 103 S. Campbell Station Road

DISCUSSION: The purpose of this agenda item is the approval of a Class 1, On Premise Beer Permit for Elkmont Station, 103 S. Campbell Station Road.

The applications and information are in order.

RECOMMENDATION BY:

Allison Myers, Town Recorder, for approval.

PROPOSED MOTION:

To approve a Class 1, On Premise Beer Permit for Elkmont Station, 103 S. Campbell Station Road, subject to obtaining a certificate of occupancy.

BOARD ACTION:

MOTION BY: _____ **SECONDED BY:** _____

<u>VOTE/TOTAL</u>	<u>WILLIAMS</u>	<u>BURNETTE</u>	<u>POVLIN</u>	<u>MEYER</u>	<u>WHITE</u>
YES	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____

APPLICATION FOR BEER PERMIT

STATE OF TENNESSEE

TOWN OF FARRAGUT

I hereby make application for a permit to sell, store, manufacture, or distribute Beer under the provisions of Tennessee Code Annotated Section 57-5-101 et seq. and base my application upon the answers to the following questions:

- Reason for application: New Business ☒ New Ownership ____ Name Change ____ Other ____
- Type of permit requested, please circle all that apply:

Class 1 On-Premise

Class 2 On-Premise, Other

Class 3 On-Premise, Hotel/Motel

Class 4 On-Premise, Tavern

Class 5 Off-Premise

Class 6, Special Occasion

- Name of Applicant(s) (Owner(s) of Business) Kirby Blaine Smith

- Type of applicant (check one):
Person ____ Firm ____ Corporation ☒ Joint-Stock Company ____ Syndicate ____ Other ____

- List all persons, firms, corporations, joint-stock companies, syndicates, or associations having at least a 5% ownership interest in the business:

Kirby B. Smith and First Farragut Development, LLC

- Applicant's present home address:

P.O. Box 809, Gatlinburg, TN 37738

- Date of Birth 3/8/1969 Home Telephone Number (865) 404-3565
Business Telephone Number (865) 365-1524 Social Security Number

- Representative Email Address: 27dama@kbscorporateoffice.com

- Under what name will the business operate? Farragut Restaurant Partners dba Elkment Station

- Business address 103 S. Campbell Station Rd, Knoxville, TN 37934
Business Telephone number (865) 365-1524

11. Specify the identity, email and physical address of the person to receive annual privilege tax notices and any other communication from the Town:

Erin Haley ; ehaley@kbscorporatedoffice.com ; P.O. Box 1779, Pigeon Forge,
TN, 37863

12. Information of any manager, other than the applicant:

Name: _____ Birth Date: _____

Address: _____

Phone Number: _____

13. Has any person having at least a 5% ownership interest, any of the managers, or any other employee of the business, been convicted of any violation of the beer or alcoholic beverage laws or any crime within the last ten (10) years: ____ Yes ☒ No. If yes, give particulars of each charge, court, and date convicted.

14. Have you or your organization ever had a Beer Permit revoked, suspended, or denied in the State of Tennessee? NO If so, specify, where, when, and why:

15. Name and address of property owner, if other than the business owner:

First Farragut Development, LLC

16. What is the name and address of the Church (or other place of worship) nearest to your business?

First Baptist Concord Church; 11704 Kingston Pike

17. What is the name and address of the school nearest to your business?

Concord Christian School; 11704 Kingston Pike

18. Special Occasion Event Name: _____

Location of the special occasion event: _____

Event Date & Times: _____

Representative name & phone number: _____

Have you received a special event permit to hold the event in the Town of Farragut? _____

19. Tennessee Sales Tax Number: 1001852622

20. Town of Farragut Business License Number 4093

I certify that I am knowledgeable of the laws prohibiting the sale of beer to minors and that this application contains true information to the best of my knowledge and belief.

I understand that this application is subject to the Tennessee Public Records Act and shall be open for inspection and reproduction by any citizen. Tennessee Code Annotated 10-7-503.

I understand that by submitting this application, a background investigation shall be conducted and any and any and all documents related to my request shall become public records.

I understand that the applicant or representative must be present at the beer board meeting in which the permit will be discussed.



Signature of Applicant/Owner (or authorized Corporate Official)

Sworn to and subscribed before me this 20th day of February, 2023



Notary Public

My Commission Expires: 2/22/25



Notice: A non-refundable \$250 fee must accompany this application. Any applicant making false statement in this application shall forfeit his/her permit and shall not be eligible to receive any permit for a period of ten years.

A privilege tax of \$100 is imposed on the business of selling, distributing, storing or manufacturing beer in this state effective January 1, 1994 and each successive January 1. Any holder of a beer permit issued after January 1, 1994 shall pay a pro rata portion of this annual tax when the permit is issued.

FOR OFFICE USE ONLY

Application is hereby: Approved _____ Denied _____

On this date: _____, 20__

Beer Board Chairman

Town Recorder

REPORT TO THE BEER BOARD

PREPARED BY: Allison Myers, Town Recorder

SUBJECT: Approval of Class 6, Special Occasion Permit for Remote Area Medical Southern Tequila & Taco Festival, April 28, 2023.

DISCUSSION:

The Remote Area Medical is planning a Southern Tequila & Taco Festival and is requesting a special event beer permit. The Town's Municipal Code governing special occasion beer permits is below.

Sec. 8-212. - Special occasion beer permit.

The special occasion beer permit request shall be made on such form as the board shall prescribe and/or furnish and shall be accompanied by a non-refundable application fee of one hundred dollars (\$100.00).

- (1) The beer board is authorized to issue a special occasion beer permit to bona fide charitable or nonprofit organizations for special events.
- (2) The special occasion beer permit shall not be issued for longer than one (1) forty-eight-hour period, unless otherwise specified by the beer board, subject to the limitations on the hours, imposed by law.
- (3) The application for the special occasion beer permit shall state whether the applicant is a charitable or nonprofit organization, include documents showing evidence of the type of organization, and state the location of the premise upon which alcoholic beverages shall be served and the purpose for the request of the license.
- (4) For purposes of this section:
Bona fide charitable or nonprofit organization means any corporation or other legal entity which has been recognized as exempt from federal taxes under section 501(c) of the Internal Revenue Code.
- (5) No charitable or nonprofit organization possessing a special occasion beer permit shall purchase, for sale or distribution, beer from any source other than a licensee as provided pursuant to state law.
- (6) Failure of the special occasion permittee to abide by the conditions of the permit and all laws of the State of Tennessee and the Town of Farragut will result in a denial of a special occasion beer permit for the sale of beer for a period of two (2) years.

The Remote Area Medical is a nonprofit organization and is requesting the permit for April 28, 2023.

RECOMMENDATION BY:

Allison Myers, Town Recorder, for approval.

PROPOSED MOTION:

Motion to approve the special occasion beer permit for the Remote Area Medical Southern Tequila & Taco Festival, April 28, 2023.

BOARD ACTION:

MOTION BY: _____ **SECONDED BY:** _____

APPLICATION FOR BEER PERMIT

STATE OF TENNESSEE

TOWN OF FARRAGUT

I hereby make application for a permit to sell, store, manufacture, or distribute Beer under the provisions of Tennessee Code Annotated Section 57-5-101 et seq. and base my application upon the answers to the following questions:

1. Reason for application: New Business ☐ New Ownership ☐ Name Change ☐ **Other Special Event**
2. Type of permit requested, please circle all that apply:

Class 1 On-Premise

Class 2 On-Premise, Other

Class 3 On-Premise, Hotel/Motel

Class 4 On-Premise, Tavern

Class 5 Off-Premise

Class 6, Special Occasion

3. Name of Applicant(s) (Owner(s) of Business) Donald Mackay – CFO

4. Type of applicant (check one):

Person ☐ Firm ☐ **Corporation ☒** Joint-Stock Company ☐ Syndicate ☐ Other ☐

5. List all persons, firms, corporations, joint-stock companies, syndicates, or associations having at least a 5% ownership interest in the business:

N/A

6. Applicant's present home address:

7. Date of Birth _____ Home Telephone Number _____

Business Telephone Number **(865) 579-1530**

Social Security Number _____

8. Representative Email Address: **donmackay@ramusa.org**

9. Under what name will the business operate? **Remote Area Medical**

10. Business address **2200 Stock Creek Blvd, Rockford, TN 37853**

Business Telephone number **(865) 579-1530**

11. Specify the identity, email and physical address of the person to receive annual privilege tax notices and any other communication from the Town: Donald Mackay – CFO – donmackay@ramusa.org
2200 Stock Creek Blvd, Rockford, TN 37853
12. Information of any manager, other than the applicant:
Name: John Volpe, CDO Birth Date: _____
Address: 2200 Stock Creek Blvd, Rockford, TN 37853
Phone Number: (216) 374-6426
13. Has any person having at least a 5% ownership interest, any of the managers, or any other employee of the business, been convicted of any violation of the beer or alcoholic beverage laws or any crime within the last ten (10) years: ____ Yes X No. If yes, give particulars of each charge, court, and date convicted.

14. Have you or your organization ever had a Beer Permit revoked, suspended, or denied in the State of Tennessee? No If so, specify, where, when, and why:

15. Name and address of property owner, if other than the business owner: Merritt Piper, Parks & Recreation Farragut, 11408 Municipal Center Dr - Farragut, TN 37934, mpiper@townoffarragut.org
16. What is the name and address of the Church (or other place of worship) nearest to your business?

17. What is the name and address of the school nearest to your business?

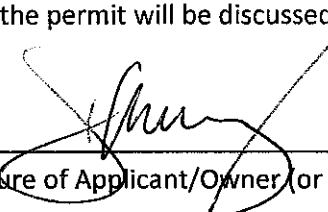
18. Special Occasion Event Name: Southern Tequila & Taco Festival
Location of the special occasion event: 101 N Campbell Station Rd, Farragut, TN 37934
Event Date & Times: Friday 4/28/2023 – from 5pm to 9pm
Representative name & phone number: John Volpe – CDO - (216) 374-6426
Have you received a special event permit to hold the event in the Town of Farragut? Applied, to be presented on 3/6/23 Special Event monthly meeting
19. Tennessee Sales Tax Number: _____
20. Town of Farragut Business License Number _____

I certify that I am knowledgeable of the laws prohibiting the sale of beer to minors and that this application contains true information to the best of my knowledge and belief.

I understand that this application is subject to the Tennessee Public Records Act and shall be open for inspection and reproduction by any citizen. Tennessee Code Annotated 10-7-503.

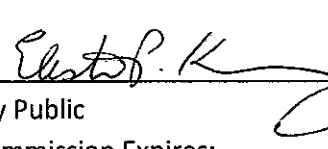
I understand that by submitting this application, a background investigation shall be conducted and any and any and all documents related to my request shall become public records.

I understand that the applicant or representative must be present at the beer board meeting in which the permit will be discussed.



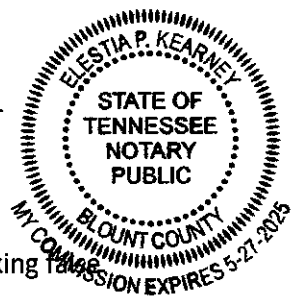
Signature of Applicant/Owner (or authorized Corporate Official)

Sworn to and subscribed before me this 2nd day of March, 2023



Notary Public

My Commission Expires: 05/27/2025



Notice: A non-refundable \$250 fee must accompany this application. Any applicant making false statement in this application shall forfeit his/her permit and shall not be eligible to receive any permit for a period of ten years.

A privilege tax of \$100 is imposed on the business of selling, distributing, storing or manufacturing beer in this state effective January 1, 1994 and each successive January 1. Any holder of a beer permit issued after January 1, 1994 shall pay a pro rata portion of this annual tax when the permit is issued.

FOR OFFICE USE ONLY

Application is hereby: Approved _____

Denied _____

On this date: _____, 20__

Beer Board Chairman

Town Recorder

BMA MEETING MINUTES

February 23, 2023

WORKSHOP

Sonja Drive & Admiral Road Sidewalks **Campbell Station Inn**

Darryl Smith, Town Engineer, gave an overview of options for the Sonja Drive & Admiral Road Sidewalk project. Trevor Hobbs presented data from the Campbell Station Inn work group.

AGENDA

Roll Call

Mayor Williams called the meeting to order at 6:00 PM. Roll Call for attendance: Alderman Burnette, present; Alderman Meyer, present; Alderman Povlin, present; Alderman White, present; Mayor Williams, present; in addition to staff and members of the press.

Approval of Agenda

Motion was made to approve the minutes of January 12, 2023, as presented. Moved by Alderman Meyer, seconded by Alderman Povlin; voting yes; Mayor Williams, Aldermen Burnette and White; Aldermen Meyer and Povlin abstained; no nays; motion passed.

Approval of Minutes

Motion was made to approve the minutes of February 9, 2023, as presented. Moved by Alderman Meyer, seconded by Alderman Burnette; voting yes; Mayor Williams, Aldermen Burnette and White; Aldermen Meyer and Povlin abstained; no nays; motion passed.

Mayor's Report

Farragut Cross Country Team Proclamation
Arbor Day Tree City USA Proclamation

Ordinances

Public Hearing and Second Reading

Ordinance 23-01, an Ordinance to amend the Code of Ordinances of the Town of Farragut Tennessee, Pursuant to Authority Granted by Section 6-2-201. Tennessee Code Annotated, by Amending Chapter 109 – Signs, to replace the Existing Sign Ordinance in its Entirety with a New Ordinance

Motion was made to approve Ordinance 23-01 as presented on second and final reading. Moved by Alderman Meyer, seconded by Alderman Povlin; Roll Call Vote: Alderman Burnette, yes; Alderman Meyer, yes; Alderman Povlin, yes; Alderman White, no; Mayor Williams, yes; motion passed.

Ordinance 23-02, an Ordinance to amend the Farragut Municipal Code, Chapter 22., Article 5. Driveways and other access ways, Section 22-149.-Permit Approval. (a) to permit access for a single-family residential lot proposed onto a non-local street to be reviewed by engineering

staff, unless a concern is identified regarding the requested access in which case such request shall be presented to the Planning Commission and Board of Mayor and Aldermen for approval (Town of Farragut, applicant)

Motion was made to approve Ordinance 23-02 on second and final reading. Moved by Alderman Meyer, seconded by Alderman Burnette; Roll Call Vote: Alderman Burnette, yes; Alderman Meyer, yes; Alderman Povlin, yes; Alderman White, yes; Mayor Williams, yes; motion passed.

Business Items

Approval of Contract for Cybersecurity Services

Motion was made to approve a contract for cybersecurity services, for a three (3) year period, in the amount of \$23,400 per year. Moved by Alderman Meyer, seconded by Alderman Burnette; voting yes; Mayor Williams, Aldermen Burnette and White; Aldermen Meyer and Povlin abstained; no nays; motion passed.

Approval of Proposal from MCCi for document scanning of Community Development & Engineering Documents

Motion was made to approve the proposal from MCCi for document scanning in the amount of \$31,791,.97. Moved by Alderman Meyer, seconded by Alderman Burnette; voting yes; Mayor Williams, Aldermen Burnette and White; Aldermen Meyer and Povlin abstained; no nays; motion passed.

Approval of Resolution 2023-04, Participation with BuyBoard Cooperative Purchasing

Motion was made to approve Resolution R-2023-04. Moved by Alderman Povlin, seconded by Alderman Burnette; voting yes; Mayor Williams, Aldermen Burnette and White; Aldermen Meyer and Povlin abstained; no nays; motion passed.

Citizens Forum

Jeanne Brykalski, Crestview Dr, presented a list of questions to the board to be answered.

Kim Frasch, 853 Belle Grove Rd, requested the board re-visit solutions for traffic issues at St. John Court and Grigsby Chapel Road.

Michael Wilson, 412 Eisenhower Street, requested the board review the FBA tax reports before renewing the agreement between the two parties.

Meeting adjourned at 7:04 PM.

Ron Williams, Mayor

Allison Myers, Town Recorder

REPORT TO THE BOARD OF MAYOR AND ALDERMEN

PREPARED BY: Mark Shipley, Community Development Director

SUBJECT: Ordinance 23-03, an ordinance on first reading to rezone a portion of Parcel 069, Tax Map 142, north of the Ingles, from Office (O-1), General Single-Family Residential (R-2), and Rural Single-Family Residential (R-1) to Community Service (S-1), 10 acres (Joe Conver – Farragut IL – AL Investors, LLC)

INTRODUCTION AND BACKGROUND: During review with the Planning Commission, staff noted that this item involves a request to amend the zoning map for a portion of Parcel 069, Tax Map 142 which is situated to the north of the old and new Ingles and to the east of the Villages of Farragut senior living community. Specifically, the request would rezone roughly 10 acres of Parcel 069 from O-1, R-2, and R-1 to S-1 to provide for the development of a second senior living community in the immediate area.

For context, staff provided the Planning Commission with some background on modifications that were made to the Town's Zoning Ordinance in early 2016 involving the S-1 Zoning District and the creation of a Senior Living Community Section in Chapter 4 of the Zoning Ordinance. These Zoning Ordinance modifications updated the Town's provisions related to elderly care and were guided by input received from experts in the field. Resulting from these amendments, the property where the Villages of Farragut is situated was rezoned from R-2 to S-1. This included roughly 23 acres. The concept plan for the Villages of Farragut provided for a senior living community with a mixture of a senior housing facility (the building that is complete), freestanding independent living dwelling units, and a memory care facility that would be licensed through the State of Tennessee. During the same general timeframe, along N. Campbell Station Road across from Founders Park, a roughly five-acre tract was rezoned from R-2 to S-1 to provide for an assisted care living facility (Autumn Care III) one and one-half stories in height and with a footprint of roughly 40,000 square feet.

The applicant at this time is proposing a freestanding three-story building with a footprint area of roughly 66,000 square feet with approximately 200 rooms divided into 100 independent living, 60 assisted living, and 40 memory care units. The S-1 District does not address density but rather the occupancy that would be permitted by the required license from the State of Tennessee. This is typical for these types of projects licensed through the State.

DISCUSSION: As reviewed with the Planning Commission, for comparison purposes in the immediate area, the existing Villages of Farragut senior housing building is three stories with a footprint of approximately 44,000 square feet and 83 residential units. Freestanding independent living buildings (single- and two-family dwelling units) have been approved for the next phase and would transition in scale to single family attached and detached subdivisions (Waverly Court and Baldwin Park) to the north and east. The concept of transitions was applied to the S-1 Zoning District because it is designed to be a transitional district to lower density residential by providing for low impact quasi-institutional/residential uses that have minimal traffic demands. The memory care facility for the Villages of Farragut will be constructed as an addition on the west side of the senior housing building in the final phase. This would make the overall footprint of the senior housing/memory care building roughly 62,000 square feet.

During the two Planning Commission meetings when this item was reviewed, staff reminded the Commission that the area in question had recently been part of a larger study area where the community was engaged to assess its vision for future development. Based on predominant community input, amendments were approved at the October 20, 2022 Planning Commission meeting to the Future Land Use Map, except for the parcel between Baldwin Park and Waverly Court and a portion of Parcel 069, Tax Map 142, including where the

requested rezoning is proposed. Those areas would remain as Medium Density Residential (6-8 dwelling units per acre) temporarily so that further assessment could occur on what land uses would best transition within the properties, as described in the Comprehensive Land Use Plan Update (CLUP).

As outlined at the October 20 Planning Commission meeting, based on most of the input provided by the community at three public workshops over a period of several months, these two areas were proposed to be changed to Very Low Density Residential (2-4 dwelling units per acre). During the Planning Commission’s review, however, concerns were expressed by some that this would not provide for transitions within the property that would be consistent with the CLUP.

Staff explained during review with the Planning Commission that the question of potential building scale and whether the area being proposed for rezoning reflects a zoning district that the community would find acceptable, given that this was not a development type envisioned for this area, are important considerations. Though a rezoning to S-1 and the requirements for a senior living community offer more assurance that the development will not evolve into a multi-family residential project that would only be permitted in R-6, the absence of a density limit in S-1 and the potential scale of the applicant’s envisioned building should be carefully examined.

As staff notes with all rezoning requests, once a property is rezoned, any use permitted in that zone could occur. A review of the permitted uses in the S-1 District indicate that this district is intended for public and institutional uses, which may frequently include buildings with a much larger scale than lower density residential. Mentioned earlier, this is why the transitional concept is a critical component of the built environment associated with the S-1 District. Consequently, staff noted to the Planning Commission that if the applicant’s request is supported and then approved by the Board of Mayor and Aldermen, effective transitional elements will be needed for the plan submittal phase to alleviate the differences in scale between this and nearby attached and detached single family residential.

Another consideration for rezonings is the traffic impact. The applicant has prepared a traffic impact study, and this is included in the packet. As summarized by the Town Engineer, “the traffic impact study indicates no additional roadway improvements will be necessary, as the limited traffic generation (562 trips per day) will allow the Kingston Pike/Village Commons Boulevard/Peterson Road intersection to continue operating at an overall level of service C, both prior to and after development of the project. Other intersections on Village Commons Boulevard will continue to operate at level of service A.” It should be noted that the number of trips would nonetheless be greater than what would likely be generated by developing the 10 acres under its current zoning of predominantly Rural Single-Family Residential (R-1). Based on standard trip generation numbers by use, an R-1 development would likely generate less than half of the trips generated by the envisioned project.

RECOMMENDATION: At their meeting on February 16, 2023, the Planning Commission recommended, by a vote of 6-3, approval of Ordinance 23-03.

PROPOSED MOTION: To approve Ordinance 23-03 on first reading.

BOARD ACTION:

MOTION BY:_____ **SECONDED BY:**_____

<u>VOTE/TOTAL</u>	<u>BURNETTE</u>	<u>MEYER</u>	<u>POVLIN</u>	<u>WHITE</u>	<u>WILLIAMS</u>
YES	_____	_____	_____	_____	_____
NO	_____	_____	_____	_____	_____
ABSTAIN	_____	_____	_____	_____	_____

ORDINANCE: 23-03
PREPARED BY: Shipley
REQUESTED BY: Joe Conver – Farragut IL-AL Investors, LLC
CERTIFIED BY FMPC: February 16, 2023
PUBLIC HEARING: _____
PUBLISHED IN: _____
DATE: _____
1ST READING: _____
2ND READING: _____
PUBLISHED IN: _____
DATE: _____

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE TOWN OF FARRAGUT, TENNESSEE, ORDINANCE 86-16, AS AMENDED, PURSUANT TO SECTION 13-4-201, TENNESSEE CODE ANNOTATED.

BE IT ORDAINED by the Board of Mayor and Aldermen of the Town of Farragut, Tennessee, that the Farragut Zoning Ordinance, Ordinance 86-16, as amended, is hereby amended as follows:

SECTION 1.

The Farragut Zoning Ordinance, Ordinance 86-16, as amended, is hereby amended by rezoning a portion of Parcel 069, Tax Map 142, north of the Ingles, from Office (O-1), General Single-Family Residential (R-2), and Rural Single-Family Residential (R-1) to Community Service (S-1) (See Exhibit A).

SECTION 2.

This ordinance shall take effect from and after its final passage and publication, the public welfare requiring it.

Ron Williams, Mayor

Allison Myers, Town Recorder

Certified to the Farragut Board of Mayor and Aldermen this ____ day of _____, 2023, with approval recommended by the Farragut Municipal Planning Commission (FMPC).

Rita Holladay, Chairman

Scott Russ, Secretary

RESOLUTION PC-23-05

FARRAGUT MUNICIPAL PLANNING COMMISSION

A RESOLUTION TO APPROVE AN AMENDMENT TO THE FARRAGUT ZONING MAP, ORDINANCE 86-16, TO RECOMMEND THE APPROVAL OF THE REZONING OF A PORTION OF PARCEL 069, TAX MAP 142, FROM OFFICE (O-1), GENERAL SINGLE-FAMILY RESIDENTIAL (R-2), AND RURAL SINGLE-FAMILY RESIDENTIAL (R-1) TO COMMUNITY SERVICE (S-1)

WHEREAS, the Tennessee Code Annotated, Section 13-4-201et seq, provides that the Municipal Planning Commission shall make and adopt a general plan for the physical development of the municipality; and

WHEREAS, the Farragut Municipal Planning Commission has adopted various elements of a zoning plan as an element of the general plan for physical development; and

WHEREAS, a public hearing was held on this request on February 16, 2023;

NOW, THEREFORE, BE IT RESOLVED that the Farragut Municipal Planning Commission hereby recommends approval of Ordinance 23-03 to the Farragut Board of Mayor and Aldermen, an ordinance amending the Farragut Zoning Ordinance and Map, Ordinance 86-16, by rezoning the above noted property.

ADOPTED this 16th day of February 2023.

Rita Holladay, Chairman

Scott Russ, Secretary



Exhibit A
Ordinance 23-03

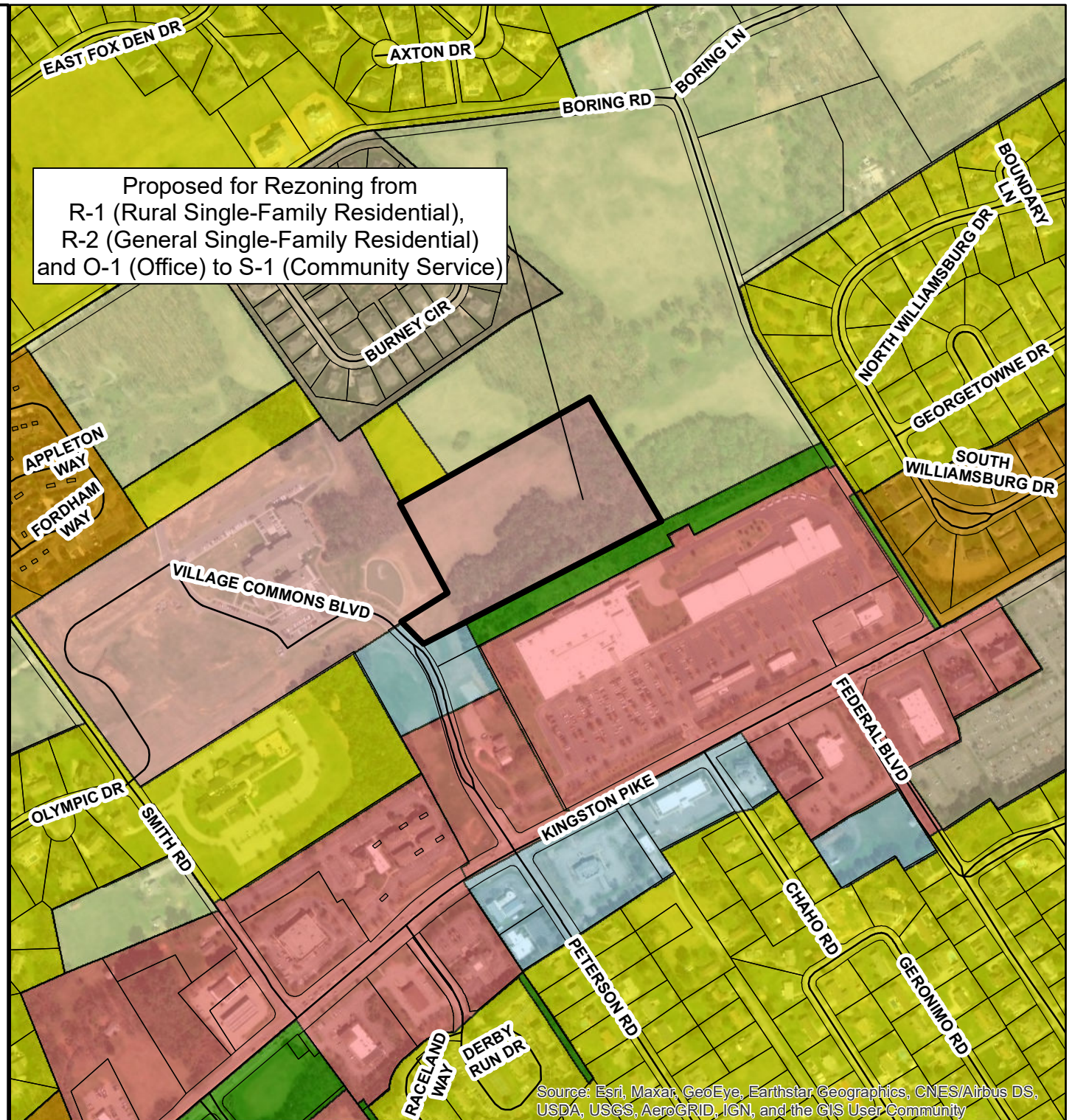
Harmony Farragut

Legend

- Streets
- Parcels
- Subject Area
- B-1, Buffer
- S-1, Community Service
- R-1, Rural Single-Family Residential
- R-2, General Single-Family Residential
- R-3, Small Lot Single-Family Residential
- R-4, Attached Single-Family Residential
- R-5, Two-Family Residential
- O-1, Office
- C-1, General Commercial



1 in = 500 ft



TRAFFIC IMPACT STUDY

for

**Harmony at Farragut
Farragut, Tennessee**

January 31, 2023

Prepared for:

**Smith Packett Med-Com, LLC.
4423 Pheasant Ridge Road, Suite 301
Roanoke, Virginia 24014**

Prepared by:



RaganSmith

**RAGAN-SMITH-ASSOCIATES, INC.
315 Woodland Street, P.O. Box 60070
Nashville, Tennessee 37206-0070
(615) 244-8591**



22-0323

HARMONY AT FARRAGUT
TRAFFIC IMPACT STUDY

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EXECUTIVE SUMMARY

INTRODUCTION

The proposed Harmony at Farragut development is located in Farragut, Tennessee on Village Commons Boulevard north of Kingston Pike. Harmony at Farragut will contain a facility with approximately 100 Independent Living, 60 Assisted Living, and 30 Memory Care Units.

SITE TRAFFIC

An estimate of the future traffic generated by the proposed development was conducted using information from the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE). The trip generation for the Harmony at Farragut is shown in the table below.

HARMONY AT FARRAGUT TRIP GENERATION									
Land Use	Land Use Code	# of Units	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Senior Adult housing	252	100 Beds	314	6	13	19	14	11	25
Assisted Living	254	60 Beds	156	7	4	11	5	9	14
Nursing Home	620	30 Beds	92	3	2	5	2	5	7
Total Trip Generation			562	16	19	35	21	25	46

CONCLUSIONS AND RECOMMENDATIONS

- Based on the traffic forecast and analysis, the intersection of Kingston Pike and Village Commons Boulevard/Peterson Road is expected to be characterized by traffic operations at overall level of service C both prior to and after development of the Harmony at Farragut.
- No intersection control or laneage improvements are recommended at the intersection of Kingston Pike and Village Commons Boulevard/Peterson Road to accommodate the Harmony at Farragut development.
- Based on the traffic forecast and analysis, traffic operations on Village Commons Boulevard at the existing Farragut Town Square private drive and at the proposed site access are expected to be characterized by traffic operations at level of service A after development of the Harmony at Farragut.
- No intersection control or laneage improvements are recommended at the intersections of Village Commons Boulevard at the existing Farragut Town Square private drive and at the proposed site access to accommodate the Harmony at Farragut development.

I. INTRODUCTION

The purpose of this study is to analyze the transportation-related impacts due to the proposed Harmony at Farragut development. The Harmony at Farragut is proposed to include a senior living and assisted care facility on Village Commons Boulevard near Kingston Pike in the City of Farragut, Tennessee.

To evaluate and quantify the impacts of this development, an inventory of the existing roadway was carried out, along with an assessment of its adequacy. Based on the project schedule, a design year was established, and system-wide growth rates were applied to existing traffic volumes. Site traffic was generated, distributed, and assigned to the roadway to quantify the site impact. Transportation analyses were performed to assess any site or non-site related impacts on the roadway. Finally, recommendations for roadway improvements and/or transportation system improvements were offered.

II. PROPOSED DEVELOPMENT

A. Project Description

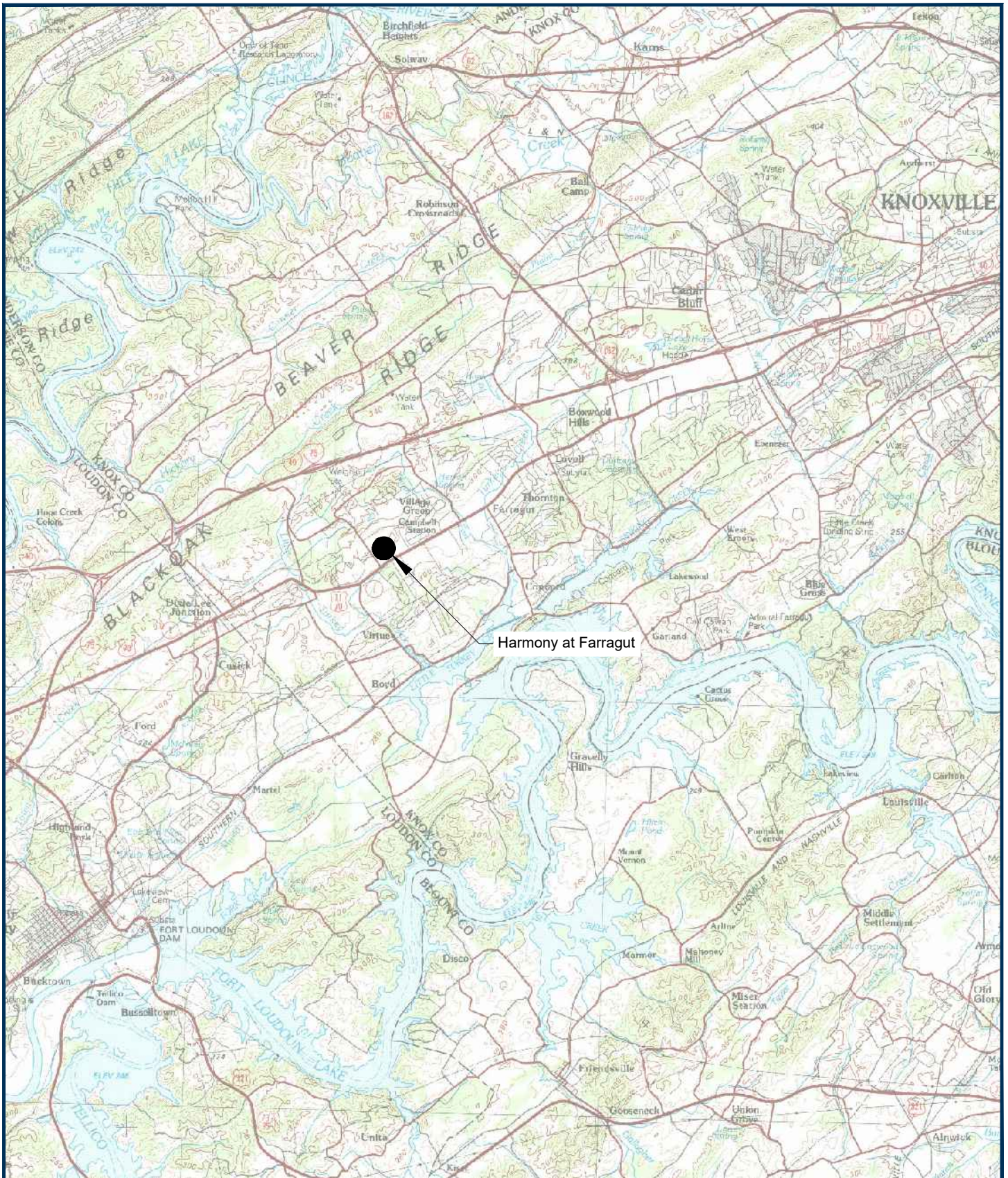
As shown in Figure 1, the site is located on Village Commons Boulevard approximately 800 feet north of Kingston Pike. The site is approximately 10 acres and is comprised of Parcel 142 069 in Knox County, Tennessee. Figure 1 shows this location of the project as well as major roadways in the project vicinity. The proposed development will consist of a facility with approximately 100 Independent Living, 60 Assisted Living, and 30 Memory Care Units.

B. Site Access

Primary access to the Harmony at Farragut site will be provided at one location on Village Common Boulevard approximately 800 feet north of Kingston Pike. Secondary access to the site could be provided in the future via a stub out to the eastern property boundary.

C. Phasing and Timing

Based upon the anticipated construction schedule for the Harmony at Farragut, the full build-out and opening of the project is planned to occur in the year 2025. The year 2025 is established as the horizon year for this study.



RaganSmith

Harmony at Farragut

Location Map



Figure

1

Harmony at Farragut

Senior Living Community
conceptual site plan



Legend:

- a Connection to Path
- b Stormwater
- c Proposed Buffer | Screen
- d Naturalized Buffer
- e Courtyard



RaganSmith



This drawing is a conceptual plan that has not been formally assessed and/or approved by the local planning/codes department. This conceptual plan will require approval by all authorities having jurisdiction over the project prior to its implementation and is subject to change that could include reduction of density. Therefore, no representations or warranties are made regarding the fitness, suitability, constructibility, and/or legality of any of the improvements reflected on the plan.

III. EXISTING CONDITIONS

A. Existing Transportation System

The existing transportation system in the area is made up of arterial collectors and local roadways which will provide local access to the site. The following roadways will comprise the study area for consideration of the Harmony at Farragut.

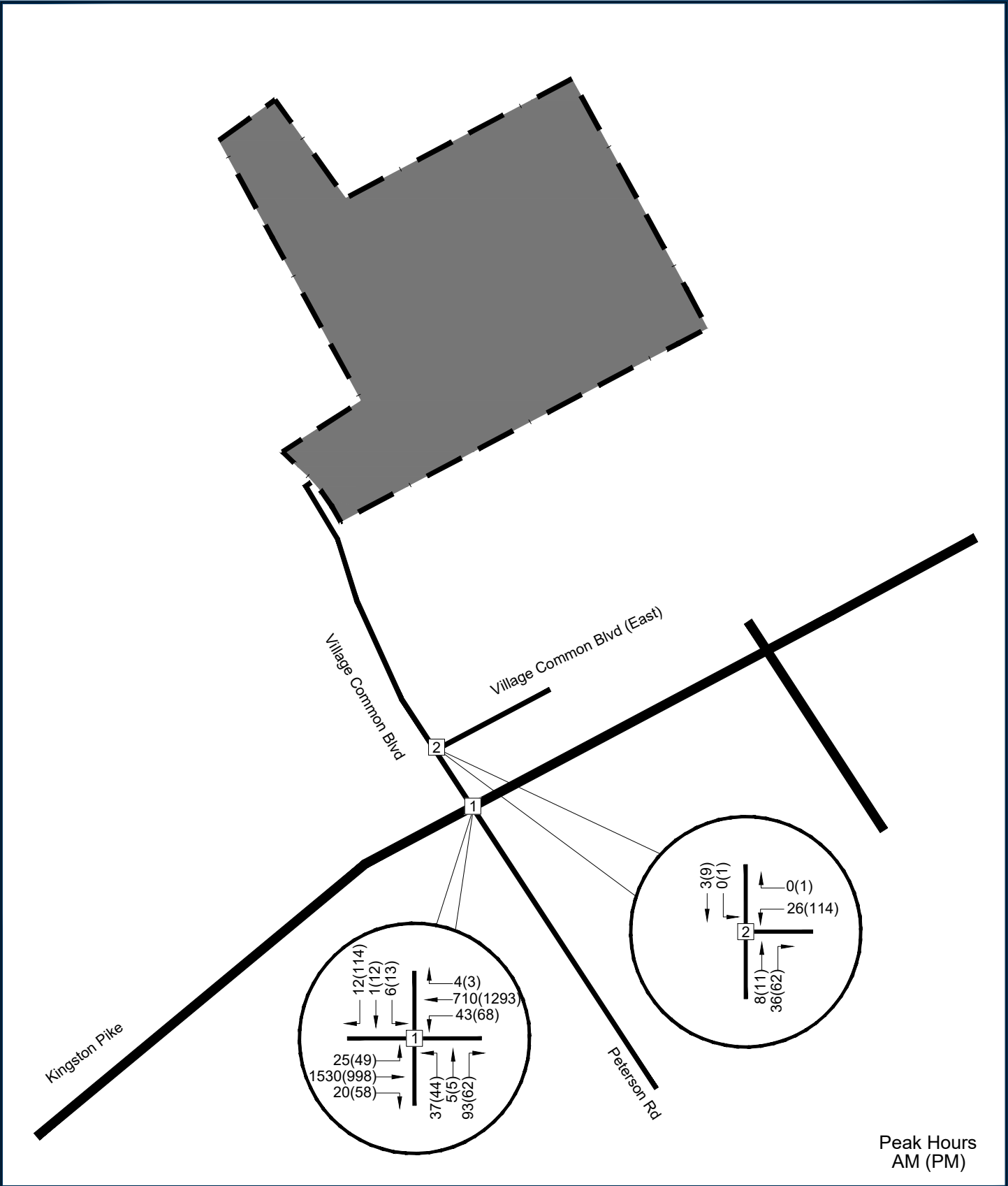
- **Kingston Pike (US Highway 11, State Route 1)** is classified as an urban principal arterial and consists of a four-lane undivided section with a two-way continuous left turn lane. Kingston Pike is oriented in an east-west direction through the City of Farragut running generally parallel and south of Interstate 40. A traffic signal is located at the intersection of Kingston Pike and Village Commons Boulevard. The posted speed limit on Kingston Pike is 45 mph.
- **Village Commons Boulevard** is a local street oriented in a north-south direction connecting to Kingston Pike and providing access commercial properties north of Kingston Pike. The speed limit on Village Commons Boulevard is not posted.

B. Traffic Volumes

The peak hour of the adjacent street traffic was used to determine the impact of Harmony at Farragut on the existing transportation system. Hourly traffic data collected in January 2023 was used to identify the peak periods for analysis. Counts were collected at the following locations:

- TN-1 Kingston Pike at Village Common Boulevard
- Village Commons Boulevard at Private Drive

The traffic counts were conducted during peak hours to identify the peak hour of traffic for analysis. Existing peak hour traffic volumes are shown in Figure 3.



Peak Hours
AM (PM)

IV. FORECASTED BACKGROUND TRAFFIC

A. Introduction

Before any impacts to the study area could be addressed, some estimate of background traffic volumes for the horizon year 2025 had to be established. Background traffic volumes were established by estimating the annual traffic growth in the local area.

B. Annual Growth

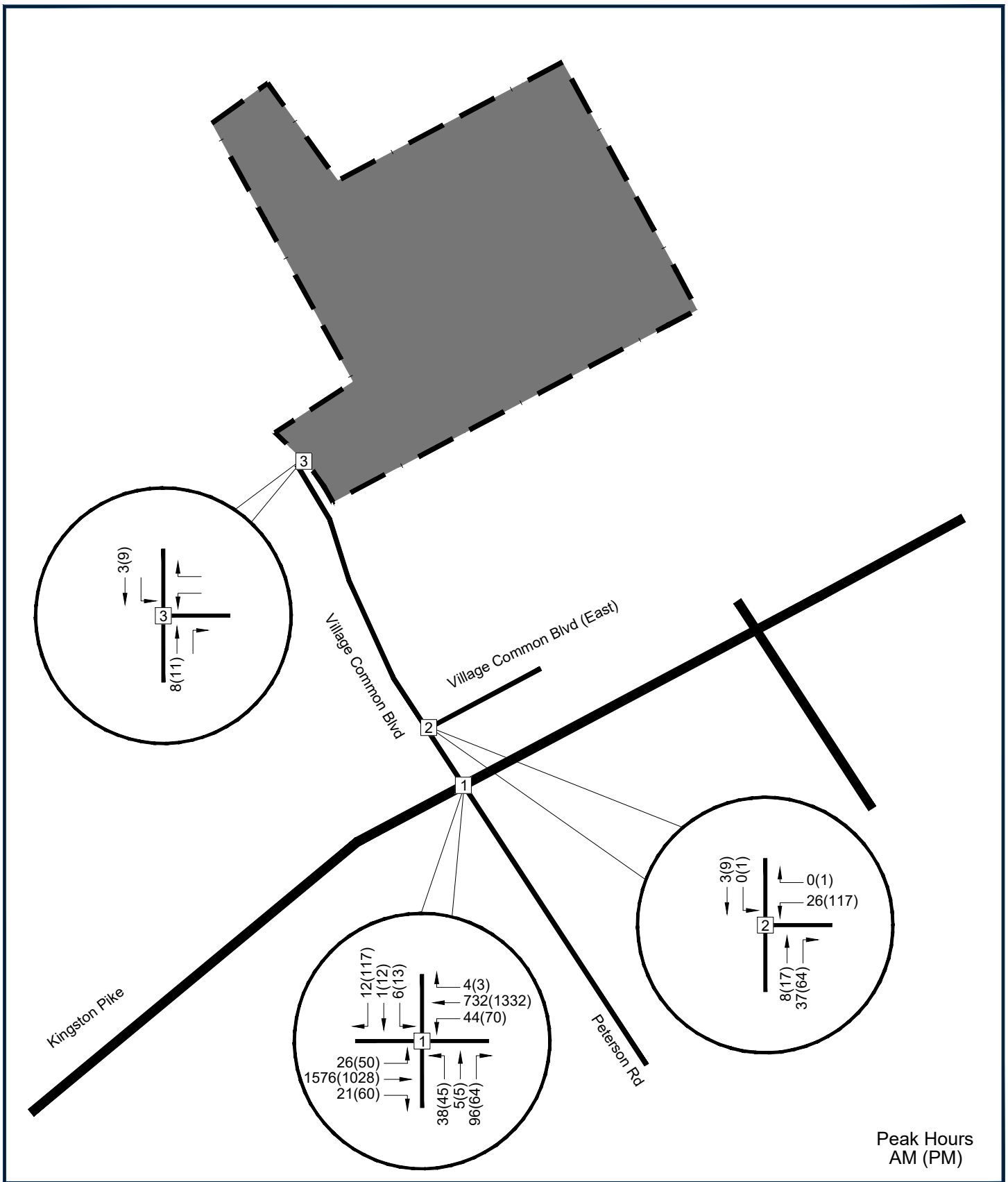
To establish background traffic volumes, TDOT historical traffic was obtained for Kingston Pike and Peterson Road in the general study area. Based upon linear regression analysis of the historical traffic data, a **1.0 percent annual growth rate** will be used as the base growth for the existing traffic volumes.

C. Background Traffic Summary

Background traffic for the future traffic forecasts was compiled based on the following:

- 2023 existing traffic count data
- 1% annual increase of traffic volumes for the period from 2023 to 2025

Background traffic volumes, representing existing traffic volumes plus background growth, for the year 2025 are shown in Figure 4.



V. **PROPOSED SITE TRAFFIC**

A. **Site Trip Generation**

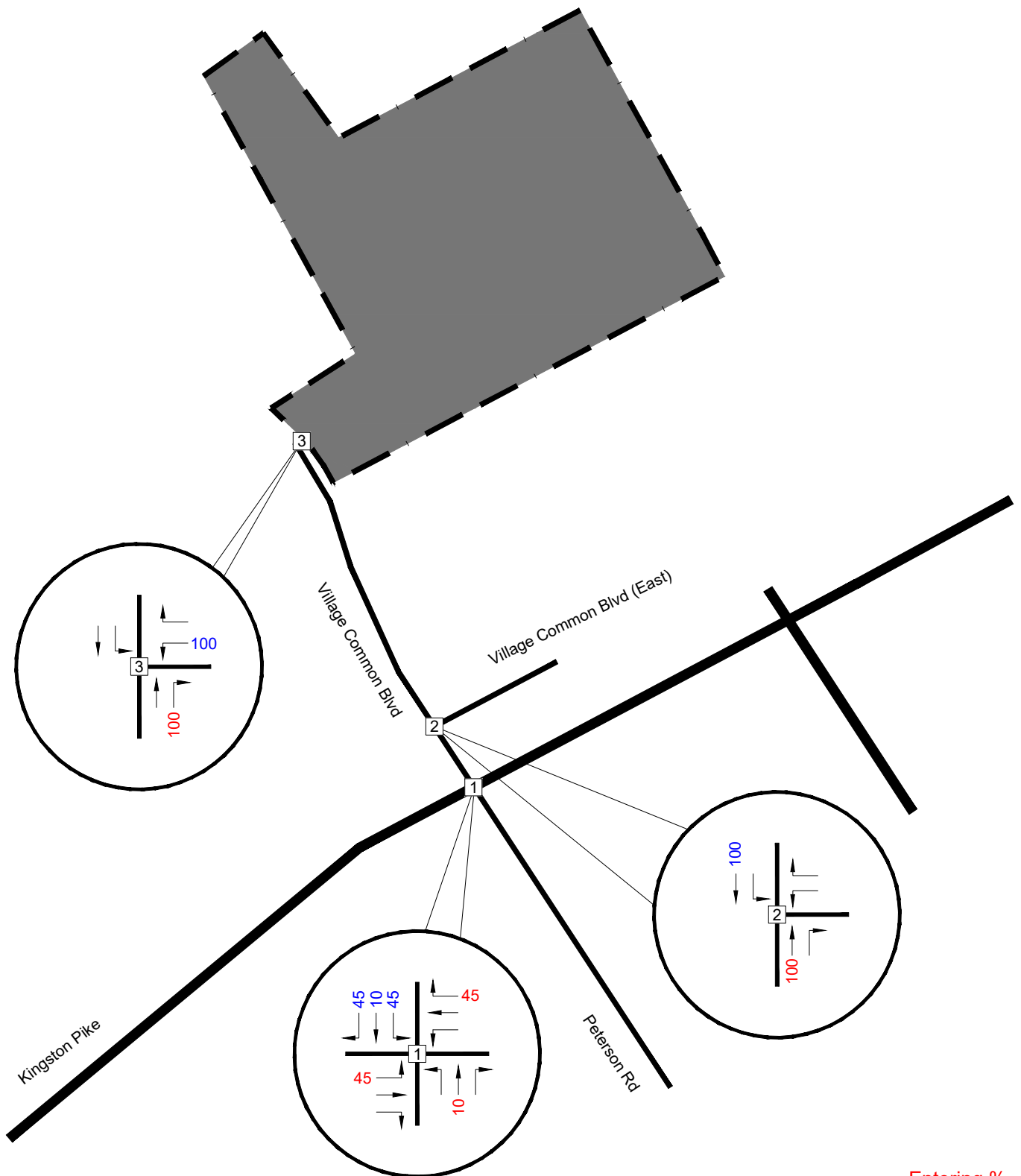
In order to quantify site-related impacts within the study area, some estimates of future site trip generation and traffic assignment had to be established. Trip generation rates for the development were established using information for the weekday a.m. and p.m. peak hour of the adjacent street as shown in the ITE *Trip Generation Manual, 11th Edition*. Trip generation for Harmony at Farragut is shown in Table 1.

TABLE 1									
HARMONY AT FARRAGUT TRIP GENERATION									
Land Use	Land Use Code	# of Units	Daily Trips	A.M. Peak Hour			P.M. Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Senior Adult housing	252	100 Beds	314	6	13	19	14	11	25
Assisted Living	254	60 Beds	156	7	4	11	5	9	14
Nursing Home	620	30 Beds	92	3	2	5	2	5	7
Total Trip Generation			562	16	19	35	21	25	46

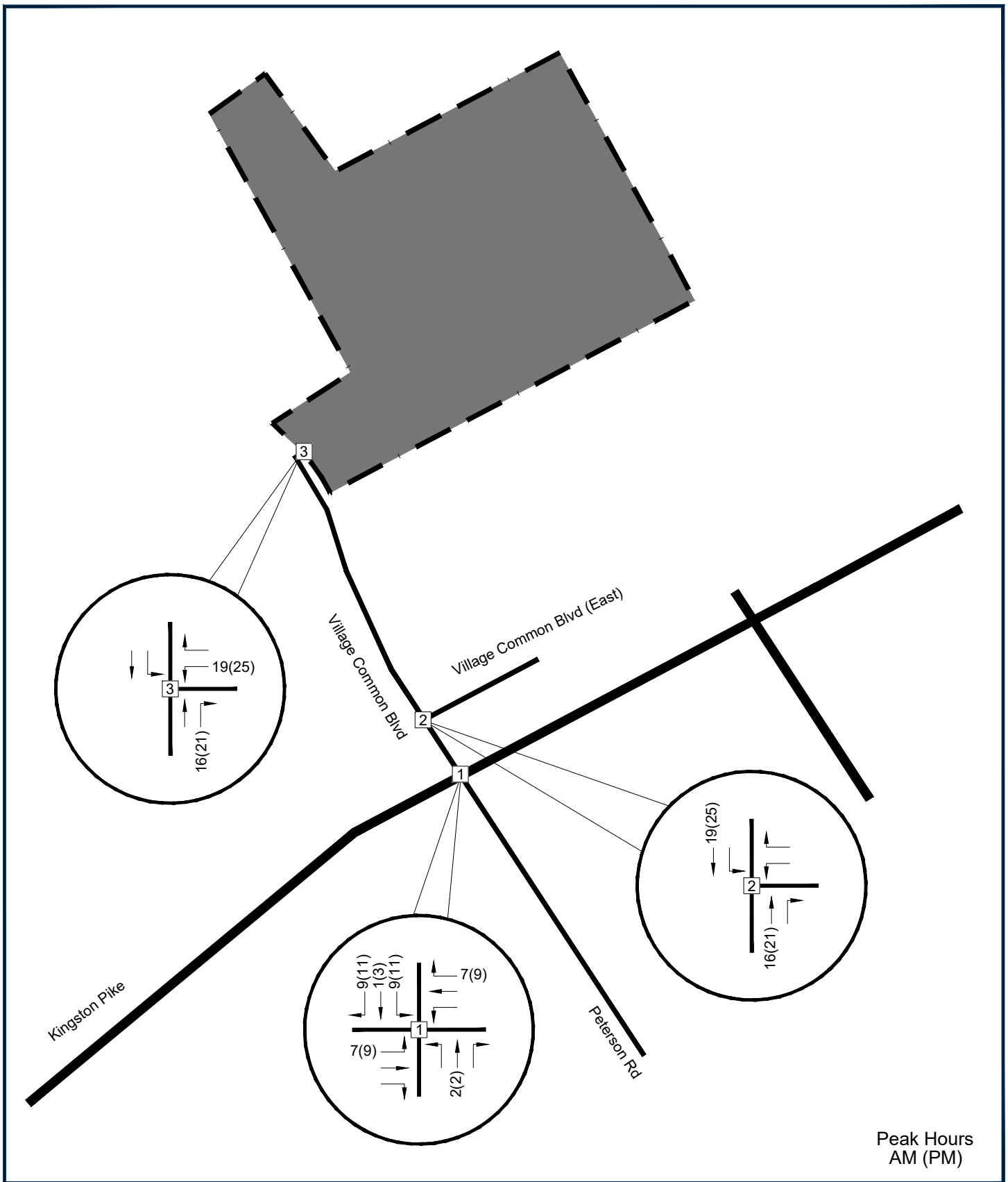
B. **Site Trip Distribution and Assignment**

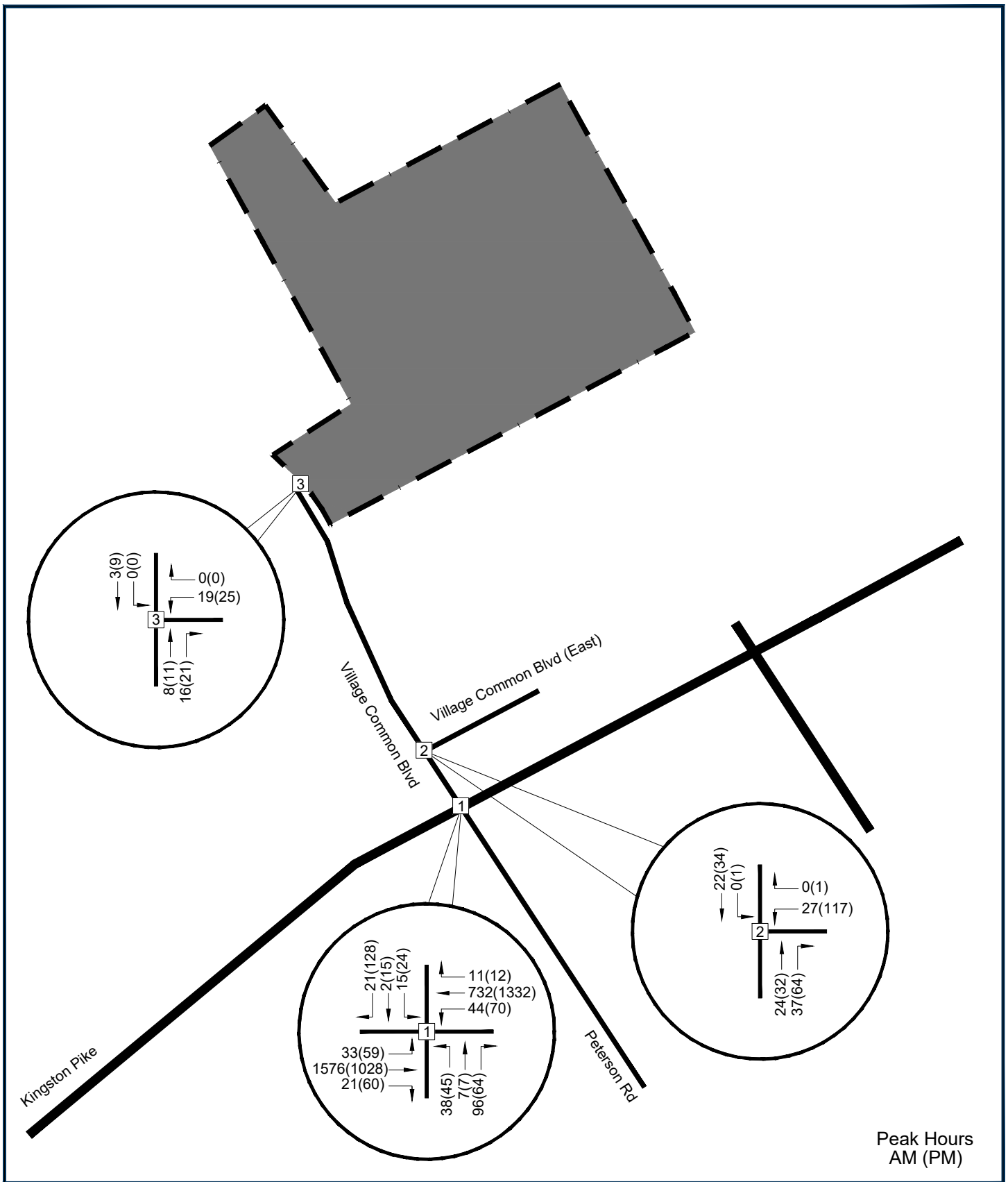
Site trips were distributed based primarily upon the prevalent commuter traffic patterns in the area and the proximity and routes to major transportation facilities. Figure 5 shows the distribution of site trips for Harmony at Farragut on the adjacent roadway network.

Site traffic volumes generated by Harmony at Farragut in the horizon year 2025 are shown in Figure 6. The accumulation of existing, background growth, and site-generated traffic for the horizon year 2025 is shown in Figure 7.



Entering %
Exiting %





Peak Hours
AM (PM)

VI. TRANSPORTATION ANALYSIS

A. Intersection Capacity Analysis

In order to gauge the site impact, intersection capacity analyses were conducted at the proposed Harmony at Farragut study area intersections. Capacity analyses were conducted according to the methodology and procedures outlined in the *Highway Capacity Manual 6th Edition*, published by Transportation Research Board. Intersections were analyzed in the a.m. and p.m. peak hours for existing, background and total traffic conditions.

Level of service (LOS) criteria for unsignalized intersections is shown in Table 2 below.

TABLE 2		
LEVEL OF SERVICE DESCRIPTIONS FOR UNSIGNALIZED INTERSECTIONS		
Level of Service	Description	Control Delay (sec. /veh.)
A	Usually no conflicting traffic	0 - 10
B	Occasionally some delay due to conflicting traffic	> 10 - 15
C	Delay is noticeable but not inconveniencing	> 15 - 25
D	Delay is noticeable and irritating, increased risk taking	> 25 - 35
E	Delay approaches tolerance level, risk taking likely	> 35 - 50
F	Delay exceeds tolerance level, high likelihood of risk taking	> 50
Source: <u>Highway Capacity Manual</u> , HCM 6 th Edition		

Level of service (LOS) criteria for signalized intersections is shown in Table 3 below.

TABLE 3		
LEVEL OF SERVICE DESCRIPTIONS FOR SIGNALIZED INTERSECTIONS		
Level of Service	Description	Control Delay (sec. /veh.)
A	Volume-to-capacity ratio is low, progression is extremely favorable, most vehicles travel through intersection without stopping.	0 - 10
B	Volume-to-capacity ratio is low, progression is good and/or short cycle lengths is present, more vehicles stop than for LOS A.	> 10 – 20
C	Progression is favorable and/or cycle length is moderate, number of vehicles stopping is significant although many still pass through intersection without stopping.	> 20 – 35
D	Volume-to-capacity ratio is high, progression is ineffective, cycle length is long, many vehicles stop.	> 35 – 55
E	Volume-to-capacity ratio is high, progression is unfavorable, cycle length is long, many vehicles stop.	> 55 – 80
F	Volume-to-capacity ratio is very high, progression is very poor, cycle length is long, most cycles fail to clear the queue.	> 80
Source: <u>Highway Capacity Manual</u> , HCM 6 th Edition		

Capacity analysis results for the a.m. peak hour are shown in Table 4.

TABLE 4				
INTERSECTION CAPACITY RESULTS – A.M. PEAK HOUR				
Intersection	Condition ⁽¹⁾	Level of Service (avg. delay/vehicle – sec.)		
		2022 Existing	2025 Background	2025 Total
Kingston Pike at Village Commons Boulevard/Peterson Road	Overall Intersection	B (18.7)	C (20.3)	C (21.7)
Village Commons Boulevard at Private Drive	NB Right	A (9.1)	A (9.1)	A (9.3)
	SB Left	A (0.0)	A (0.0)	A (0.0)
	TWSC WB	A (9.1)	A (9.1)	A (9.3)
Village Commons Boulevard at Site Access	TWSC WB	-	-	A (8.7)
⁽¹⁾ TWSC = Two-way Stop Control				

Capacity analysis results for the p.m. peak hour are shown in Table 5.

TABLE 5				
INTERSECTION CAPACITY RESULTS – P.M. PEAK HOUR				
Intersection	Condition ⁽¹⁾	Level of Service (avg. delay/vehicle – sec.)		
		2022 Existing	2025 Background	2025 Total
Kingston Pike at Village Commons Boulevard/Peterson Road	Overall Intersection	B (18.6)	C (21.0)	C (21.7)
Village Commons Boulevard at Private Drive	NB Right	A (0.0)	A (9.8)	A (0.0)
	SB Left	A (7.4)	A (7.4)	A (7.4)
	TWSC WB	A (9.1)	A (9.8)	A (9.9)
Village Commons Boulevard at Site access	TWSC WB	-	-	A (8.7)
⁽¹⁾ TWSC = Two-way Stop Control				

VII. CONCLUSIONS AND RECOMMENDATIONS

- Based on the traffic forecast and analysis, the intersection of Kingston Pike and Village Commons Boulevard/Peterson Road is expected to be characterized by traffic operations at overall level of service C both prior to and after development of the Harmony at Farragut.
- No intersection control or laneage improvements are recommended at the intersection of Kingston Pike and Village Commons Boulevard/Peterson Road to accommodate the Harmony at Farragut development.
- Based on the traffic forecast and analysis, traffic operations on Village Commons Boulevard at the existing Farragut Town Square private drive and at the proposed site access are expected to be characterized by traffic operations at level of service A after development of the Harmony at Farragut.
- No intersection control or laneage improvements are recommended at the intersections of Village Commons Boulevard at the existing Farragut Town Square private drive and at the proposed site access to accommodate the Harmony at Farragut development.

APPENDIX

- A. TRAFFIC COUNT DATA**
- B. TRIP GENERATION & FUTURE TRAFFIC
DERIVATION**
- C. CAPACITY ANALYSIS WORKSHEETS**

APPENDIX A

TRAFFIC COUNT DATA

Classified Turn Movement Count || All vehicles



Farragut, TN

www.marrtraffic.com

Site 1 of 2

Peterson Rd
Village Commons Blvd
TN-1 Kingston Pike (West)
TN-1 Kingston Pike (East)

Date

Tuesday, January 10, 2023

Weather

Fog
36°F

Lat/Long

35.873034°, -84.179031°

0700 - 0900 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	12	0	27	0	39	0	0	2	0	2	2	246	2	0	250	8	68	1	0	77	368
0715 - 0730	12	1	28	0	41	0	0	2	0	2	4	370	4	0	378	8	123	0	0	131	552
0730 - 0745	7	2	29	0	38	2	0	2	0	4	7	450	3	0	460	8	159	1	0	168	670
0745 - 0800	9	1	21	0	31	1	0	4	0	5	7	426	7	0	440	13	220	1	0	234	710
Hourly Total	40	4	105	0	149	3	0	10	0	13	20	1492	16	0	1528	37	570	3	0	610	2300
0800 - 0815	9	1	15	0	25	3	1	4	0	8	7	284	6	0	297	14	208	2	0	224	554
0815 - 0830	6	0	22	0	28	0	0	8	0	8	8	256	2	0	266	6	171	2	0	179	481
0830 - 0845	2	2	12	0	16	0	0	4	0	4	8	210	1	0	219	7	200	0	0	207	446
0845 - 0900	10	1	18	0	29	1	1	8	0	10	11	227	4	0	242	9	145	3	0	157	438
Hourly Total	27	4	67	0	98	4	2	24	0	30	34	977	13	0	1024	36	724	7	0	767	1919
Grand Total	67	8	172	0	247	7	2	34	0	43	54	2469	29	0	2552	73	1294	10	0	1377	4219
Approach %	27.13	3.24	69.64	0.00	-	16.28	4.65	79.07	0.00	-	2.12	96.75	1.14	0.00	-	5.30	93.97	0.73	0.00	-	
Intersection %	1.59	0.19	4.08	0.00	5.85	0.17	0.05	0.81	0.00	1.02	1.28	58.52	0.69	0.00	60.49	1.73	30.67	0.24	0.00	32.64	
PHF	0.77	0.63	0.80	0.00	0.82	0.50	0.25	0.75	0.00	0.59	0.89	0.85	0.71	0.00	0.86	0.77	0.81	0.50	0.00	0.81	0.88

1600 - 1800 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	12	2	17	0	31	4	3	17	0	24	17	211	14	0	242	16	339	5	0	360	657
1615 - 1630	10	2	9	0	21	4	4	22	0	30	12	235	16	0	263	24	327	2	0	353	667
1630 - 1645	19	2	21	0	42	4	5	29	0	38	14	230	11	0	255	22	312	0	0	334	669
1645 - 1700	7	1	15	0	23	4	1	26	0	31	13	281	18	0	312	12	319	3	0	334	700
Hourly Total	48	7	62	0	117	16	13	94	0	123	56	957	59	0	1072	74	1297	10	0	1381	2693
1700 - 1715	7	1	14	0	22	4	2	28	0	34	6	248	12	0	266	17	318	0	0	335	657
1715 - 1730	11	1	12	0	24	1	4	31	0	36	16	239	17	0	272	17	344	0	0	361	693
1730 - 1745	7	1	15	0	23	1	4	19	0	24	10	223	11	0	244	19	317	4	0	340	631
1745 - 1800	4	2	11	0	17	1	3	23	0	27	8	218	16	0	242	20	306	2	0	328	614
Hourly Total	29	5	52	0	86	7	13	101	0	121	40	928	56	0	1024	73	1285	6	0	1364	2595
Grand Total	77	12	114	0	203	23	26	195	0	244	96	1885	115	0	2096	147	2582	16	0	2745	5288
Approach %	37.93	5.91	56.16	0.00	-	9.43	10.66	79.92	0.00	-	4.58	89.93	5.49	0.00	-	5.36	94.06	0.58	0.00	-	
Intersection %	1.46	0.23	2.16	0.00	3.84	0.43	0.49	3.69	0.00	4.61	1.82	35.65	2.17	0.00	39.64	2.78	48.83	0.30	0.00	51.91	
PHF	0.58	0.63	0.74	0.00	0.66	0.81	0.60	0.92	0.00	0.91	0.77	0.89	0.81	0.00	0.89	0.77	0.94	0.25	0.00	0.94	0.97

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



Farragut, TN

www.marrtraffic.com

Site 1 of 2

Peterson Rd
Village Commons Blvd
TN-1 Kingston Pike (West)
TN-1 Kingston Pike (East)

Date

Tuesday, January 10, 2023

Weather

Fog
36°F

Lat/Long

35.873034°, -84.179031°

0700 - 0900 (Weekday 2h Session) (01-10-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	12	0	26	0	38	0	0	2	0	2	2	238	1	0	241	8	62	1	0	71	352
0715 - 0730	12	1	28	0	41	0	0	2	0	2	4	363	3	0	370	7	116	0	0	123	536
0730 - 0745	7	2	29	0	38	2	0	2	0	4	7	444	3	0	454	8	153	1	0	162	658
0745 - 0800	8	1	21	0	30	1	0	4	0	5	7	418	7	0	432	13	214	1	0	228	695
Hourly Total	39	4	104	0	147	3	0	10	0	13	20	1463	14	0	1497	36	545	3	0	584	2241
0800 - 0815	9	1	15	0	25	3	1	4	0	8	7	278	5	0	290	14	198	2	0	214	537
0815 - 0830	6	0	21	0	27	0	0	8	0	8	8	248	1	0	257	6	155	2	0	163	455
0830 - 0845	2	2	11	0	15	0	0	4	0	4	8	201	1	0	210	7	187	0	0	194	423
0845 - 0900	9	1	18	0	28	1	1	7	0	9	11	219	4	0	234	9	135	3	0	147	418
Hourly Total	26	4	65	0	95	4	2	23	0	29	34	946	11	0	991	36	675	7	0	718	1833
Grand Total	65	8	169	0	242	7	2	33	0	42	54	2409	25	0	2488	72	1220	10	0	1302	4074
Approach %	26.86	3.31	69.83	0.00	-	16.67	4.76	78.57	0.00	-	2.17	96.82	1.00	0.00	-	5.53	93.70	0.77	0.00	-	
Intersection %	1.60	0.20	4.15	0.00	5.94	0.17	0.05	0.81	0.00	1.03	1.33	59.13	0.61	0.00	61.07	1.77	29.95	0.25	0.00	31.96	

1600 - 1800 (Weekday 2h Session) (01-10-2023)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	11	2	17	0	30	4	3	17	0	24	17	206	14	0	237	16	334	5	0	355	646
1615 - 1630	10	2	9	0	21	4	4	21	0	29	12	229	16	0	257	24	323	2	0	349	656
1630 - 1645	17	2	21	0	40	4	5	29	0	38	14	218	11	0	243	22	308	0	0	330	651
1645 - 1700	7	1	15	0	23	4	1	26	0	31	13	270	18	0	301	12	317	3	0	332	687
Hourly Total	45	7	62	0	114	16	13	93	0	122	56	923	59	0	1038	74	1282	10	0	1366	2640
1700 - 1715	7	1	14	0	22	4	2	28	0	34	6	239	12	0	257	17	316	0	0	333	646
1715 - 1730	11	1	12	0	24	1	4	31	0	36	16	235	17	0	268	17	341	0	0	358	686
1730 - 1745	7	1	14	0	22	1	4	19	0	24	10	219	11	0	240	19	313	4	0	336	622
1745 - 1800	4	2	11	0	17	1	3	23	0	27	8	213	16	0	237	20	306	2	0	328	609
Hourly Total	29	5	51	0	85	7	13	101	0	121	40	906	56	0	1002	73	1276	6	0	1355	2563
Grand Total	74	12	113	0	199	23	26	194	0	243	96	1829	115	0	2040	147	2558	16	0	2721	5203
Approach %	37.19	6.03	56.78	0.00	-	9.47	10.70	79.84	0.00	-	4.71	89.66	5.64	0.00	-	5.40	94.01	0.59	0.00	-	
Intersection %	1.42	0.23	2.17	0.00	3.82	0.44	0.50	3.73	0.00	4.67	1.85	35.15	2.21	0.00	39.21	2.83	49.16	0.31	0.00	52.30	

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



Farragut, TN

www.marrtraffic.com

Site 1 of 2

Peterson Rd
Village Commons Blvd
TN-1 Kingston Pike (West)
TN-1 Kingston Pike (East)

Date

Tuesday, January 10, 2023

Weather

Fog
36°F

Lat/Long

35.873034°, -84.179031°

0700 - 0900 (Weekday 2h Session) (01-10-2023)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	0	0	0	0	0	0	7	1	0	8	0	5	0	0	5	14
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	5	0	0	5	12
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	5	0	0	5	11
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	5	0	0	5	12
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	25	2	0	27	0	20	0	0	20	49
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	6	0	0	6	13
0815 - 0830	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	0	11	0	0	11	19
0830 - 0845	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	10	0	0	10	17
0845 - 0900	1	0	0	0	1	0	0	1	0	1	0	7	0	0	7	0	7	0	0	7	16
Hourly Total	1	0	2	0	3	0	0	1	0	1	0	25	2	0	27	0	34	0	0	34	65
Grand Total	2	0	3	0	5	0	0	1	0	1	0	50	4	0	54	0	54	0	0	54	114
Approach %	40.00	0.00	60.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	92.59	7.41	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	1.75	0.00	2.63	0.00	4.39	0.00	0.00	0.88	0.00	0.88	0.00	43.86	3.51	0.00	47.37	0.00	47.37	0.00	0.00	47.37	

1600 - 1800 (Weekday 2h Session) (01-10-2023)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
1615 - 1630	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	3	0	0	3	9
1630 - 1645	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	11
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9
Hourly Total	2	0	0	0	2	0	0	1	0	1	0	23	0	0	23	0	12	0	0	12	38
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	7
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	18	0	0	18	0	5	0	0	5	24
Grand Total	2	0	1	0	3	0	0	1	0	1	0	41	0	0	41	0	17	0	0	17	62
Approach %	66.67	0.00	33.33	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	3.23	0.00	1.61	0.00	4.84	0.00	0.00	1.61	0.00	1.61	0.00	66.13	0.00	0.00	66.13	0.00	27.42	0.00	0.00	27.42	

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



Farragut, TN

www.marrtraffic.com

Site 1 of 2

Peterson Rd
Village Commons Blvd
TN-1 Kingston Pike (West)
TN-1 Kingston Pike (East)

Date

Tuesday, January 10, 2023

Weather

Fog
36°F

Lat/Long

35.873034°, -84.179031°

0700 - 0900 (Weekday 2h Session) (01-10-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	5	0	0	6	10
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	15	0	0	15	21
Grand Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	1	20	0	0	21	31
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	4.76	95.24	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.26	0.00	0.00	32.26	3.23	64.52	0.00	0.00	67.74	

1600 - 1800 (Weekday 2h Session) (01-10-2023)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	11	0	0	11	0	3	0	0	3	15
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
Grand Total	1	0	0	0	1	0	0	0	0	0	0	15	0	0	15	0	7	0	0	7	23
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	4.35	0.00	0.00	0.00	4.35	0.00	0.00	0.00	0.00	0.00	0.00	65.22	0.00	0.00	65.22	0.00	30.43	0.00	0.00	30.43	

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

35.873034°, -84.179031°

Bikes

	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Peterson Rd					Village Commons Blvd					TN-1 Kingston Pike (West)					TN-1 Kingston Pike (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Pedestrian Count | All vehicles



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Farragut, TN

Site 1 of 2

Peterson Rd
Village Commons Blvd
TN-1 Kingston Pike (West)
TN-1 Kingston Pike (East)

Date

Tuesday, January 10, 2023

Weather

Fog
36°F

Lat/Long

35.873034°, -84.179031°

0700 - 0900 (Weekday 2h Session) (01-10-2023)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				
	Peterson Rd				Village Commons Blvd				TN-1 Kingston Pike (West)				TN-1 Kingston Pike (East)				
	EB 1a	WB 1b		App Total	EB 1c	WB 1d		App Total	NB 1e	SB 1f		App Total	NB 1g	SB 1h		App Total	Int Total
0700 - 0715	0	0		0	0	0		0	0	0		0	0	0		0	0
0715 - 0730	0	0		0	0	0		0	0	0		0	0	0		0	0
0730 - 0745	0	0		0	1	0		1	0	0		0	0	0		0	1
0745 - 0800	0	1		1	2	2		4	0	0		0	0	0		0	5
Hourly Total	0	1		1	3	2		5	0	0		0	0	0		0	6
0800 - 0815	1	0		1	0	0		0	0	0		0	0	0		0	1
0815 - 0830	0	0		0	0	0		0	0	0		0	0	0		0	0
0830 - 0845	0	0		0	0	0		0	0	0		0	0	0		0	0
0845 - 0900	0	0		0	0	0		0	0	0		0	0	0		0	0
Hourly Total	1	0		1	0	0		0	0	0		0	0	0		0	1
Grand Total	1	1		2	3	2		5	0	0		0	0	0		0	7
Approach %	50.00	50.00		-	60.00	40.00		-	0.00	0.00		-	0.00	0.00		-	
Intersection %	14.29	14.29		28.57	42.86	28.57		71.43	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (01-10-2023)

Pedestrians

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total
	Peterson Rd				Village Commons Blvd				TN-1 Kingston Pike (West)				TN-1 Kingston Pike (East)				
	EB 1a	WB 1b	App Total		EB 1c	WB 1d	App Total		NB 1e	SB 1f	App Total		NB 1g	SB 1h	App Total		
1600 - 1615	0	2	2		0	0	0		0	0	0		0	0	0	0	2
1615 - 1630	0	0	0		0	0	0		0	0	0		0	0	0	0	0
1630 - 1645	1	0	1		1	1	0		1	0	0		0	0	0	0	2
1645 - 1700	0	2	2		2	0	2		2	0	0		0	0	0	0	4
Hourly Total	1	4	5		5	1	2		3	0	0		0	0	0	0	8
1700 - 1715	2	0	2		2	0	1		1	0	0		0	0	0	0	3
1715 - 1730	0	0	0		0	0	0		0	0	0		0	0	0	0	0
1730 - 1745	0	0	0		0	0	0		0	0	0		0	0	0	0	0
1745 - 1800	1	0	1		1	0	0		0	0	0		0	1	0	1	2
Hourly Total	3	0	3		3	0	1		1	0	0		0	1	0	1	5
Grand Total	4	4	8		8	1	3		4	0	0		0	1	0	1	13
Approach %	50.00	50.00	-		-	25.00	75.00		-	0.00	0.00		-	100.00	0.00	-	
Intersection %	30.77	30.77	61.54		7.69	23.08		30.77	0.00	0.00		0.00	7.69	0.00		7.69	

Classified Turn Movement Count || All vehicles

Farragut, TN



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Site 2 of 2

Village Commons Blvd (South)
Village Commons Blvd (North)

Village Commons Blvd (East)

Date

Tuesday, January 10, 2023

Lat/Long

35.873341°, -84.179268°

Weather

Fog
36°F

0700 - 0900 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound				Southbound			
	Village Commons Blvd (South)				Village Commons Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
0700 - 0715	1	2	0	3	0	1	0	1
0715 - 0730	0	5	0	5	0	0	0	0
0730 - 0745	2	8	0	10	0	0	0	0
0745 - 0800	0	9	0	9	0	2	0	2
Hourly Total	3	24	0	27	0	3	0	3
0800 - 0815	2	8	0	10	0	1	0	1
0815 - 0830	2	8	0	10	0	0	0	0
0830 - 0845	0	9	0	9	0	0	0	0
0845 - 0900	4	11	0	15	0	2	0	2
Hourly Total	8	36	0	44	0	3	0	3
Grand Total	11	60	0	71	0	6	0	6
Approach %	15.49	84.51	0.00	-	0.00	100.00	0.00	-
Intersection %	9.65	52.63	0.00	62.28	0.00	5.26	0.00	5.26
PHF	0.50	0.82	0.00	0.73	0.00	0.38	0.00	0.38

Westbound				
Village Commons Blvd (East)				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1	0	0	1	5
2	0	0	2	7
4	0	0	4	14
4	0	0	4	15
11	0	0	11	41
6	0	0	6	17
8	0	0	8	18
4	0	0	4	13
8	0	0	8	25
26	0	0	26	73
37	0	0	37	114
100.00	0.00	0.00	-	
32.46	0.00	0.00	32.46	
0.81	0.00	0.00	0.81	0.73

1600 - 1800 (Weekday 2h Session) (01-10-2023)

All vehicles

TIME	Northbound				Southbound			
	Village Commons Blvd (South)				Village Commons Blvd (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
1600 - 1615	6	17	0	23	1	2	0	3
1615 - 1630	2	14	0	16	0	2	0	2
1630 - 1645	1	15	0	16	0	3	0	3
1645 - 1700	2	16	1	19	0	2	0	2
Hourly Total	11	62	1	74	1	9	0	10
1700 - 1715	0	7	0	7	0	2	0	2
1715 - 1730	0	17	0	17	0	1	0	1
1730 - 1745	1	14	0	15	0	0	0	0
1745 - 1800	1	11	0	12	0	2	0	2
Hourly Total	2	49	0	51	0	5	0	5
Grand Total	13	111	1	125	1	14	0	15
Approach %	10.40	88.80	0.80	-	6.67	93.33	0.00	-
Intersection %	3.51	30.00	0.27	33.78	0.27	3.78	0.00	4.05
PHF	0.46	0.91	0.25	0.80	0.25	0.75	0.00	0.83

Westbound				
Village Commons Blvd (East)				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
22	0	0	22	48
28	1	0	29	47
36	0	0	36	55
28	0	0	28	49
114	1	0	115	199
30	0	0	30	39
35	1	0	36	54
24	0	0	24	39
25	0	0	25	39
114	1	0	115	171
228	2	0	230	370
99.13	0.87	0.00	-	
61.62	0.54	0.00	62.16	
0.79	0.25	0.00	0.80	0.90

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

Farragut, TN



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Site 2 of 2

Village Commons Blvd (South)
Village Commons Blvd (North)

Village Commons Blvd (East)

Date

Tuesday, January 10, 2023

Lat/Long

35.873341°, -84.179268°

Weather

Fog
36°F

0700 - 0900 (Weekday 2h Session) (01-10-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	Village Commons Blvd (South)				Village Commons Blvd (North)				Village Commons Blvd (East)				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	1	2	0	3	0	1	0	1	1	0	0	1	5
0715 - 0730	0	5	0	5	0	0	0	0	2	0	0	2	7
0730 - 0745	2	8	0	10	0	0	0	0	4	0	0	4	14
0745 - 0800	0	9	0	9	0	2	0	2	4	0	0	4	15
Hourly Total	3	24	0	27	0	3	0	3	11	0	0	11	41
0800 - 0815	2	8	0	10	0	1	0	1	6	0	0	6	17
0815 - 0830	2	8	0	10	0	0	0	0	8	0	0	8	18
0830 - 0845	0	9	0	9	0	0	0	0	4	0	0	4	13
0845 - 0900	4	11	0	15	0	2	0	2	7	0	0	7	24
Hourly Total	8	36	0	44	0	3	0	3	25	0	0	25	72
Grand Total	11	60	0	71	0	6	0	6	36	0	0	36	113
Approach %	15.49	84.51	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	9.73	53.10	0.00	62.83	0.00	5.31	0.00	5.31	31.86	0.00	0.00	31.86	

1600 - 1800 (Weekday 2h Session) (01-10-2023)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	Village Commons Blvd (South)				Village Commons Blvd (North)				Village Commons Blvd (East)				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	6	17	0	23	1	2	0	3	22	0	0	22	48
1615 - 1630	2	14	0	16	0	2	0	2	27	1	0	28	46
1630 - 1645	1	15	0	16	0	3	0	3	36	0	0	36	55
1645 - 1700	2	16	1	19	0	2	0	2	28	0	0	28	49
Hourly Total	11	62	1	74	1	9	0	10	113	1	0	114	198
1700 - 1715	0	7	0	7	0	2	0	2	30	0	0	30	39
1715 - 1730	0	17	0	17	0	1	0	1	35	1	0	36	54
1730 - 1745	1	14	0	15	0	0	0	0	24	0	0	24	39
1745 - 1800	1	11	0	12	0	2	0	2	25	0	0	25	39
Hourly Total	2	49	0	51	0	5	0	5	114	1	0	115	171
Grand Total	13	111	1	125	1	14	0	15	227	2	0	229	369
Approach %	10.40	88.80	0.80	-	6.67	93.33	0.00	-	99.13	0.87	0.00	-	
Intersection %	3.52	30.08	0.27	33.88	0.27	3.79	0.00	4.07	61.52	0.54	0.00	62.06	

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

Farragut, TN



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Site 2 of 2

Village Commons Blvd (South)
Village Commons Blvd (North)

Village Commons Blvd (East)

Date

Tuesday, January 10, 2023

Lat/Long

35.873341°, -84.179268°

Weather

Fog
36°F

0700 - 0900 (Weekday 2h Session) (01-10-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	Village Commons Blvd (South)				Village Commons Blvd (North)				Village Commons Blvd (East)				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (01-10-2023)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	Village Commons Blvd (South)				Village Commons Blvd (North)				Village Commons Blvd (East)				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Weather

Fog

36°F

Lat/Long
35.873341°, -84.179268°

Combination Trucks (8-13)

	Northbound				Southbound				Westbound					
	Village Commons Blvd (South)				Village Commons Blvd (North)				Village Commons Blvd (East)					
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0		0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0		0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0		0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0		0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0		0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0		0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0		0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0		0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00		0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	

Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Weather

Fog
36°F

Lat/Long
35.873341°, -84.179268°

Bikes

TIME	Northbound				Southbound				Westbound							
	Village Commons Blvd (South)				Village Commons Blvd (North)				Village Commons Blvd (East)							
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5		U-Turn 2.6	App Total		Left 2.7		Right 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0		0	0		0		0	0	0	0
0715 - 0730	0	0	0	0	0	0		0	0		0		0	0	0	0
0730 - 0745	0	0	0	0	0	0		0	0		0		0	0	0	0
0745 - 0800	0	0	0	0	0	0		0	0		0		0	0	0	0
Hourly Total	0	0	0	0	0	0		0	0		0		0	0	0	0
0800 - 0815	0	0	0	0	0	0		0	0		0		0	0	0	0
0815 - 0830	0	0	0	0	0	0		0	0		0		0	0	0	0
0830 - 0845	0	0	0	0	0	0		0	0		0		0	0	0	0
0845 - 0900	0	0	0	0	0	0		0	0		0		0	0	0	0
Hourly Total	0	0	0	0	0	0		0	0		0		0	0	0	0
Grand Total	0	0	0	0	0	0		0	0		0		0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00		0.00	-		0.00		0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00	

Bikes

TIME	Northbound					Southbound					Westbound					
	Village Commons Blvd (South)					Village Commons Blvd (North)					Village Commons Blvd (East)					
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7		Right 2.8	U-Turn 2.9	App Total	Int Total		
1600 - 1615	0	0	0	0	0	0	0	0	0		0	0	0	0		
1615 - 1630	0	0	0	0	0	0	0	0	0		0	0	0	0		
1630 - 1645	0	0	0	0	0	0	0	0	0		0	0	0	0		
1645 - 1700	0	0	0	0	0	0	0	0	0		0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0		
1700 - 1715	0	0	0	0	0	0	0	0	0		0	0	0	0		
1715 - 1730	0	0	0	0	0	0	0	0	0		0	0	0	0		
1730 - 1745	0	0	0	0	0	0	0	0	0		0	0	0	0		
1745 - 1800	0	0	0	0	0	0	0	0	0		0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0		0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0		0	0	0	0		
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00		0.00	0.00	-			
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00			

Pedestrian Count | | All vehicles

Farragut, TN



www.marrtraffic.com

Site 2 of 2

Village Commons Blvd (South)
Village Commons Blvd (North)

Village Commons Blvd (East)

Date

Tuesday, January 10, 2023

Lat/Long

35.873341°, -84.179268°

Weather

Fog
36°F

0700 - 0900 (Weekday 2h Session) (01-10-2023)

Pedestrians

TIME	Northbound			Southbound		
	Village Commons Blvd (South)			Village Commons Blvd (North)		
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total
0700 - 0715	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0
0730 - 0745	1	0	1	0	0	0
0745 - 0800	2	2	4	0	0	0
Hourly Total	3	2	5	0	0	0
0800 - 0815	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0
Grand Total	3	2	5	0	0	0
Approach %	60.00	40.00	-	0.00	0.00	-
Intersection %	60.00	40.00	100.00	0.00	0.00	0.00

Westbound			App Total	Int Total
Village Commons Blvd (East)				
NB 2g	SB 2h			
0	0		0	0
0	0		0	0
0	0		0	1
0	0		0	4
0	0		0	5
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	0
0	0		0	5
0.00	0.00		-	
0.00	0.00		0.00	

1600 - 1800 (Weekday 2h Session) (01-10-2023)

Pedestrians

TIME	Northbound			Southbound		
	Village Commons Blvd (South)			Village Commons Blvd (North)		
	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total
1600 - 1615	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0
1630 - 1645	3	0	3	0	0	0
1645 - 1700	0	2	2	0	0	0
Hourly Total	3	2	5	0	0	0
1700 - 1715	0	1	1	0	0	0
1715 - 1730	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0
Grand Total	3	3	6	0	0	0
Approach %	50.00	50.00	-	0.00	0.00	-
Intersection %	30.00	30.00	60.00	0.00	0.00	0.00

Westbound			App Total	Int Total
Village Commons Blvd (East)				
NB 2g	SB 2h			
0	0		0	0
0	0		0	0
2	0		2	5
0	0		0	2
2	0		2	7
0	0		0	1
1	0		1	1
1	0		1	1
0	0		0	0
2	0		2	3
4	0		4	10
100.00	0.00		-	
40.00	0.00		40.00	

APPENDIX B

TRIP GENERATION & FUTURE TRAFFIC DERIVATION

Land Use: 252

Senior Adult Housing—Multifamily

Description

Senior adult housing—multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household.

Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

The dwelling units share both floors and walls with other units in the residential building. Senior adult housing—single-family (Land Use 251), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related land uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Alberta (CAN), California, Maryland, New Hampshire, New Jersey, Ontario (CAN), and Pennsylvania.

Source Numbers

237, 272, 576, 703, 734, 970, 1060

Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 6

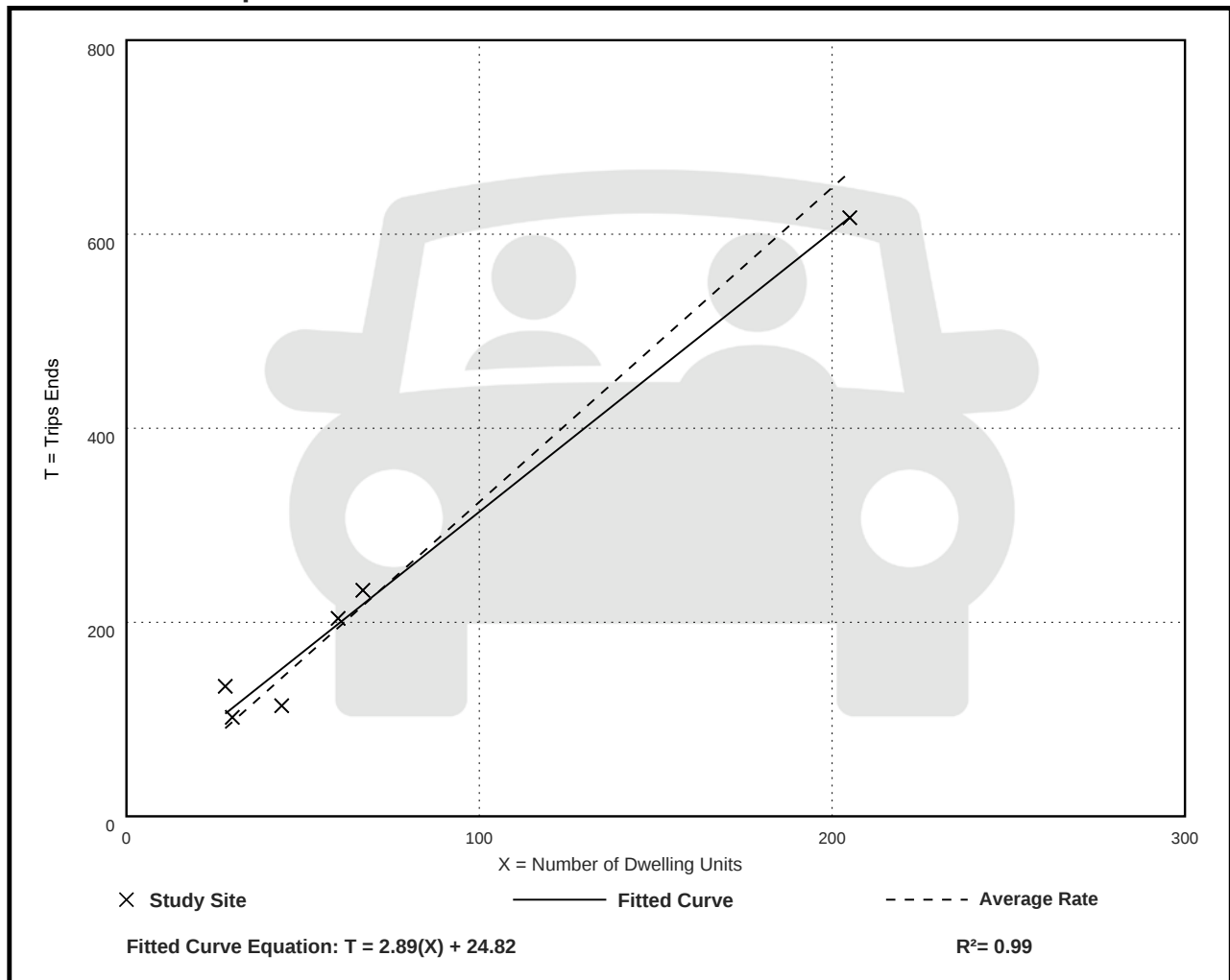
Avg. Num. of Dwelling Units: 72

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.24	2.59 - 4.79	0.53

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

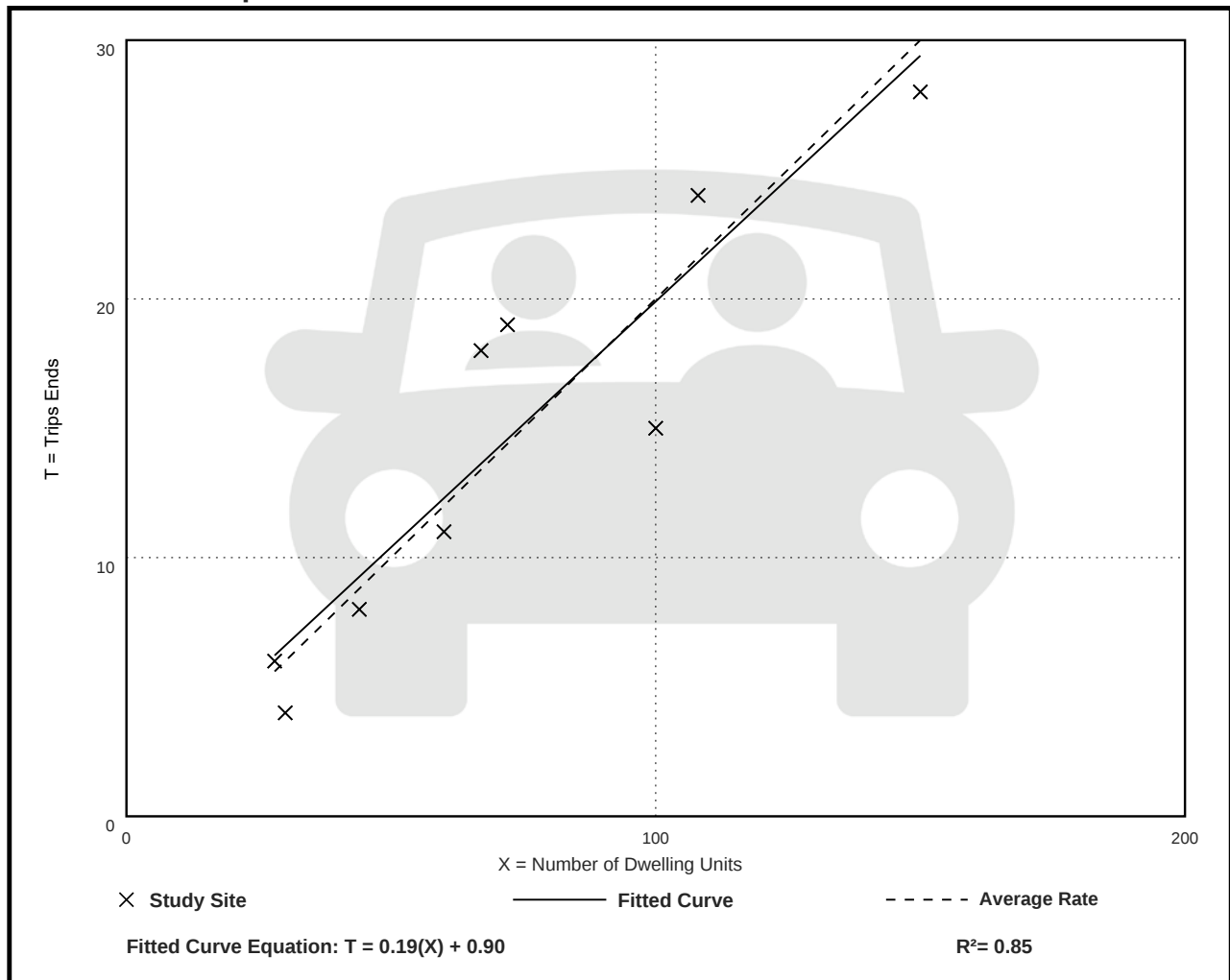
Avg. Num. of Dwelling Units: 73

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



Senior Adult Housing - Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 9

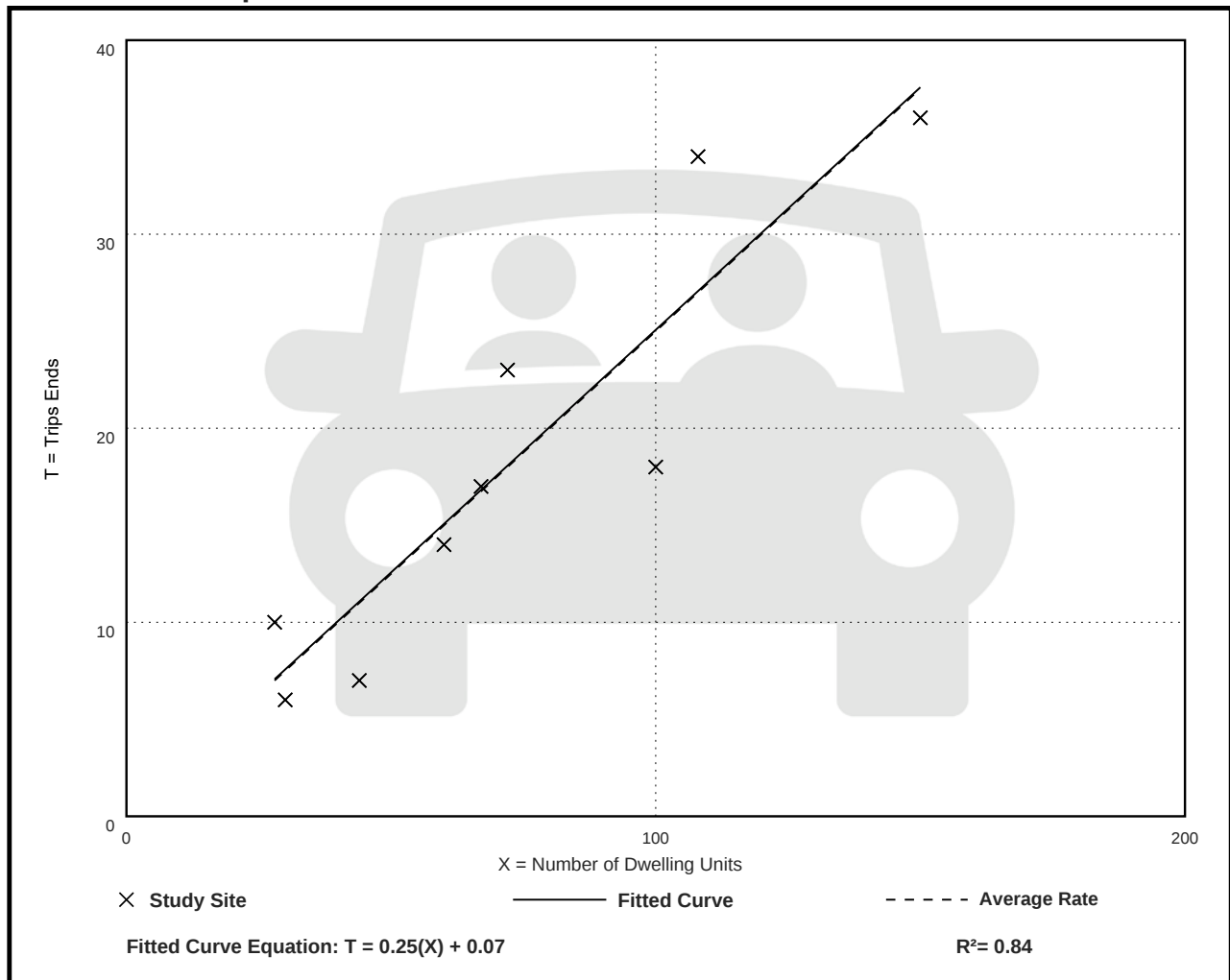
Avg. Num. of Dwelling Units: 73

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



TRIP GENERATION (11th Edition)

Senior Adult Housing - Multifamily

100 Dwelling Units

Use ITE Land Use Code 252 (Multifamily (High-Rise)) and associated trip generation rates for 24-hour total trips and peak hour trips.

Average Daily Traffic (Fitted Curve)

$$T = 2.89(X) + 24.82$$

$$T = 2.89(100) + 24.82$$

$$T = 314$$

A.M. Peak Hour of Adjacent Street Traffic (Fitted Curve)

$$T = 0.19(X) + .9$$

$$T = 0.19(100) + .9$$

$$T = 19$$

$$\text{Enter} = 0.34(19) = 6$$

$$\text{Exit} = 0.66(19) = 13$$

P.M. Peak Hour of Adjacent Street Traffic (Fitted Curve)

$$T = 0.25(X) + .07$$

$$T = 0.25(100) + .07$$

$$T = 25$$

$$\text{Enter} = 0.56(25) = 14$$

$$\text{Exit} = 0.44(25) = 11$$

Land Use: 254

Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Connecticut, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Texas, and Utah.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Beds: 135

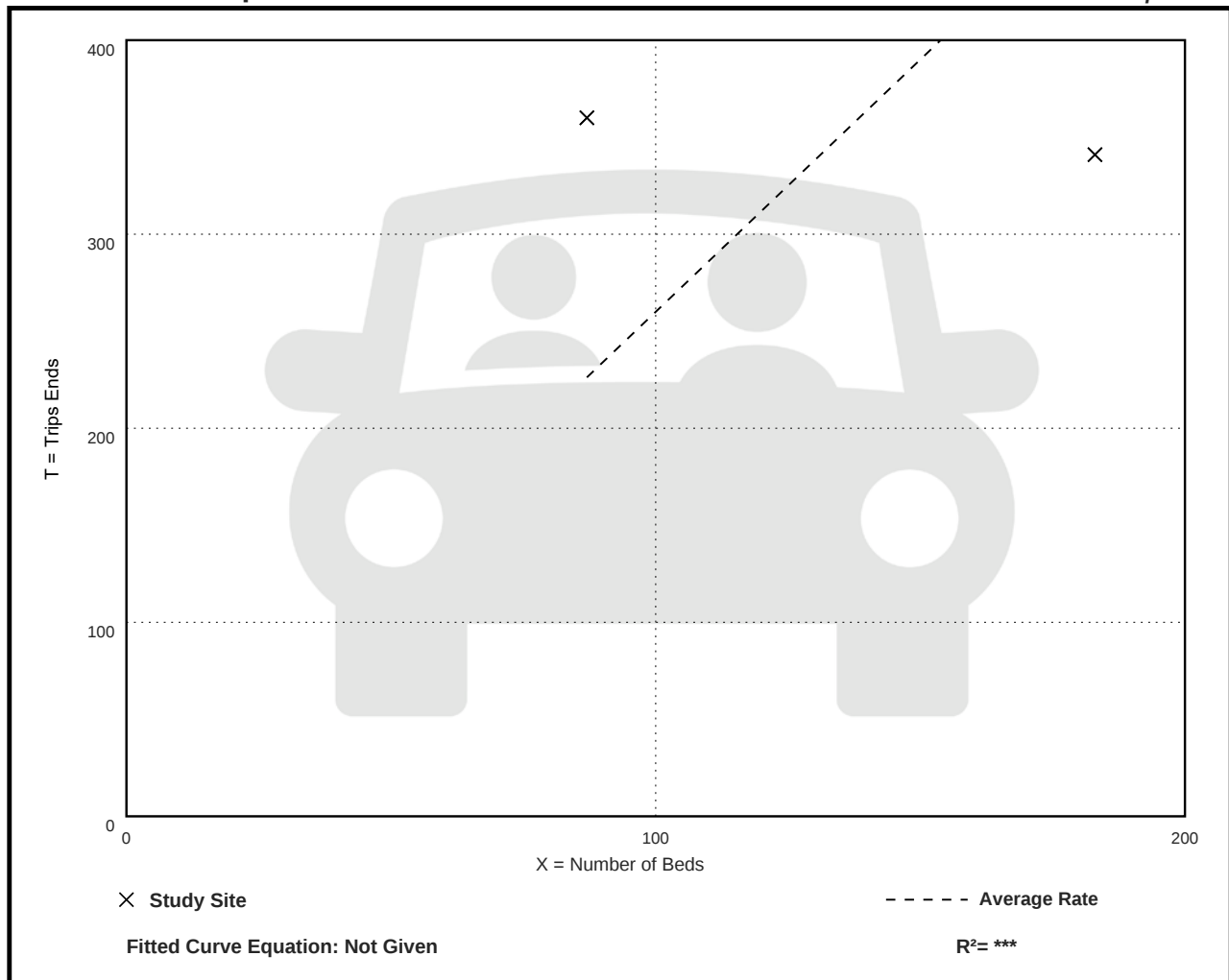
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	***

Data Plot and Equation

Caution – Small Sample Size



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

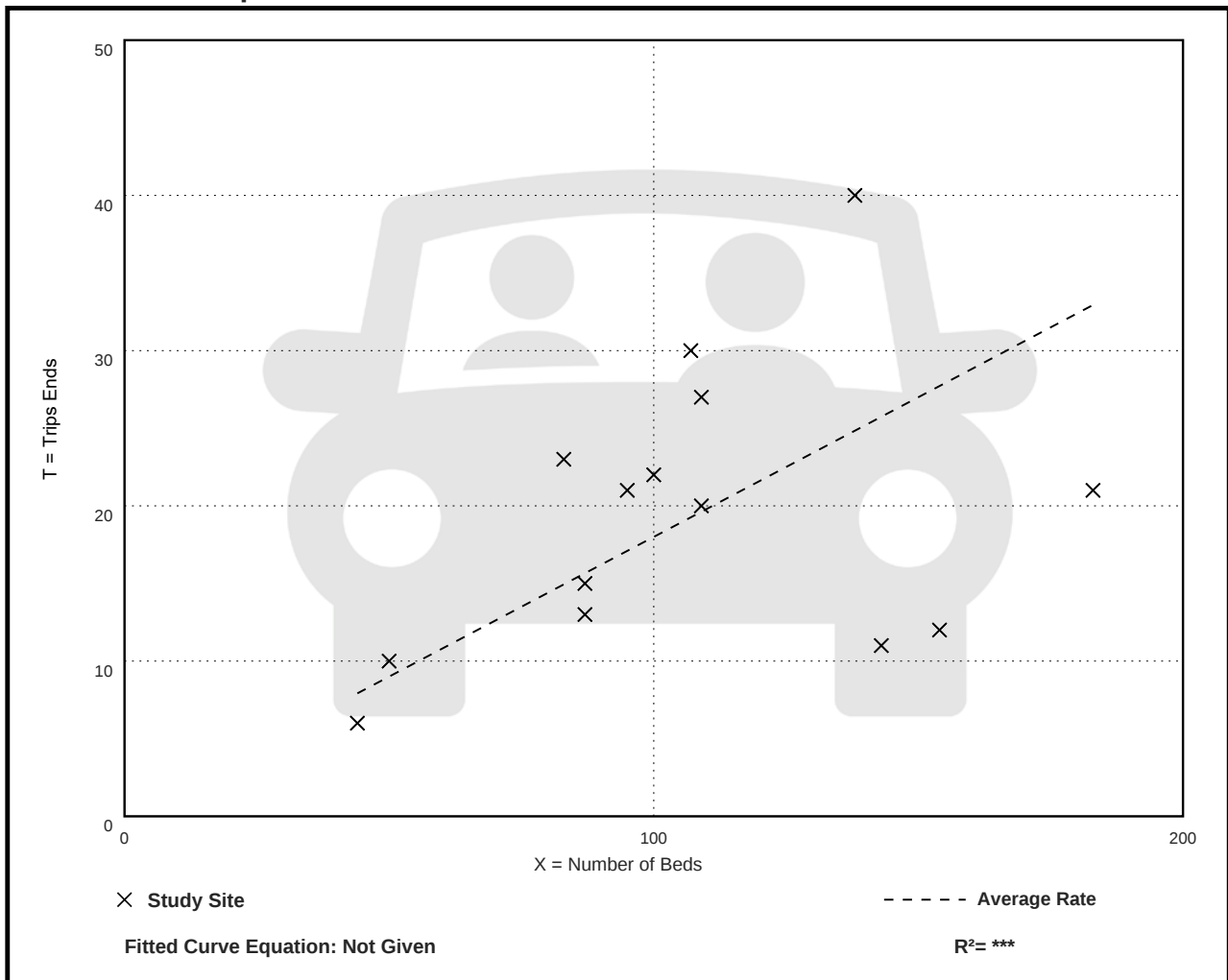
Avg. Num. of Beds: 106

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



Assisted Living (254)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

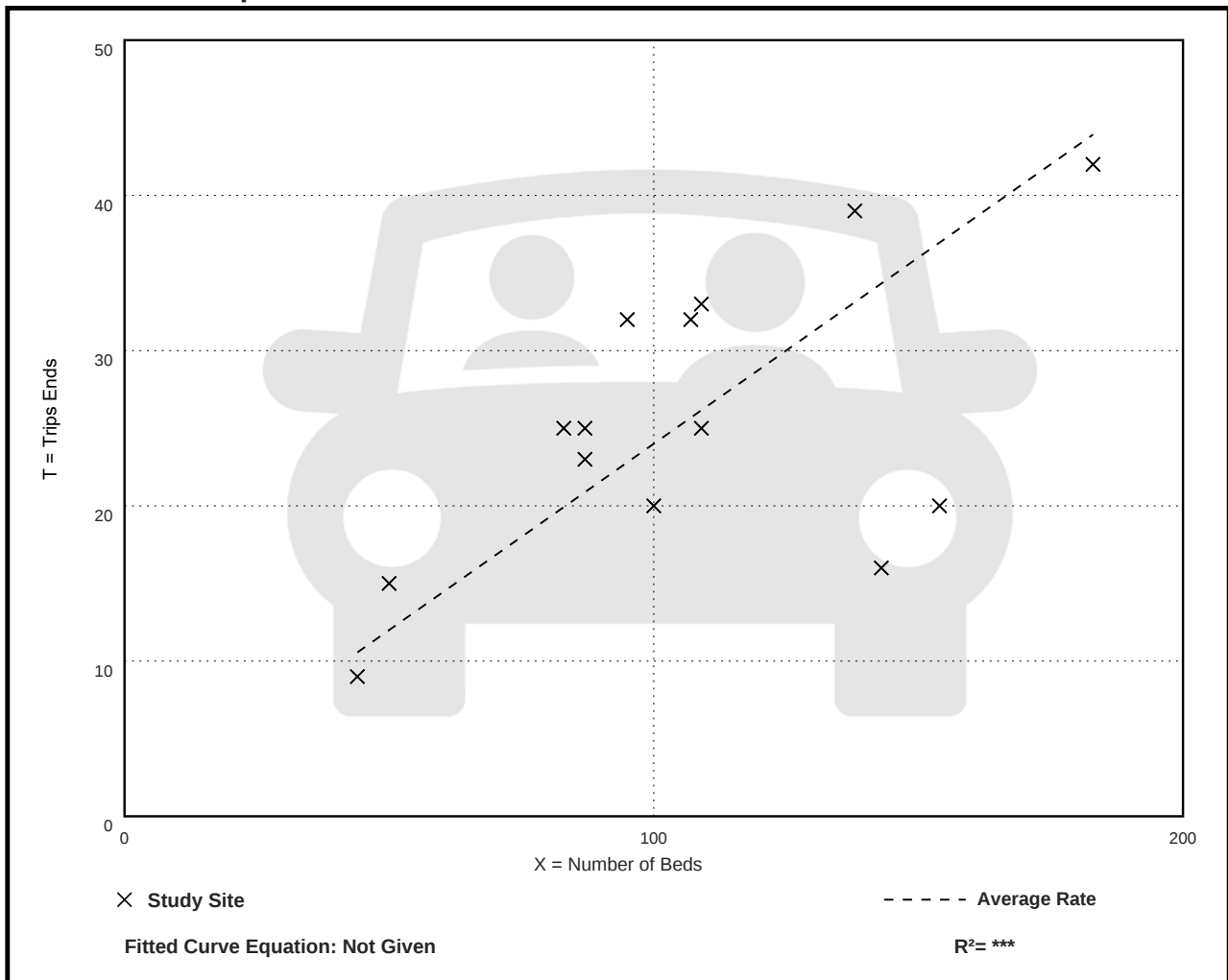
Avg. Num. of Beds: 106

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



TRIP GENERATION (11th Edition)

Assisted Living - 60 Beds

Use ITE Land Use Code 254 (Assisted Living) and associated trip generation rates for 24-hour total trips and peak hour trips.

Average Daily Traffic (Average Rate) * Fitted Curve Not Given

$$T = 2.60(X)$$

$$T = 2.60(60)$$

$$T = 156$$

A.M. Peak Hour of Adjacent Street Traffic (Average Rate) * Fitted Curve Not Given

$$T = 0.18(X)$$

$$T = 0.18(60)$$

$$T = 11$$

$$\text{Enter} = 0.60(11) = 7$$

$$\text{Exit} = 0.40(11) = 4$$

P.M. Peak Hour of Adjacent Street Traffic (Average Rate) * Fitted Curve Not Given

$$T = 0.24(X)$$

$$T = 0.24(60)$$

$$T = 14$$

$$\text{Enter} = 0.39(14) = 5$$

$$\text{Exit} = 0.61(14) = 9$$

Land Use: 620 Nursing Home

Description

A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic care, and convalescent homes. Skilled nurses and nursing aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries. Assisted living (Land Use 254) and continuing care retirement community (Land Use 255) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The average numbers of person trips per vehicle trip at the three general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.0 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.1 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Florida, New Hampshire, New Jersey, New York, Ontario, Canada, and Texas.

Source Numbers

436, 502, 598, 734, 878, 971, 972

Nursing Home (620)

Vehicle Trip Ends vs: Beds

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 3

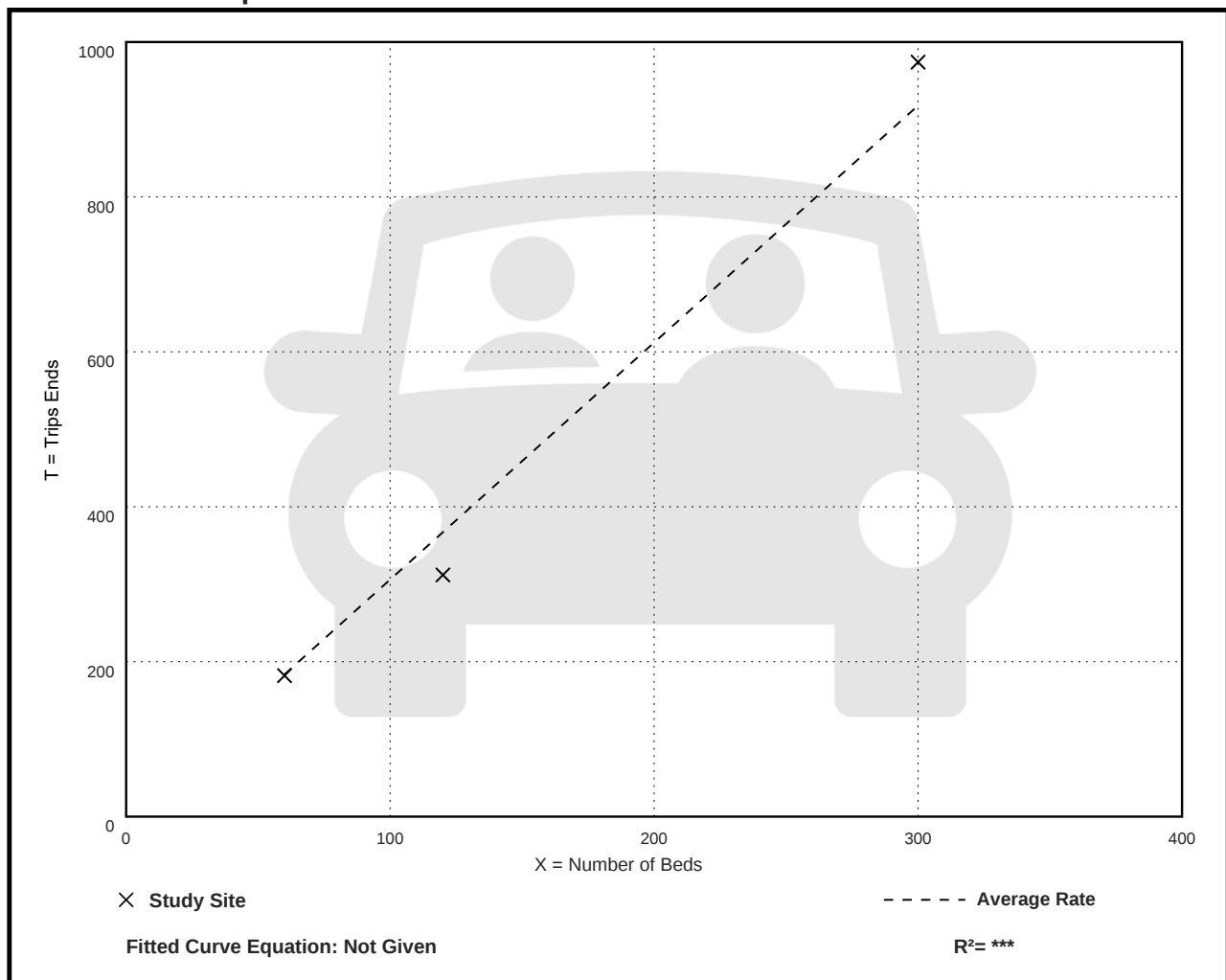
Avg. Num. of Beds: 160

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
3.06	2.60 - 3.25	0.33

Data Plot and Equation



Nursing Home (620)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

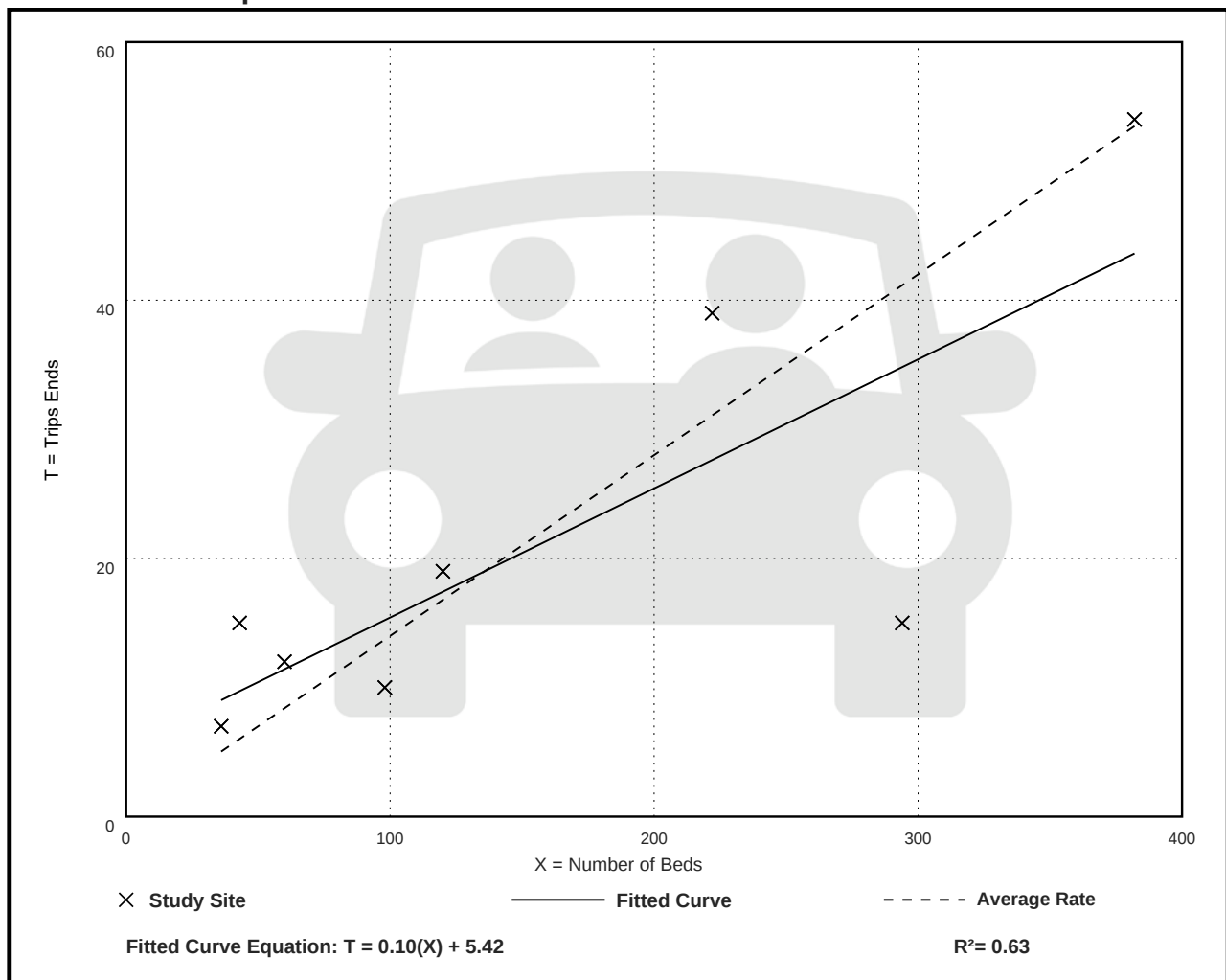
Avg. Num. of Beds: 157

Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.14	0.05 - 0.35	0.07

Data Plot and Equation



Nursing Home (620)

Vehicle Trip Ends vs: Beds

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

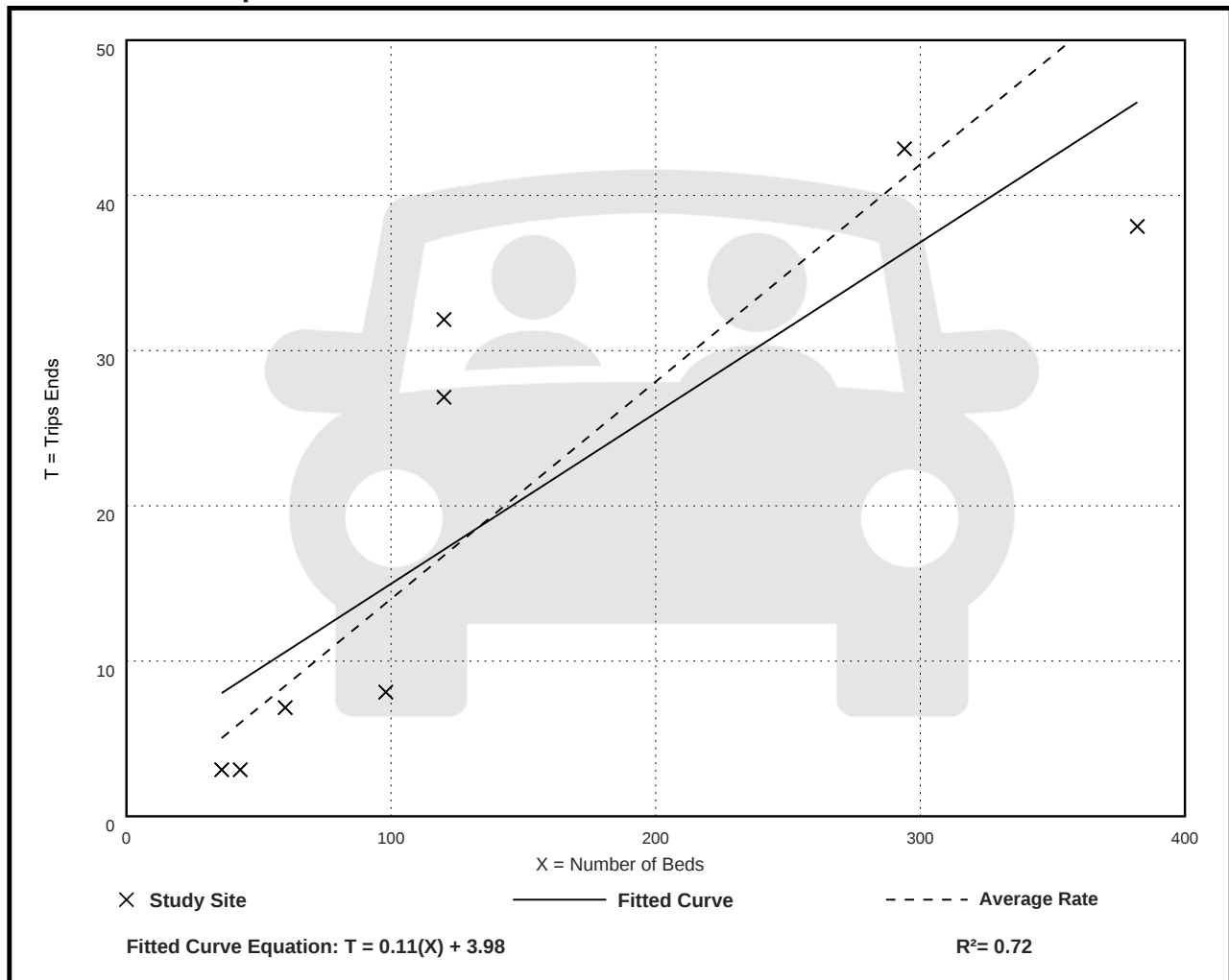
Avg. Num. of Beds: 144

Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.14	0.07 - 0.27	0.06

Data Plot and Equation



TRIP GENERATION (11th Edition)

Nursing Home - 30 Beds

Use ITE Land Use Code 620 (Nursing Home) and associated trip generation rates for 24-hour total trips and peak hour trips.

Average Daily Traffic (Average Rate) *Fited Curve Not Given

$$T = 3.06(X)$$

$$T = 3.06(30)$$

$$T = 92$$

A.M. Peak Hour of Adjacent Street Traffic (Average Rate)

$$T = 0.14(X)$$

$$T = 0.14(30)$$

$$T = 5$$

$$\text{Enter} = 0.72(5) = 3$$

$$\text{Exit} = 0.28(5) = 2$$

P.M. Peak Hour of Adjacent Street Traffic (Average Rate)

$$T = 0.14(X)$$

$$T = 0.14(30)$$

$$T = 7$$

$$\text{Enter} = 0.33(7) = 2$$

$$\text{Exit} = 0.67(7) = 5$$

Description	Northbound			Southbound			Eastbound			Westbound		
	Peterson Rd			Village Commons Blvd			Kingston Pk			Kingston Pk		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	37	5	93	6	1	12	25	1530	20	43	710	4
2025 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Annual Background Growth Trips	1	0	3	0	0	0	1	46	1	1	22	0
2025 Background Traffic Volumes	38	5	96	6	1	12	26	1576	21	44	732	4
2025 SITE TRAFFIC VOLUMES												
Independent Living	% In	10					45			45		
	% Out Trips	0	1	0	45 6	10 1	45 6	3	0	0	0	0
Assisted Living	% In	10					45			45		
	% Out Trips	0	1	0	45 2	10 0	45 2	3	0	0	0	0
Nursing Home	% In	10					45			45		
	% Out Trips	0	0	0	45 1	10 0	45 1	1	0	0	0	0
2025 Site Traffic Volumes	0	2	0	9	1	9	7	0	0	0	0	7
2025 TOTAL TRAFFIC VOLUMES	38	7	96	15	2	21	33	1576	21	44	732	11

Description	Northbound			Southbound			Eastbound			Westbound		
	Peterson Rd			Village Commons Blvd			Kingston Pk			Kingston Pk		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	44	5	62	13	12	114	49	998	58	68	1293	3
2025 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Annual Background Growth Trips	1	0	2	0	0	3	1	30	2	2	39	0
2025 Background Traffic Volumes	45	5	64	13	12	117	50	1028	60	70	1332	3
2025 SITE TRAFFIC VOLUMES												
Independent Living	% In	10					45			45		
	% Out Trips	0	1	0	45	10	45	6	0	0	0	6
Assisted Living	% In	10					45			45		
	% Out Trips	0	1	0	45	10	45	2	0	0	0	2
Nursing Home	% In	10					45			45		
	% Out Trips	0	0	0	45	10	45	1	0	0	0	1
2025 Site Traffic Volumes	0	2	0	11	3	11	9	0	0	0	0	9
2025 TOTAL TRAFFIC VOLUMES	45	7	64	24	15	128	59	1028	60	70	1332	12

Description	Northbound			Southbound			Eastbound			Westbound		
	Village Commons Blvd			Village Commons Blvd						Private Drive		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES		8	36	0	3					26		0
2025 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)		1.0	1.0	1.0	1.0					1.0		1.0
Growth Factor	1.00	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.03	1.00	1.03
Annual Background Growth Trips	0	0	1	0	0	0	0	0	0	1	0	0
2025 Background Traffic Volumes	0	8	37	0	3	0	0	0	0	27	0	0
2025 SITE TRAFFIC VOLUMES												
Independent Living	% In	100			100							
	% Out				13	0	0	0	0	0	0	0
	Trips	0	6	0	0							
Assisted Living	% In	100			100							
	% Out				4	0	0	0	0	0	0	0
	Trips	0	7	0	0							
Nursing Home	% In	100			100							
	% Out				2	0	0	0	0	0	0	0
	Trips	0	3	0	0							
2025 Site Traffic Volumes		0	16	0	0	19	0	0	0	0	0	0
2025 TOTAL TRAFFIC VOLUMES		0	24	37	0	22	0	0	0	27	0	0

Description	Northbound			Southbound			Eastbound			Westbound		
	Village Commons Blvd			Village Commons Blvd						Private Drive		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES		11	62	1	9					114		1
2025 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)		1.0	1.0	1.0	1.0					1.0		1.0
Growth Factor	1.00	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.03	1.00	1.03
Annual Background Growth Trips	0	0	2	0	0	0	0	0	0	3	0	0
2025 Background Traffic Volumes	0	11	64	1	9	0	0	0	0	117	0	1
2025 SITE TRAFFIC VOLUMES												
Independent Living	% In	100			100							
	% Out				11	0	0	0	0	0	0	0
	Trips	0	14	0	0							
Assisted Living	% In	100			100							
	% Out				9	0	0	0	0	0	0	0
	Trips	0	5	0	0							
Nursing Home	% In	100			100							
	% Out				5	0	0	0	0	0	0	0
	Trips	0	2	0	0							
2025 Site Traffic Volumes		0	21	0	0	25	0	0	0	0	0	0
2025 TOTAL TRAFFIC VOLUMES		0	32	64	1	34	0	0	0	117	0	1

Description	Northbound			Southbound			Eastbound			Westbound		
	Village Common Blvd			Village Common Blvd						Site Access		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	8			3								
2025 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Annual Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Traffic Volumes	0	8	0	0	3	0	0	0	0	0	0	0
2025 SITE TRAFFIC VOLUMES												
Independent Living	% In	100		0								
	% Out Trips	0	0	6	0	0	0	0	0	0	100	0
Assisted Living	% In	100		0								
	% Out Trips	0	0	7	0	0	0	0	0	0	100	0
Nursing Home	% In	100		0								
	% Out Trips	0	0	3	0	0	0	0	0	0	100	0
2025 Site Traffic Volumes	0	0	16	0	0	0	0	0	0	19	0	0
2025 TOTAL TRAFFIC VOLUMES	0	8	16	0	3	0	0	0	0	19	0	0

Description	Northbound			Southbound			Eastbound			Westbound		
	Village Common Blvd			Village Common Blvd						Site Access		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2022 EXISTING TRAFFIC VOLUMES	11			9								
2025 BACKGROUND TRAFFIC VOLUMES												
Annual Background Growth												
Growth Rate (%/year)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Growth Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Annual Background Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0
2025 Background Traffic Volumes	0	11	0	0	9	0	0	0	0	0	0	0
2025 SITE TRAFFIC VOLUMES												
Independent Living	% In	100		0								
	% Out									100		0
	Trips	0	0	14	0	0	0	0	0	0	11	0
Assisted Living	% In	100		0								
	% Out									100		0
	Trips	0	0	5	0	0	0	0	0	0	9	0
Nursing Home	% In	100		0								
	% Out									100		0
	Trips	0	0	2	0	0	0	0	0	0	5	0
2025 Site Traffic Volumes		0	0	21	0	0	0	0	0	0	25	0
2025 TOTAL TRAFFIC VOLUMES		0	11	21	0	9	0	0	0	0	25	0

APPENDIX C

CAPACITY ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary

1: Village Common /Peterson Rd & Kingston Pike

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1530	20	43	710	4	37	5	93	6	1	12
Future Volume (veh/h)	25	1530	20	43	710	4	37	5	93	6	1	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	1700	22	60	986	6	40	5	101	8	1	13
Peak Hour Factor	0.90	0.90	0.90	0.72	0.72	0.72	0.92	0.92	0.92	0.80	0.80	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	1907	25	250	2001	892	105	7	220	105	7	278
Arrive On Green	0.04	0.53	0.53	0.06	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3592	46	1781	3554	1585	0	52	1585	0	52	1585
Grp Volume(v), veh/h	28	840	882	60	986	6	45	0	101	9	0	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1585	52	0	1585	52	0	1585
Q Serve(g_s), s	0.4	27.3	27.4	0.9	10.9	0.1	0.0	0.0	3.8	0.0	0.0	0.4
Cycle Q Clear(g_c), s	0.4	27.3	27.4	0.9	10.9	0.1	9.0	0.0	3.8	9.0	0.0	0.4
Prop In Lane	1.00		0.02	1.00		1.00	0.89		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	400	943	988	250	2001	892	112	0	220	112	0	278
V/C Ratio(X)	0.07	0.89	0.89	0.24	0.49	0.01	0.40	0.00	0.46	0.08	0.00	0.05
Avail Cap(c_a), veh/h	555	985	1032	347	2001	892	112	0	220	112	0	278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	13.6	13.6	13.0	8.6	6.2	31.0	0.0	25.7	25.4	0.0	22.3
Incr Delay (d2), s/veh	0.1	9.9	9.7	0.5	0.2	0.0	10.4	0.0	6.8	1.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.4	10.9	0.3	3.0	0.0	1.0	0.0	1.7	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.9	23.5	23.3	13.4	8.8	6.2	41.5	0.0	32.5	26.8	0.0	22.6
LnGrp LOS	A	C	C	B	A	A	D	A	C	C	A	C
Approach Vol, veh/h	1750			1052			146			22		
Approach Delay, s/veh	23.1			9.0			35.3			24.3		
Approach LOS	C			A			D			C		
Timer - Assigned Phs	2			3			4			6		
Phs Duration (G+Y+Rc), s	15.0			9.5			40.5			15.0		
Change Period (Y+Rc), s	6.0			5.5			6.0			6.0		
Max Green Setting (Gmax), s	9.0			7.5			36.0			9.0		
Max Q Clear Time (g_c+I1), s	11.0			2.9			29.4			11.0		
Green Ext Time (p_c), s	0.0			0.0			5.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	18.7											
HCM 6th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	0	8	36	0	3
Future Vol, veh/h	26	0	8	36	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	0	9	39	0	3
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	32	29	0	0	48	0
Stage 1	29	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	982	1046	-	-	1559	-
Stage 1	994	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	982	1046	-	-	1559	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.1	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	905	1559	-	
HCM Lane V/C Ratio	-	-	0.031	-	-	
HCM Control Delay (s)	-	-	9.1	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th Signalized Intersection Summary

1: Village Common /Peterson Rd & Kingston Pike

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	998	58	68	1293	3	44	5	62	13	12	114
Future Volume (veh/h)	49	998	58	68	1293	3	44	5	62	13	12	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	58	1174	68	84	1596	4	53	6	75	22	21	197
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83	0.58	0.58	0.58
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	1667	96	351	1782	795	113	7	235	90	57	333
Arrive On Green	0.06	0.49	0.49	0.07	0.50	0.50	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3414	198	1781	3554	1585	0	47	1585	0	381	1585
Grp Volume(v), veh/h	58	611	631	84	1596	4	59	0	75	43	0	197
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	1781	1777	1585	47	0	1585	381	0	1585
Q Serve(g_s), s	0.9	16.3	16.3	1.3	24.7	0.1	0.0	0.0	2.6	0.0	0.0	6.8
Cycle Q Clear(g_c), s	0.9	16.3	16.3	1.3	24.7	0.1	9.0	0.0	2.6	9.0	0.0	6.8
Prop In Lane	1.00		0.11	1.00		1.00	0.90		1.00	0.51		1.00
Lane Grp Cap(c), veh/h	259	867	896	351	1782	795	120	0	235	146	0	333
V/C Ratio(X)	0.22	0.70	0.70	0.24	0.90	0.01	0.49	0.00	0.32	0.29	0.00	0.59
Avail Cap(c_a), veh/h	369	908	938	437	1846	823	120	0	235	146	0	333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	12.1	12.1	8.8	13.7	7.6	29.3	0.0	23.1	22.9	0.0	21.6
Incr Delay (d2), s/veh	0.4	2.4	2.3	0.3	6.1	0.0	13.8	0.0	3.5	5.0	0.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.3	5.4	0.4	8.5	0.0	1.3	0.0	1.1	0.7	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	14.5	14.4	9.1	19.7	7.6	43.1	0.0	26.6	28.0	0.0	29.1
LnGrp LOS	B	B	B	A	B	A	D	A	C	C	A	C
Approach Vol, veh/h	1300				1684				134			
Approach Delay, s/veh	14.4				19.2				33.9			
Approach LOS	B				B				C			
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	15.0		10.0	35.6		15.0		9.2	36.4			
Change Period (Y+Rc), s	6.0		5.5	6.0		6.0		5.5	* 6			
Max Green Setting (Gmax), s	9.0		7.5	31.0		9.0		7.5	* 32			
Max Q Clear Time (g_c+I1), s	11.0		3.3	18.3		11.0		2.9	26.7			
Green Ext Time (p_c), s	0.0		0.1	6.1		0.0		0.0	3.8			
Intersection Summary												
HCM 6th Ctrl Delay	18.6											
HCM 6th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	1	11	62	1	9
Future Vol, veh/h	114	1	11	62	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	1	12	67	1	10

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	58	46	0
Stage 1	46	-	-
Stage 2	12	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	949	1023	-
Stage 1	976	-	-
Stage 2	1011	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	948	1023	-
Mov Cap-2 Maneuver	883	-	-
Stage 1	976	-	-
Stage 2	1010	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	884	1519
HCM Lane V/C Ratio	-	-	0.141	0.001
HCM Control Delay (s)	-	-	9.7	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th Signalized Intersection Summary

1: Village Common /Peterson Rd & Kingston Pike

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1576	21	44	732	4	38	5	96	6	1	12
Future Volume (veh/h)	26	1576	21	44	732	4	38	5	96	6	1	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	1751	23	61	1017	6	41	5	104	8	1	15
Peak Hour Factor	0.90	0.90	0.90	0.72	0.72	0.72	0.92	0.92	0.92	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	1924	25	244	1988	887	104	7	217	103	7	276
Arrive On Green	0.04	0.54	0.54	0.06	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3592	47	1781	3554	1585	0	51	1585	0	52	1585
Grp Volume(v), veh/h	29	865	909	61	1017	6	46	0	104	9	0	15
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1585	51	0	1585	52	0	1585
Q Serve(g_s), s	0.5	29.0	29.1	0.9	11.6	0.1	0.0	0.0	4.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	0.5	29.0	29.1	0.9	11.6	0.1	9.0	0.0	4.0	9.0	0.0	0.5
Prop In Lane	1.00		0.03	1.00		1.00	0.89		1.00	0.89		1.00
Lane Grp Cap(c), veh/h	387	952	998	244	1988	887	110	0	217	111	0	276
V/C Ratio(X)	0.07	0.91	0.91	0.25	0.51	0.01	0.42	0.00	0.48	0.08	0.00	0.05
Avail Cap(c_a), veh/h	524	973	1019	338	1988	887	110	0	217	111	0	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	13.8	13.8	13.7	8.9	6.4	31.5	0.0	26.2	25.9	0.0	22.6
Incr Delay (d2), s/veh	0.1	12.0	11.9	0.5	0.2	0.0	11.2	0.0	7.4	1.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.6	13.2	0.4	3.7	0.0	1.0	0.0	1.9	0.2	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	25.8	25.7	14.3	9.2	6.4	42.7	0.0	33.6	27.3	0.0	23.0
LnGrp LOS	A	C	C	B	A	A	D	A	C	C	A	C
Approach Vol, veh/h	1803				1084				150			
Approach Delay, s/veh	25.5				9.4				36.4			
Approach LOS	C				A				D			
Timer - Assigned Phs	2			3		4		6		7		
Phs Duration (G+Y+Rc), s	15.0			9.5		41.2		15.0		8.0		
Change Period (Y+Rc), s	6.0			5.5		6.0		6.0		5.5		
Max Green Setting (Gmax), s	9.0			7.5		36.0		9.0		7.5		
Max Q Clear Time (g_c+I1), s	11.0			2.9		31.1		11.0		2.5		
Green Ext Time (p_c), s	0.0			0.0		4.1		0.0		0.0		
Intersection Summary												
HCM 6th Ctrl Delay	20.3											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	0	8	37	0	3
Future Vol, veh/h	27	0	8	37	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	0	9	40	0	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	32	29	0
Stage 1	29	-	-
Stage 2	3	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	982	1046	-
Stage 1	994	-	-
Stage 2	1020	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	982	1046	-
Mov Cap-2 Maneuver	905	-	-
Stage 1	994	-	-
Stage 2	1020	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	905	1558
HCM Lane V/C Ratio	-	-	0.032	-
HCM Control Delay (s)	-	-	9.1	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th Signalized Intersection Summary

1: Village Common /Peterson Rd & Kingston Pike

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1028	60	70	1332	3	45	5	64	13	12	117
Future Volume (veh/h)	50	1028	60	70	1332	3	45	5	64	13	12	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	1209	71	86	1644	4	54	6	77	22	21	202
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83	0.58	0.58	0.58
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1682	99	275	1770	790	111	7	232	89	56	331
Arrive On Green	0.06	0.49	0.49	0.08	0.50	0.50	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3411	200	1781	3554	1585	0	46	1585	0	381	1585
Grp Volume(v), veh/h	59	629	651	86	1644	4	60	0	77	43	0	202
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1585	46	0	1585	381	0	1585
Q Serve(g_s), s	0.0	17.1	17.1	1.7	26.5	0.1	0.0	0.0	2.7	0.0	0.0	3.3
Cycle Q Clear(g_c), s	0.0	17.1	17.1	1.7	26.5	0.1	9.0	0.0	2.7	9.0	0.0	3.3
Prop In Lane	1.00		0.11	1.00		1.00	0.90		1.00	0.51		1.00
Lane Grp Cap(c), veh/h	238	876	904	275	1770	790	118	0	232	145	0	331
V/C Ratio(X)	0.25	0.72	0.72	0.31	0.93	0.01	0.51	0.00	0.33	0.30	0.00	0.61
Avail Cap(c_a), veh/h	345	897	926	359	1795	801	118	0	232	145	0	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.8	12.2	12.2	13.7	14.4	7.7	29.7	0.0	23.5	23.3	0.0	22.0
Incr Delay (d2), s/veh	0.5	2.7	2.7	0.6	9.0	0.0	14.7	0.0	3.8	5.2	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.6	5.8	0.6	9.9	0.0	1.3	0.0	1.1	0.7	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	14.9	14.9	14.4	23.4	7.8	44.4	0.0	27.3	28.5	0.0	30.2
LnGrp LOS	C	B	B	B	C	A	D	A	C	C	A	C
Approach Vol, veh/h	1339				1734		137				245	
Approach Delay, s/veh	15.5				22.9		34.8				29.9	
Approach LOS	B				C		C				C	
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	15.0		10.1		36.3		15.0		9.8		36.6	
Change Period (Y+Rc), s	6.0		5.5		6.0		6.0		6.0		* 6	
Max Green Setting (Gmax), s	9.0		7.5		31.0		9.0		7.5		* 31	
Max Q Clear Time (g_c+I1), s	11.0		3.7		19.1		11.0		2.0		28.5	
Green Ext Time (p_c), s	0.0		0.0		6.0		0.0		0.0		2.1	
Intersection Summary												
HCM 6th Ctrl Delay	21.0											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection

Int Delay, s/veh 5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	117	1	11	64	1	9
Future Vol, veh/h	117	1	11	64	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	1	12	70	1	10

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	59	47	0
Stage 1	47	-	-
Stage 2	12	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	948	1022	-
Stage 1	975	-	-
Stage 2	1011	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	947	1022	-
Mov Cap-2 Maneuver	882	-	-
Stage 1	975	-	-
Stage 2	1010	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	1515
HCM Lane V/C Ratio	-	-	0.145	0.001
HCM Control Delay (s)	-	-	9.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th Signalized Intersection Summary

1: Village Common /Peterson Rd & Kingston Pike

01/31/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1576	21	44	732	11	38	7	96	15	2	21
Future Volume (veh/h)	33	1576	21	44	732	11	38	7	96	15	2	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	1751	23	61	1017	15	41	8	104	19	2	23
Peak Hour Factor	0.90	0.90	0.90	0.72	0.72	0.72	0.92	0.92	0.92	0.80	0.80	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1920	25	243	1959	874	101	11	217	105	6	289
Arrive On Green	0.04	0.53	0.53	0.06	0.55	0.55	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3592	47	1781	3554	1585	0	81	1585	0	44	1585
Grp Volume(v), veh/h	37	865	909	61	1017	15	49	0	104	21	0	23
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1585	81	0	1585	44	0	1585
Q Serve(g_s), s	0.6	29.0	29.1	0.9	11.8	0.3	0.0	0.0	4.0	0.0	0.0	0.8
Cycle Q Clear(g_c), s	0.6	29.0	29.1	0.9	11.8	0.3	9.0	0.0	4.0	9.0	0.0	0.8
Prop In Lane	1.00		0.03	1.00		1.00	0.84		1.00	0.90		1.00
Lane Grp Cap(c), veh/h	393	950	995	243	1959	874	112	0	217	111	0	289
V/C Ratio(X)	0.09	0.91	0.91	0.25	0.52	0.02	0.44	0.00	0.48	0.19	0.00	0.08
Avail Cap(c_a), veh/h	516	975	1022	338	1977	882	112	0	217	111	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	13.8	13.9	13.7	9.3	6.7	30.8	0.0	26.1	30.3	0.0	22.3
Incr Delay (d2), s/veh	0.1	12.2	12.0	0.5	0.2	0.0	12.0	0.0	7.4	3.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	11.5	12.1	0.4	3.4	0.1	1.1	0.0	1.8	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	26.0	25.9	14.3	9.5	6.7	42.8	0.0	33.5	34.0	0.0	22.8
LnGrp LOS	A	C	C	B	A	A	D	A	C	C	A	C
Approach Vol, veh/h	1811		1093				153		44			
Approach Delay, s/veh	25.6		9.7				36.5		28.2			
Approach LOS	C		A				D		C			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	15.0		9.5		41.1		15.0		8.4		42.2	
Change Period (Y+Rc), s	6.0		5.5		6.0		6.0		5.5		* 6	
Max Green Setting (Gmax), s	9.0		7.5		36.0		9.0		7.5		* 37	
Max Q Clear Time (g_c+I1), s	11.0		2.9		31.1		11.0		2.6		13.8	
Green Ext Time (p_c), s	0.0		0.0		3.9		0.0		0.0		7.0	
Intersection Summary												
HCM 6th Ctrl Delay	20.6											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th TWSC
2: Peterson Rd/Village Common & Private

01/31/2023

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	0	24	37	0	22
Future Vol, veh/h	27	0	24	37	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	0	26	40	0	24

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	70	46	0
Stage 1	46	-	-
Stage 2	24	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	934	1023	-
Stage 1	976	-	-
Stage 2	999	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	934	1023	-
Mov Cap-2 Maneuver	876	-	-
Stage 1	976	-	-
Stage 2	999	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	876	1536
HCM Lane V/C Ratio	-	-	0.034	-
HCM Control Delay (s)	-	-	9.3	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 6th TWSC

3: Village Common & Site Access

01/31/2023

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	0	8	16	0	3
Future Vol, veh/h	19	0	8	16	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	9	17	0	3
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	21	18	0	0	26	0
Stage 1	18	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	996	1061	-	-	1588	-
Stage 1	1005	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	996	1061	-	-	1588	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	915	1588	-	
HCM Lane V/C Ratio	-	-	0.023	-	-	
HCM Control Delay (s)	-	-	9	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th Signalized Intersection Summary

1: Village Common /Peterson Rd & Kingston Pike

01/31/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1028	60	70	1332	12	45	7	64	24	15	128
Future Volume (veh/h)	59	1028	60	70	1332	12	45	7	64	24	15	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	1209	71	86	1644	15	54	8	77	41	26	221
Peak Hour Factor	0.85	0.85	0.85	0.81	0.81	0.81	0.83	0.83	0.83	0.58	0.58	0.58
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	1797	105	329	1872	835	81	7	304	70	28	418
Arrive On Green	0.07	0.53	0.53	0.07	0.53	0.53	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3411	200	1781	3554	1585	0	35	1585	0	148	1585
Grp Volume(v), veh/h	69	629	651	86	1644	15	62	0	77	67	0	221
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1585	35	0	1585	148	0	1585
Q Serve(g_s), s	1.3	21.7	21.7	1.7	34.0	0.4	0.0	0.0	3.4	0.0	0.0	10.0
Cycle Q Clear(g_c), s	1.3	21.7	21.7	1.7	34.0	0.4	16.0	0.0	3.4	16.0	0.0	10.0
Prop In Lane	1.00		0.11	1.00		1.00	0.87		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	250	936	966	329	1872	835	87	0	304	98	0	418
V/C Ratio(X)	0.28	0.67	0.67	0.26	0.88	0.02	0.71	0.00	0.25	0.68	0.00	0.53
Avail Cap(c_a), veh/h	325	1043	1077	361	2022	902	87	0	304	98	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	14.5	14.5	10.6	17.4	9.4	40.0	0.0	28.7	35.2	0.0	26.3
Incr Delay (d2), s/veh	0.6	1.5	1.4	0.4	4.5	0.0	38.9	0.0	2.0	32.4	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	7.6	7.9	0.6	12.5	0.1	2.2	0.0	1.4	2.3	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	15.9	15.9	11.0	21.9	9.4	78.9	0.0	30.7	67.7	0.0	31.0
LnGrp LOS	B	B	B	B	C	A	E	A	C	E	A	C
Approach Vol, veh/h	1349				1745				139			
Approach Delay, s/veh	16.0				21.3				52.2			
Approach LOS	B				C				D			
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	22.0		11.5	50.0		22.0		11.5	50.0			
Change Period (Y+Rc), s	6.0		5.5	6.0		6.0		5.5	* 6			
Max Green Setting (Gmax), s	16.0		7.5	49.0		16.0		9.5	* 48			
Max Q Clear Time (g_c+I1), s	18.0		3.7	23.7		18.0		3.3	36.0			
Green Ext Time (p_c), s	0.0		0.0	8.9		0.0		0.1	8.0			
Intersection Summary												
HCM 6th Ctrl Delay	22.0											
HCM 6th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th TWSC
2: Peterson Rd/Village Common & Private

01/31/2023

Intersection

Int Delay, s/veh 4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	117	1	32	64	1	34
Future Vol, veh/h	117	1	32	64	1	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	40	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	1	35	70	1	37

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	109	70	0
Stage 1	70	-	-
Stage 2	39	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	888	993	-
Stage 1	953	-	-
Stage 2	983	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	887	993	-
Mov Cap-2 Maneuver	845	-	-
Stage 1	953	-	-
Stage 2	982	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	846	1486
HCM Lane V/C Ratio	-	-	0.152	0.001
HCM Control Delay (s)	-	-	10	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0

HCM 6th TWSC

3: Village Common & Site Access

01/31/2023

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	0	11	21	0	9
Future Vol, veh/h	25	0	11	21	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	12	23	0	10
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	34	24	0	0	35	0
Stage 1	24	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	979	1052	-	-	1576	-
Stage 1	999	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	979	1052	-	-	1576	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.1	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	905	1576	-	
HCM Lane V/C Ratio	-	-	0.03	-	-	
HCM Control Delay (s)	-	-	9.1	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	