CITY OF COLUMBIA
TENNESSEE

AGENDA

The Columbia Planning Commission Development Review Committee will meet on Tuesday, June 11, 2024 at 10:00 AM in Conference Room A, basement level, City Hall, to consider the following:

I. Items For Review

1. Request from WES Engineers & Surveyors for Preliminary Plat and Site Development Plan approval for four townhome units at 111 East 16th Street.

2. Request from TKC Architecture & Engineering LLC for Final Plat approval with surety for Bear Creek Overlook Phase 2 consisting of 24 lots at Tax Map 72 Parcel 53 off Harley Davidson Blvd.

3. Request from Gray Harrison for Preliminary PUD Master Plan approval for Honey Farms Subdivision consisting of 174 townhome lots and 9 open space lots at Tax Map 51 Parcel 58 off Honey Farm Way.

4. Request from Crunk Engineering for Final Plat approval with surety for The Landing at Greens Mill Phase 1A consisting of 33 lots with 3 open space lots, dedication of right-of-way and easements at Tax Map 51 Parcel 55 off Greens Mill Road.

5. Request from Allison Corolla for Preliminary Plat and Site Development Plan approval of Trotwood Foster Subdivision consisting of 119 lots at Tax Map 112 Parcel 18.03 off Foster Lane

6. Request from T-Square Engineering for Final Plat approval with surety for Summit at Carter's Station Phase 4 consisting of 35 lots at Tax Map 42 Parcel 35 off Cleburne Road.

7. Request from Allison Corolla for Final Plat approval with surety for Quail Run Meadows Subdivision Phase 5 consisting of 27 lots at Tax Map 73 Parcel 17.03 off Quail Run Way.

8. Request from Louis Sloyan for Preliminary Plat and Site Development Plan for Oakwood Subdivision consisting 104 lots at 200 Oakwood Drive.

II. Items for Additional Review

1. Request from Allen O'Leary for Final Plat approval with surety for The Preserve at Drumwright Subdivision consisting of 42 lots at Tax Map 51 Parcels 34 and 34.01 off Augusta Trace Drive.

   24-0192 - Initial Application - April 2024

   Documents:

   1. 24-0192_Application_04-15-2024
   2. 24-0192_Development Agreement_04-15-2024
   3. 24-0192_Final Plat_04-15-2024
   4. 24-0192_Submittal Letter_04-15-2024

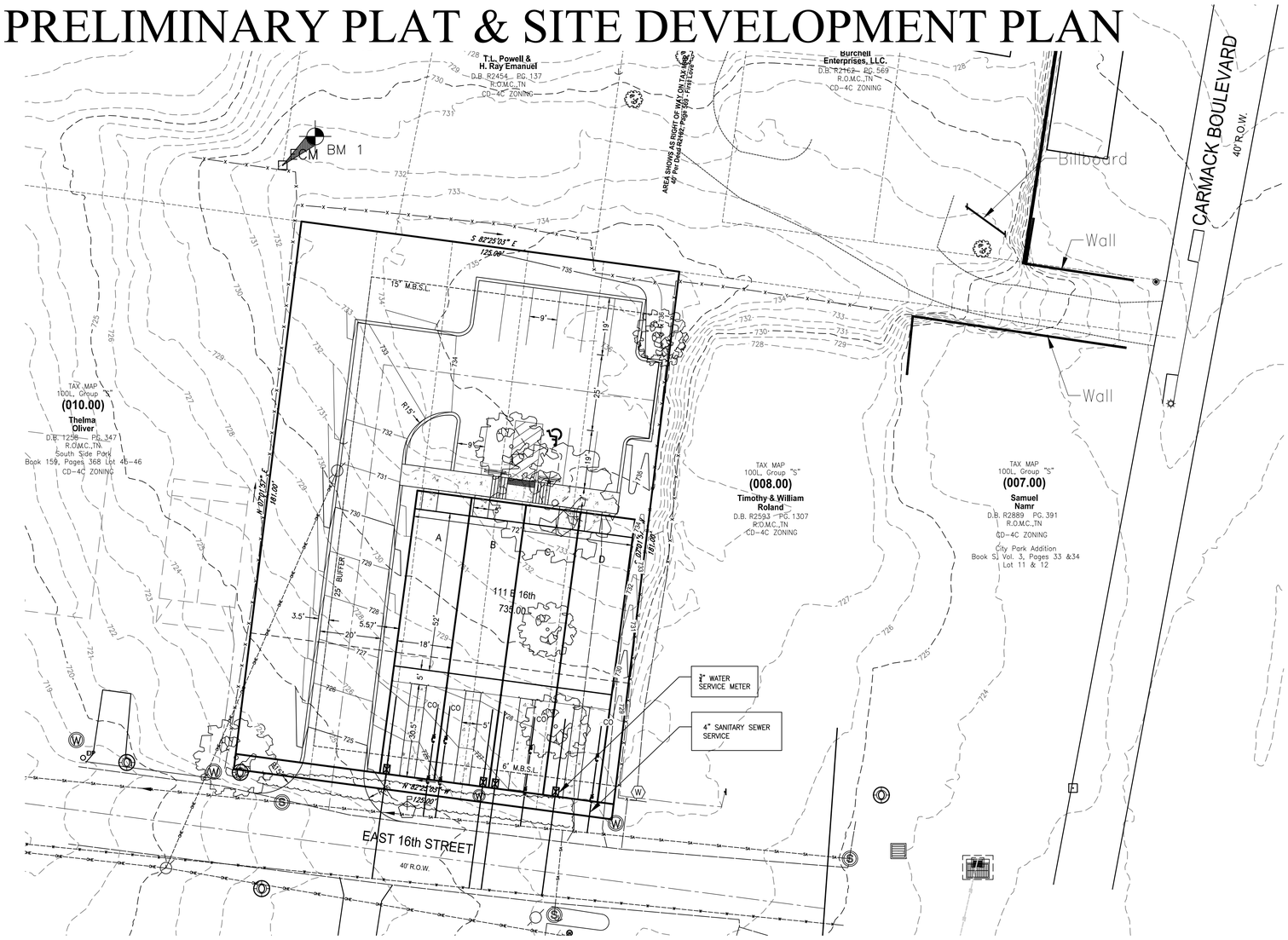
2. Request from Greg Gamble for Preliminary Plat and Site Development Plan approval of a mixed use development comprised of 444 residential units and 30,120 sq. ft. of commercial space located off N. James M. Campbell Blvd and Professional Center Drive.

3. Request from T-Square Engineering for Final Plat approval with surety for Summit at Carter's West Phase 1B consisting of 29 lots at Tax Map 41 Parcel 15.50 off Cleburne Road.

4. Request from T-Square Engineering for Final Plat approval with surety of Summit at Carter's West Phase 2 consisting of 36 lots at Tax Map 41 Parcel 15.50 off Cleburne Road.

5. Request from T-Square Engineering for Final Plat approval with surety for Independence at Carter's Station Phase 6.5 consisting of 40 lots off Tucker Trace at Tax Map 41 Parcel 46.07.

PRELIMINARY PLAT & SITE DEVELOPMENT PLAN



BENCHMARK

BENCHMARK #1
CMF W/ PUNCH MARK
ELEV = 732.41'
N = 463,596.42
E = 1,660,182.78
TENNESSEE COORDINATE
SYSTEM OF 1983
NAD 83

WARNING! UTILITY LINES!

THE CONTRACTOR WILL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD AND UNDERGROUND UTILITY WIRES AND SERVICES. IF AT ANY TIME IN THE PURSUIT OF THIS WORK THE CONTRACTOR MUST WORK IN CLOSE PROXIMITY OF OVERHEAD OR UNDERGROUND SERVICES, THE UTILITY COMPANY SHALL BE CONTACTED PRIOR TO SUCH WORK AND THE PROPER SAFETY MEASURES TAKEN. A THOROUGH EXAMINATION OF THE OVERHEAD WIRES IN THE PROJECT AREA SHOULD BE MADE BY THE CONTRACTOR PRIOR TO THE INITIATION OF CONSTRUCTION. THE UNDERGROUND UTILITY LINES HAVE BEEN SHOWN AS BEST AS CAN BE DETERMINED AT THIS TIME FROM THE INFORMATION OBTAINED FROM THE SURVEY. THE CONTRACTOR SHALL CONTACT EACH OF THESE COMPANIES PRIOR TO BEGINNING CONSTRUCTION AND HAVE THEM DETERMINE THE EXACT LOCATION AND TYPE OF THEIR SERVICES.

Tennessee811
Know what's **below**
Call before you dig.

LEGEND

	EXISTING	PROPOSED
WATER MAIN		
SANITARY SEWER		
STORM SEWER		
OVERHEAD		
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		
SIGN		
UTILITY POLE		
IRON PIN SET		
EXISTING IRON PIN		
CONCRETE MONUMENT		
DECIDUOUS TREE		
GATE VALVE IN BOX		
LIGHT POLE		
BENCHMARK		

TREE LINE
STORM STRUCTURE LABEL (ST1)
ASPHALT
CONCRETE
PARKING SPACES (14)

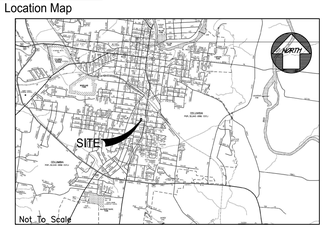
OPEN SPACE NOTE:

ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE, DRAINAGE EASEMENTS AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT.

PROPOSED CONSTRUCTION SCHEDULE FOR THE YEAR 2024

ACTIVITY	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	JAN
TEMPORARY SEDIMENT STRUCTURES												
SEDIMENT BASINS												
DIVERSION DITCHES												
CLEARING & CHIPPING												
TOPSOIL STRIPPING AND STORAGE												
ROADWAY GRADING												
PERMANENT STORM SEWER												
UTILITIES												
TEMPORARY VEGETATION												
PAVING												
PERMANENT VEGETATION												
REMOVE TEMPORARY STRUCTURES												

Location Map



SITE DATA:

OWNER: BURCHELL ENTERPRISES, LLC
P.O. BOX 454
COLUMBIA, TN 38402-0454

PARCEL NUMBER: TAX MAP 100L PARCEL 09.00
DEED BOOK: R2908, PG 270

SUBJECT PARCEL ZONING: CD-4C

ACREAGE OF SITE: 21,998.96 s.f. - 0.52 ACRES

MINIMUM REQUIRED BUILDING SETBACKS:
6' MIN. 40' MAX. FRONT
3' MIN. OR 15' MIN FROM ℄ ALLEY
0' MIN.

PARKING: REQUIRED - 2 SPACES PER UNIT
4 UNITS = 8 SPACES
PROVIDED - 10 STANDARD SPACES
1 ACCESSIBLE SPACE
11 SPACES TOTAL

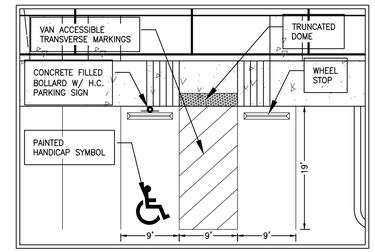
UTILITY SERVICES: WATER SERVICE
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TENNESSEE 38401
(931) 388-4833

ELECTRIC SERVICE
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TENNESSEE 38401
(931) 388-4833

PURPOSE NOTE: CONSTRUCT A FOUR UNIT TOWNHOUSE.

NOTES:

1. ALL UNITS ARE THREE BEDROOM, 2.5 BATHROOM WITH TOTAL HEATED SQUARE FOOTAGE = 1,872FT², TOTAL PORCH SQUARE FOOTAGE = 90FT².
2. HEIGHT AT PEAK OF ROOF WILL BE 25FT MAX.
3. FUTURE REMOVAL OF TREES DEPICTED ON THE LANDSCAPE PLAN WILL REQUIRE APPROVAL BY PLANNING COMMISSION.
4. STRUCTURES & FACADES WILL CONFORM TO STANDARDS OF TABLE 4.3.1-D AND TABLE 4.3.8.8 OF THE ZONING ORDINANCE.
5. FRONTAGES WILL CONFORM TO TABLE 4.3.7.A OF THE ZONING ORDINANCE.
6. THE EXISTING TREES DO NOT MEET CRITERIA FOR SPECIMEN TREE.
7. LIGHTING AT FRONTAGE LINES WILL NOT EXCEED 1.0 FOOT CANDLE AND OUTDOOR LIGHTING WILL CONFORM TO THE STANDARDS OF 4.3.17.B OF THE ZONING ORDINANCE.
8. NO ABSENT ELEMENTS ARE REQUIRED BY SECTION 6.3.1.B OF THE ZONING ORDINANCE.



ACCESSIBLE PARKING
N.T.S.

GEOTECHNICAL NOTE:

CONTRACTOR TO COMPLETE A GEOTECHNICAL STUDY CONDUCTED ON THIS SITE PRIOR TO COMINCEMENT OF CONSTRUCTION. THE DESIGN FOR THE SITE IMPROVEMENTS SHOWN ON THIS PLAN HAVE RELIED ON GENERAL INFORMATION FROM FIELD REVIEW OF EXISTING TERRAIN, IF, IN THE PURSUIT OF THIS WORK BY THE CONTRACTOR, CONDITIONS OR CIRCUMSTANCES ARE ENCOUNTERED THAT ARE DIFFERENT THAN REFLECTED IN THESE PLANS OR THAT APPEAR TO IMPACT THE SCOPE OF THE WORK, THE CONTRACTOR WILL IMMEDIATELY NOTIFY THE CIVIL ENGINEER, THE GEOTECHNICAL ENGINEER AND THE OWNER/DEVELOPER, BEFORE ANY REMEDIAL COURSE OF ACTION OR DESIGN CHANGE IS INITIATED, ALL PARTIES TO THE PROCESS (OWNER, CIVIL ENGINEER, GEOTECHNICAL ENGINEER, AND CONTRACTOR) MUST BE IN AGREEMENT AND THE MAGNITUDE OF THE COST/TIME REQUIRED FOR THE MEASURES ESTABLISHED.

SITE BENCHMARK NOTE:

CONTRACTOR SHALL ESTABLISH A BENCHMARK PRIOR TO CONSTRUCTION. EXISTING BENCHMARK MUST BE RE-VERIFIED AND APPROVED BY THE ENGINEER/SURVEYOR PRIOR TO USE.

BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:

WES ENGINEERS & SURVEYORS
W.E.S. ENGINEERS AND SURVEYORS
2486 NASHVILLE HWY
COLUMBIA, TENNESSEE 38401
(931) 388-2329

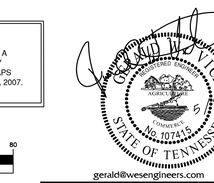
FLOOD STUDY NOTE:

NO PORTION OF THE PROPERTY IS LOCATED WITHIN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAPS (FIRM's) MAP NUMBER 47119C0285E DATED APRIL 16, 2007.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.



geraldt@wesengineers.com

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NOT FOR CONSTRUCTION

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WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com

ENGINEERS & SURVEYORS

Client
BURCHELL ENTERPRISES, LLC
P.O. BOX 454
COLUMBIA, TENNESSEE 38402
COLUMBIA, TENNESSEE 38401

DATE
REVISIONS

EAST 16TH STREET TOWNHOMES

111 EAST 16th STREET
COLUMBIA, MAURY COUNTY, TENNESSEE
PRELIMINARY PLAT & SITE DEVELOPMENT PLAN

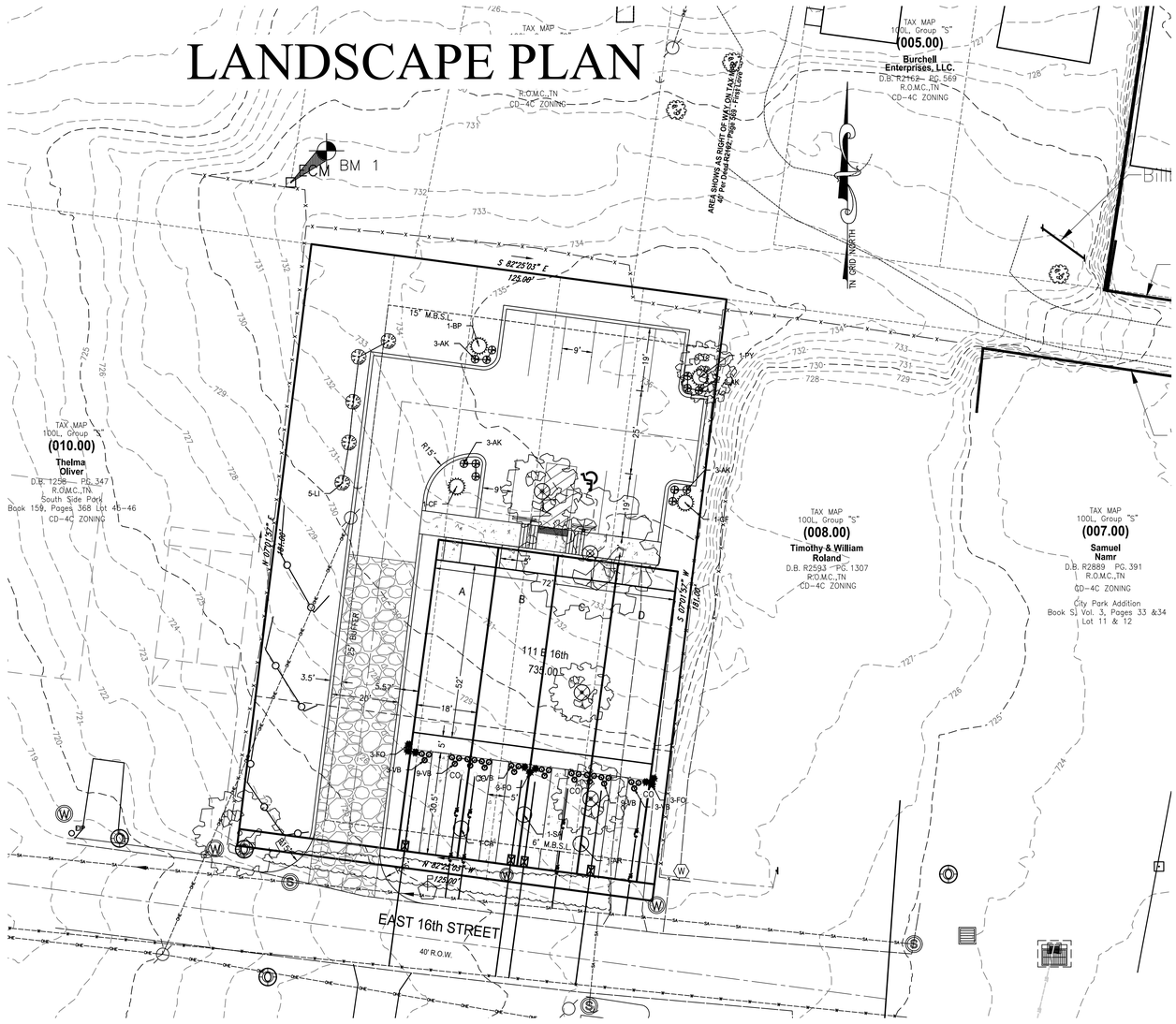
Drawn: RP
Checked: GV
Approved: GV
Date: 5/20/2024

Job. no. 23524
Scale: Vertical: 1"=20'
Horizontal:

1 of 1

FILE: z:\ WES_Engineers_Surveyors 2023\23524 - 111 E. 16th - Burchell\Dwg\Engineering\23524 E 16th Street_base 4 unit 2-21-24.dwg

LANDSCAPE PLAN



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Tennessee One Call
Know what's **below**. **Call** before you dig.

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WATER MAIN		
SANITARY SEWER		
STORM SEWER		
OVERHEAD		
FENCE		
GAS		
DRAINAGE DITCH		
TREE PROTECTION FENCE		
SIGN		
UTILITY POLE		
IRON PIN SET		
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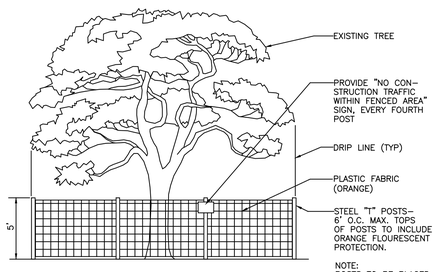
BENCHMARK	BM 1	
TREE LINE		
STORM STRUCTURE LABEL		S-1
ASPHALT		
CONCRETE		
# PARKING SPACES		14



Tree Protection Fencing Detail

NOTE:
ALL TREE PROTECTION FENCING SHALL BE IN PLACE PRIOR TO BEGINNING DEMOLITION AND SHALL BE MAINTAINED IN GOOD WORKING ORDER UNTIL ALL CONSTRUCTION ACTIVITY IS COMPLETED. ANY REQUIRED EROSION CONTROL MEASURES SHALL BE PLACED OUTSIDE OF ANY TREE PROTECTION FENCING.

MATERIALS SCHEDULE

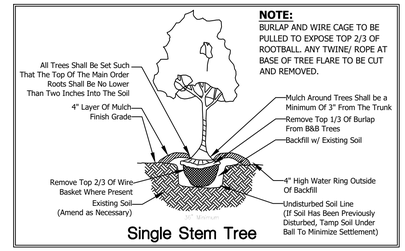
KEY	QUANTITY	SCIENTIFIC NAME	COMMON NAME	HEIGHT	SPREAD	TRUNK	REMARKS
CANOPY TREES							
CA	1	Carya cordiformis	Bitternut Hickory	10'-12'	4'-5'	3"	4' CLEAR TRUNK
AR	1	Acer Rubrum	Red Maple	10'-12'	4'-5'	3"	4' CLEAR TRUNK
QP	0	Quercus Phellos	Willow Oak	10'-12'	4'-5'	3"	4' CLEAR TRUNK
CL	0	Cupressocyparis leylandii	Leyland Cypress	8'-10'	4'-5'	3"	4' CLEAR TRUNK
SA	1	Sassafras albidum	Sassafras	10'-12'	4'-5'	3"	4' CLEAR TRUNK
UNDERSTORY TREES							
CF	2	Cornus Florida	White Flowering Dogwood	8'-10'	3'-4'	3"	4' CLEAR TRUNK
BP	1	Betula nigra 'Heritage'	Heritage River Birch	8'-10'	3'-4'	3"	MULTI-TRUNK
LI	5	Lagerstroemia indica	Crepemyrtle	8'-10'	3'-4'	3"	MULTI-TRUNK
PY	1	Prunus x yedoensis	Yoshino Cherry	8'-10'	3'-4'	3"	4' CLEAR TRUNK
JF	0	Ilex Attenuata 'Fosteri'	Foster Holly	8'-10'	3'-4'	3"	4' CLEAR TRUNK
TG	0	Thuja 'Green Giant'	Green Giant Arborvitae	6'-10'	3'-4'	3"	F.T.B.
SHRUBS							
AG	0	Abelia hybrid 'Edward Goucher'	Pink Abelia	24"-30"	18"-24"	F.T.B.	
AK	12	Abelia x grandiflora 'Kaleidoscope'	Abelia Kaleidoscope	24"-30"	18"-24"	F.T.B.	
FO	9	Forsythia Intermedia	Forsythia	24"-30"	18"-24"	F.T.B.	
JC	0	Juniperus Chinesis 'Sea Green'	Sea Green Juniper	24"-30"	18"-24"	F.T.B.	
VB	24	Viburnum burkwoodii 'Mowhawk'	Burkwood Viburnum	24"-30"	18"-24"	F.T.B.	
VP	0	Viburnum Pragense	Prague Viburnum	24"-30"	18"-24"	F.T.B.	
VS	0	Viburnum davidii	Dwarf Viburnum	24"-30"	18"-24"	F.T.B.	
TURF							
SEED		Turf Mixture	Rebel III Turftype Fescue. Temporary seed all disturbed areas @ 8#1,000sf.				
SOD		Fine Bladed Fescue Sod	Rebel III Install 4' strip behind ALL curb grass areas & between building & curb.				
MISCELLANEOUS							
		Seasonal Color		Flower Beds for Seasonal Plantings.			
		Shredded Hardwood Bark Mulch		Minimum 3" depth throughout plant beds.			

NOTES
F.T.B. = Full To Base
EXISTING AREAS OUTSIDE OF THE PROPOSED LIMIT OF CONSTRUCTION TO REMAIN UNDISTURBED. SEE LIMIT OF CONSTRUCTION AS OUTLINED ON THIS PLAN.

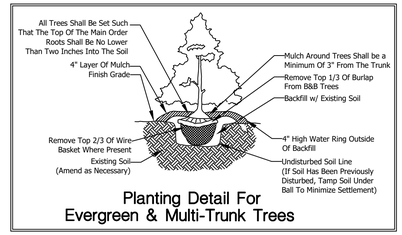
Landscape Notes:

1. The landscape contractor shall verify the exact location of all utilities and take necessary precautions to prevent damage to these utilities.
2. The landscape contractor shall coordinate all construction with the appropriate utility company and shall be responsible for and damage to utilities.
3. Plant materials and stumps indicated for removal shall be removed and disposed off-site by the contractor. Backfill holes with topsoil free of roots and rocks.
4. All planting and mulch beds shall be hand weeded or sprayed with round-up (contractor's option) prior to the installation of mulch.
5. The landscape contractor shall be responsible for the fine grading of all planting areas.
6. The landscape contractor shall verify all material quantities. In the event of a discrepancy, the quantities shown on the plan will take precedence.
7. The landscape contractor shall be responsible for completely maintaining the work (including but not limited to: watering, mulching, spraying, fertilizing, etc.) of all planting areas and lawns until total acceptance of the work by the owner.
8. The standards set forth in "American Standard for Nursery Stock" represent general guideline specifications only and will constitute minimum quality requirements for plant material. All plants must meet minimum size noted at the materials schedule. Trees shall be No. 1 grade specimen and shrubs shall be heavy well shaped specimens as well.
9. The landscape contractor shall completely guarantee all work for a period of one year beginning at the date of acceptance. The landscape contractor shall make all replacements promptly (as per direction of owner).
10. The landscape contractor shall provide the owner with written instructions on the proper care of all specified plant materials prior to final payment.
11. Existing trees to remain shall be protected from construction damage. Selectively prune dead wood.
12. All disturbed areas shall be planted with seed and mulched or turf as indicated on the materials schedule.
13. All deciduous trees, existing and proposed shall be pruned to provide 4' minimum clear trunk unless otherwise noted.
14. All Landscape materials to be selected by owner and must be in accordance to the Required Plant Speciesrequirements of the Zoning Ordinance. One tree for each 50 lineal feet of landscaped area required along parking area. Remaining areas to be surfaced with shrubs, ground cover, grass, or other landscape material (excluding rock). (Zoning Ordinance Section 4.3.16)
15. Canopy trees shall be a minimum of ten feet in height with a four to five-foot spread and a 2½-inch caliper trunk at time of planting. Accent trees shall be a minimum of eight feet in height with a three to four-foot spread and a 2½ -inch caliper trunk at time of planting.
16. Ten shrubs shall be planted for every 100 linear feet of building perimeter for nonresidential uses. All required shrubs shall be 20-inches in height in a minimum 3-gallon container. (Zoning Ordinance Section 4.3.16)
17. Deciduous trees shall have one dominant trunk with the tip of the leader on the main trunk left intact and the terminal bud on the central leader is at the highest point on the tree.
18. Trees with forked trunks are acceptable if all the following conditions are met:
    A. The fork occurs in the upper ⅓ of the tree.
    B. One fork is less than ⅔ the diameter of the dominant fork.
    C. The top ½ of the smaller fork is removed at the time of planting.
19. No branch shall be greater than ⅔ the diameter of the trunk directly above the branch.
20. Several branches shall be larger in diameter and obviously more dominant.
21. Branching habit is to be more horizontal than vertical, and no branches are to be oriented nearly vertical to the trunk.
22. Branches are to be evenly distributed around the trunk with no more than one major branch located directly above another and the crown is to be full of foliage evenly distributed around the tree.
23. Stake all trees as shown in Planting on Slopes details.

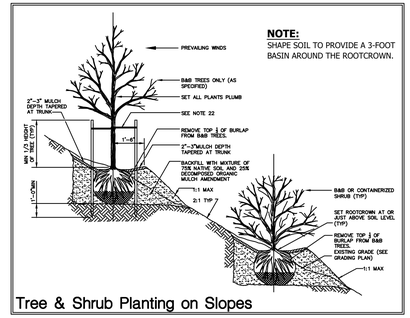
ATTENTION OWNER/ INSTALLER
This landscape plan has been designed to meet the minimum requirements of the Columbia, Tennessee zoning ordinance, the approval of the planning commission, and department policy. Relocating, substituting, resizing, reducing or deleting material may cause the site to no longer conform to the requirements. **Deviation from the approved landscape plan shall not be made without first obtaining approval from either the planning commission or the planning department.**



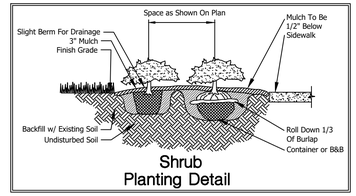
Single Stem Tree



Planting Detail For Evergreen & Multi-Trunk Trees



Tree & Shrub Planting on Slopes



Shrub Planting Detail

FLOOD STUDY NOTE:

NO PORTION OF THE PROPERTY IS LOCATED WITHIN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAPS (FIRM's) MAP NUMBER 47119C0285E DATED APRIL 16, 2007.

LANDSCAPE LEGEND:

Proposed Plantings

Plant Identification AG-9
Removed Trees
Proposed Canopy Trees
Proposed Understory Trees
Proposed Screening
Proposed Shrubs

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.



geraldl@wesengineers.com

SUBMITTED FOR MUNICIPAL APPROVAL
NOT FOR CONSTRUCTION

© 2024

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com
ENGINEERS & SURVEYORS

Client
BURCHELL ENTERPRISES, LLC
P.O. BOX 454
COLUMBIA, TENNESSEE 38402

REVISIONS
DATE

EAST 16TH STREET TOWNHOMES

111 EAST 16th STREET
COLUMBIA, MAURY COUNTY, TENNESSEE
LANDSCAPE PLAN

Drawn: RP
Checked: GV
Approved: GV
Date: 5/20/2024

Job. no. 23524
Scale: Horizontal: 1"=20'
Vertical: ——

L-1.0

FILE: J:\ WES_Engineers_Surveyors 2023\23524 - 111 E. 16th - Burchell\Dwg\Engineering\23524 E 16th Street_base 4 unit 2-21-24.dwg

May 9, 2024
Mr. Gerald W. Vick P.E.
WES Engineers & Surveyors
2486 Nashville Hwy
Columbia, TN 38401
Sent via email: gerald@wesengineers.com
RE: Water Availability Letter
111 E. 16th Street Townhomes – 4 Units
Tax Map 100, Parcel 9
Columbia, Maury County, TN

Dear Mr. Vick:

Columbia Power and Water Systems ("the Utility"/CPWS) is a municipal corporation authorized to provide water services in accordance with State law. CPWS has adopted rules, regulations, and standard operation procedures, prescribing the conditions under which CPWS will furnish water service. In addition, certain State laws delegate authority to the Tennessee Department of Environment and Conservation, various Planning Commissions and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies, water service will be made available on a first-come, first-served basis, subject to availability of all CPWS furnished equipment and materials appropriate for the development and provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development consists of 4 townhomes. CPWS has evaluated the projected water demands for the proposed residential development in the water system hydraulic model and is able to meet a fire-flow capacity of 1,000 gpm at 20 psi while maintaining the existing level of service and pressures in this portion of the distribution system. CPWS can provide water for the proposed development according to the following requirements:

- Hydrant 0068 at 16th and Main and Hydrant 0448 at 16th and Hwy 31 can provide a minimum of 1,000 gpm at 20 psi. These hydrants are greater than 250 feet from the frontage of the lot.
- If a new hydrant is required closer to the proposed townhomes, the existing 2-inch main will be replaced with an 8-inch main to the midpoint of the lot frontage per CPWS policy. Mains replacement will require submittal to TDEC for construction approval.
- Townhome meters will be located in a gang-meter vault.

All of the above requirements are to be constructed and paid for by the Applicant and dedicated to CPWS once complete up to and including the meter. No construction of CPWS

infrastructure shall be initiated until final construction plans have been approved by TDEC and all parties have fully executed a water service agreement.

Once you have received this Water Availability Letter, next steps in the process to obtain water service from CPWS are as follows:

- Remit to CPWS new water service fees:

New Water Service Fee: $1,500 + $370 per SFU (4 SFUs)	$2,980.00

- Provide site utility drawings indicating the proposed location of meters for review and comment.
- Upon resolution of all comments and payment of meter and impact fees by the applicant, applicant may then schedule a pre-construction meeting with CPWS. Pre-construction meeting will not be scheduled until fees are paid in full or surety is provided in lieu of full payment. Final meter and impact fees are subject to change based on final design and meter size determination. Meter fees are subject to change based on market costs at time of purchase. Meters will not be set until meter and impact fees are paid.

Meter Fee: $540 per 3/4" meter (4 meters)	$2,160.00
Impact Fee: $4,500 per 3/4" meter (4 meters)	$18,000.00
Impact Fee: $4,500 credit per existing ¾" meter (1 meter)	-$4,500.00
Total Meter and Impact Fees Due =	**$15,660.00**

- After the pre-construction meeting, CPWS will then issue a formal notice to proceed. No construction of CPWS infrastructure may take place prior to the pre-construction meeting.
- Applicant is then required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure.

If you have any questions, please feel free to contact me at 423-774-0349 or eric.king@inflodesign.com. This letter is valid for one-hundred twenty (120) days from the date of this letter.

Sincerely,



Eric King, P.E.
Inflo Design Group, LLC
on behalf of Columbia Power and Water Systems

cc: Jonathan Hardin, CPWS
File 24-021

File: K. Brian Hay

WARRANTY DEED

STATE OF TENNESSEE
COUNTY OF DAVIDSON

THE ACTUAL CONSIDERATION OR VALUE, WHICHEVER IS GREATER, FOR THIS TRANSFER IS $110,000.00.

Teresa L Brady
Affiant

SUBSCRIBED AND SWORN TO BEFORE ME, THIS THE 10th DAY OF March, 2023.

Notary Public

MY COMMISSION EXPIRES:

(AFFIX SEAL)

CANDICE JOHNSON
STATE OF TENNESSEE NOTARY PUBLIC
COUNTY OF MAURY
My Comm. Expires February 28, 2026

File #22-PA-0111-V

THIS INSTRUMENT WAS PREPARED BY
Carney Title, LLC
400 Overbeck Lane, Suite 101
Nashville, TN 37204
(615) 864-0770

ADDRESS NEW OWNER (S) AS FOLLOWS:	SEND TAX BILLS TO:	MAP / PARCEL NUMBER (S)
Burchell Enterprises LLC	**New Owner**	
(NAME)	(NAME)	**100L S 009.00**
PO Box 454		
(ADDRESS)	(ADDRESS)	
Columbia, TN 38402-0454		
(CITY) (STATE) (ZIP)	(CITY) (STATE) (ZIP)	

For and in consideration of the sum of TEN DOLLARS, cash in hand, paid by the hereinafter named Grantee(s), and other good and valuable consideration, the receipt of which is hereby acknowledged, **DAVID L. CAMPBELL, JR. MARRIED MAN,** hereinafter called the Grantor(s), has/have bargained and sold, and by these presents do/does transfer and convey unto **BURCHELL ENTERPRISES LLC, A LIMITED LIABILITY COMPANY** hereinafter called the Grantee(s), his/her/its/their heirs, successors and assigns, that certain tract or parcel of land in **MAURY** COUNTY, STATE OF **TENNESSEE**, described as follows, to wit:

Land in Maury County, Tennessee, being Lot Nos. 47, 48, 49, 50, 51 on the Plan of South Side Park Subdivision of record in Deed Book 159, Page 368, in the Register's Office for Maury County, Tennessee, to which Plan reference is hereby made for a more complete description of the property.

Being the same property conveyed to David L. Campbell, Jr., married man, by Warranty Deed from Harry B. Johnson, Jr., a 1/2 interest and James Denton Johnson, a 1/2 interest, of record in Book R2496, Page 231, in the Register's Office for Maury County, Tennessee, dated May 15, 2018 and recorded on May 21, 2018.

The above-referenced property is not the marital residence of Grantor or Grantor's spouse as contemplated by T.C.A. 26-2-301, et seq., or other similar law.

This conveyance is subject to:

*Restrictions, dedications, conditions, reservations, easements and other matters shown on the plat of South Side Park Subdivision, as recorded in Deed Book 159, Page 368.

* Any and all existing easements and restrictions as shown of record not stated herein

This is ____ **unimproved** __X___ **improved** property known as: **111 East 16th Street, Columbia, TN 38401**.

TO HAVE AND TO HOLD the said tract or parcel of land, with the appurtenances, estate, title and interest thereto belonging to the said GRANTEE(S), their heirs and assigns forever; and we do covenant with the said GRANTEE(S) that we are lawfully seized and possessed of said land in fee simple, have a good right to convey it and the same is unencumbered, unless otherwise herein set out; and we do further covenant and bind ourselves, our heirs and representatives, to warrant and forever defend the title to the said land to the said GRANTEE(S), their heirs and assigns, against the lawful claims of all persons whomsoever. Wherever used, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

Witness my/our hand(s) this the 16th day of March, 2023.

David L. Campbell, Jr.

STATE OF TENNESSEE
COUNTY OF DAVIDSON

On this 16th day of March, 2023, before me personally appeared David L. Campbell, Jr., to me known to be the person (or persons) described in and who executed the foregoing instrument, and acknowledged that such person (or persons) executed the same as such person's (or persons') free act and deed.

Witness my hand, at office, this 16th day of March, 2023.

Notary Signature
My commission expires:

C. LOY CARNEY
STATE OF TENNESSEE NOTARY PUBLIC
DAVIDSON COUNTY
My Commission Expires 05-07-2024

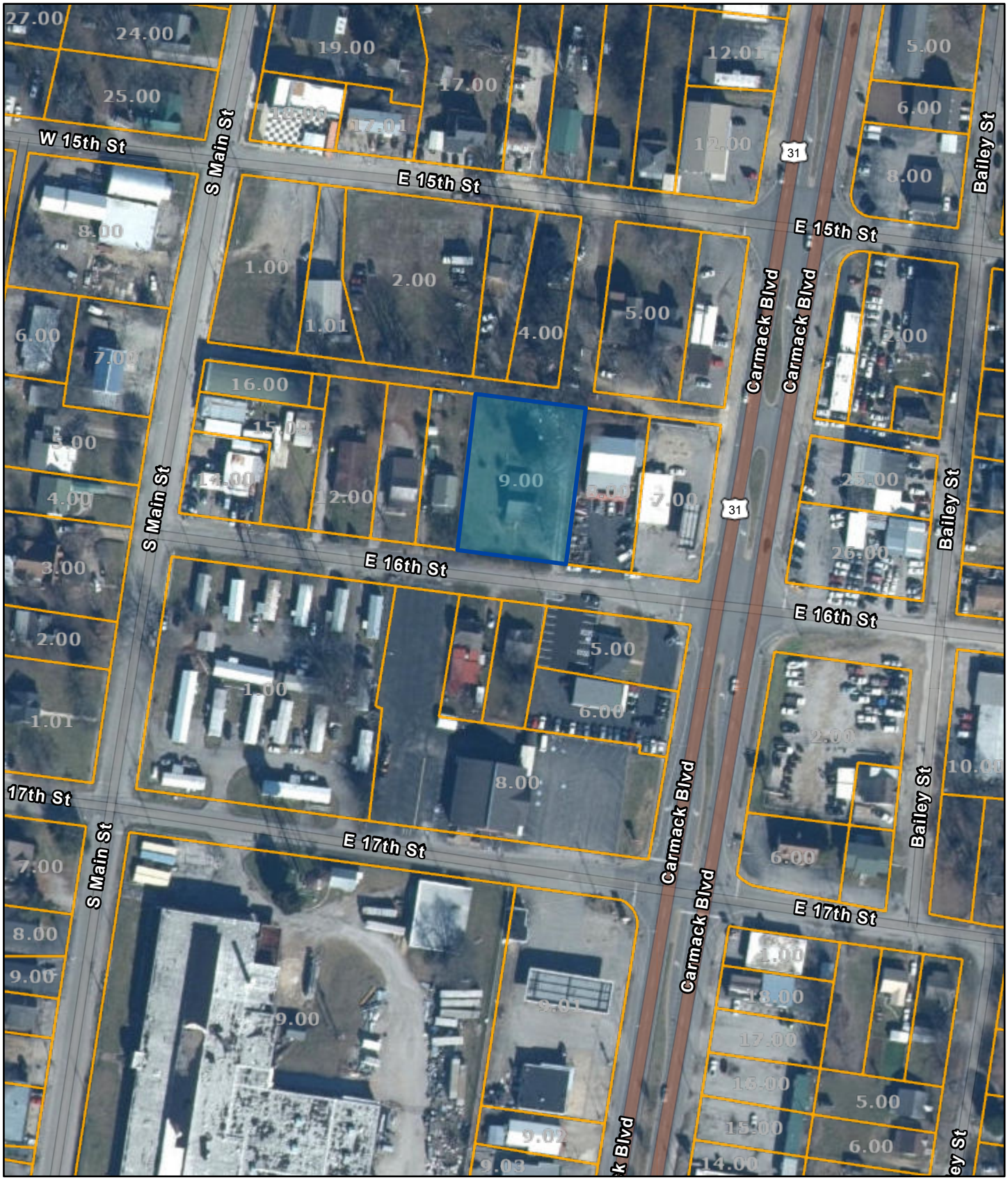
RETURN TO:
Carney Title, LLC
400 Overbeck Lane, Suite 101
Nashville, TN 37204

BK/PG: R2908/270-271
23003422

2 PGS:AL-WARRANTY DEED	
NANCY BATCH: 300027	03/17/2023 - 02:04 PM
VALUE	110000.00
MORTGAGE TAX	0.00
TRANSFER TAX	407.00
RECORDING FEE	10.00
ARCHIVE FEE	0.00
DP FEE	2.00
REGISTER'S FEE	1.00
TOTAL AMOUNT	420.00

STATE OF TENNESSEE, MAURY COUNTY
JOHN FLEMING
REGISTER OF DEEDS

Maury County - Parcel: 100L S 009.00



Date: April 4, 2024

County: Maury
Owner: BURCHELL ENTERPRISES LLC
Address: E 16TH ST 111
Parcel Number: 100L S 009.00
Deeded Acreage: 0
Calculated Acreage: 0
Date of TDOT Imagery: 2021
Date of Vexcel Imagery: 2023

1:2,257

0 0.01 0.03 0.06 mi

0 0.03 0.05 0.1 km

Esri Community Maps Contributors, Tennessee STS GIS, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, State of Tennessee, Comptroller of the Treasury, TDOT Aerial Surveys

The property lines are compiled from information maintained by your local county Assessor's office but are not conclusive evidence of property ownership in any court of law.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: 111 East 16th Street Townhomes

This checklist shall be completed, and included with the submittal documents. If the submittal does not contain a completed checklist, it shall be deemed incomplete. All below listed items shall be included in the submittal documents and plans, as well as any further information required by the City of Columbia to evaluate compliance and to perform a full and complete review. See Zoning Ordinance Article 8 and Subdivision Regulations.

General

- [x] Name of development
- [x] Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- [x] Plan sealed by a design professional licensed in the State of Tennessee.
- [x] North Arrow, legend, and site vicinity map
- [x] Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- [ ] Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- [x] Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- [x] All property boundaries, existing easements, and encumbrances
- [x] Parcel identification, owner, and deed and plat references of adjoining properties
- N/A [ ] Proposed phasing and timetable for all phases of development
- N/A [ ] Traffic Impact Study, as required.
- N/A [ ] The substance of all existing and proposed covenants, easements, or other restrictions.

Lots and Land-Use

- [x] The size of total property to be developed in square feet and acres
- [x] Lot numbers of all proposed lots, with dimensions, locations, and square footage
- N/A [ ] A tabulation of the land area to be devoted to various uses and activities and overall densities.
- N/A [ ] Typical lot layout depicting proposed setbacks, yards, and easements, where applicable

Structures

- [x] Location and approximate dimensions of all existing and proposed structures.
- N/A [ ] Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- [x] Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable
- N/A [ ] Location, type, and size of proposed signs
- [x] Approximate height, bulk, and the utilization of structures including activities and the number of living units.

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TENNESSEE

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Grading, Drainage, and Storm

- [x] Existing conditions and contours at vertical intervals of not more than two (2) feet
- [x] General proposed contours at vertical intervals of not more than two (2) feet
- [x] FEMA Special Flood Hazard Area (SFHA), 100-year Floodplain (F-P), and Floodway (F-W) boundaries with elevations and the exact location of the nearest benchmark. Indicate the Flood Insurance Rate Map (FIRM) panel number, its effective date, and flood insurance zones
- N/A ☐ Location and dimension of aquatic buffer zones
- [x] General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- N/A ☐ Identification of all critical lots

Streets, Parking, and Pedestrian Elements

- N/A ☐ Proposed street and alley rights-of-way, typical sections, widths, classification, names, and proposed ownership and maintenance responsibility
- [x] Proposed connections to existing and proposed streets (including classification) located outside the development
- N/A ☐ Proposed improvements as identified in the Traffic Impact Study, as required
- [x] Existing and proposed sidewalks, trails, and other pedestrian elements
- [x] Existing and proposed on-street and off-street parking and loading areas
- [x] Summary of all provided and required parking

Landscaping, Open Space, and Amenities

- N/A ☐ Natural features on site including, but not limited to, wetlands, streams, ponds, springs, sinkholes, wells, rock outcroppings, excessive slopes, and forested areas
- [x] Landscaped areas and buffers with details on proposed plantings, existing vegetation, and other features.
- N/A ☐ The location and size of all common open space, parkland dedications, and dedications and reservations of land for public uses.
- N/A ☐ Any amenity features and structures for private or public benefit.
- N/A ☐ Location, dimension, and materials of fences and walls
- N/A ☐ Tree Canopy retention

Utilities

- [x] General layout and location of existing and proposed utilities and utility features including, but not limited to potable water, fire hydrants, sanitary sewer, storm sewer, and power and communication facilities.
- ☐ Acknowledgement from water, sewer, and power utility providers that the proposed development may be adequately served with existing infrastructure, or if improvements are required to adequately serve the development, a general statement of the improvements.

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COLUMBIA
TENNESSEE

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PUD Specific Items

- ❑ List of all deviations from PUD Standards requested
- ❑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ❑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.
- ❑ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ❑ Exterior lighting plan.

If the application is deemed incomplete by the Zoning Administrator, a written request shall be made within ten days after the original submittal, for further information. In such case the application shall be held in abeyance until deemed complete for final review. No plan shall be formally presented for Planning Commission action until such plan is found complete, compliant with City standards, and ready for review.

Checklist Completed By:

Print Name	Signature	Date

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	111 East 16th Street, Columbia, TN 38401		
	TAX MAP: 100L	GROUP:	PARCEL: 09.00
SUMMARY OF NATURE OF REQUEST AND WORK	Construct site for a four unit townhome with parking and appertenances.		

DATE OF PRE-APPLICATION CONFERENCE	2/21/2024	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ☑ Preliminary Plat ❑ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ☑ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ❑ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ❑ Receipt of Payment for Pre-Application Meeting ❑ Written Legal Description copy ❑ Columbia Water System Availability Letter ❑ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ❑ Project Name (include Sections & Phases) ❑ Total Number of Lots/Residential Units ❑ Square Footage of Non-Residential Floor Space ❑ Total acreage

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

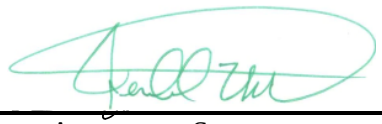
APPLICANT

All communications go to the Applicant's email that is provided.

NAME	WES Engineers & Surveyors	PHONE	931-388-2329
ADDRESS	2486 Nashville Highway Columbia, TN 38401	EMAIL	gerald@wesengineers.com

PROPERTY OWNER NAME	Burchell Engerprises, LLC	PHONE	931-698-1634
ADDRESS	P.O. Box 454 Columbia, TN 38402-0454	EMAIL	noahburchell10@gmail.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Gerald Vick, P.E.		4/1/24
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Noah Burchell		4/1/24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

PURPOSE NOTE

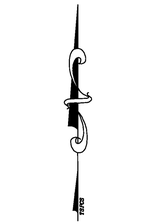
THE PURPOSE OF THIS PLAT IS TO CREATE 24 RESIDENTIAL LOTS, AND TO DEDICATE OPEN SPACE AREAS.

Surveyor's Notes

1. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use, location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulations as interpreted and regulated by the Department of Development Services.
2. This property currently identified as a portion of Parcel Number 053.00 per Tax Map No. 72.
3. Deed reference: Record Book R2704, Page 868, Register's Office of Maury County, Tennessee.
4. Bearings based on: Tennessee State Plane, as determined by GPS observation.
5. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
6. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
7. Total area of property surveyed is 6.15 Acres ±.
8. New Right-Of-Way dedication: 0.97 Acres ±.
9. There is a 10 foot easement on property lines parallel to the public road for public utility and drainage easements. Additional requirements may apply based on actual field conditions.
10. Subject property does not lie in a FEMA/FIRM "Special Flood Hazard Area" as shown on Map 47119C0195E dated April 16, 2007.
11. Unless otherwise noted, all lot corners are marked with iron rods.

Utility Notes

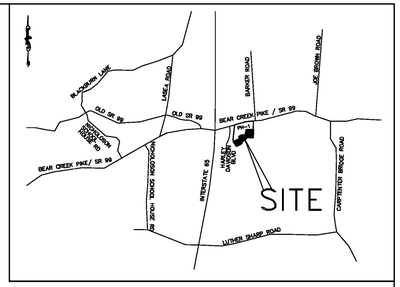
Stormwater appurtenances as depicted on this Final Plat shall be maintained as directed in the "Inspection and Maintenance Agreement of Private Stormwater Management Facilities" as recorded in Record Book _____ pages _____ in the Register's Office of Maury County, Tennessee.



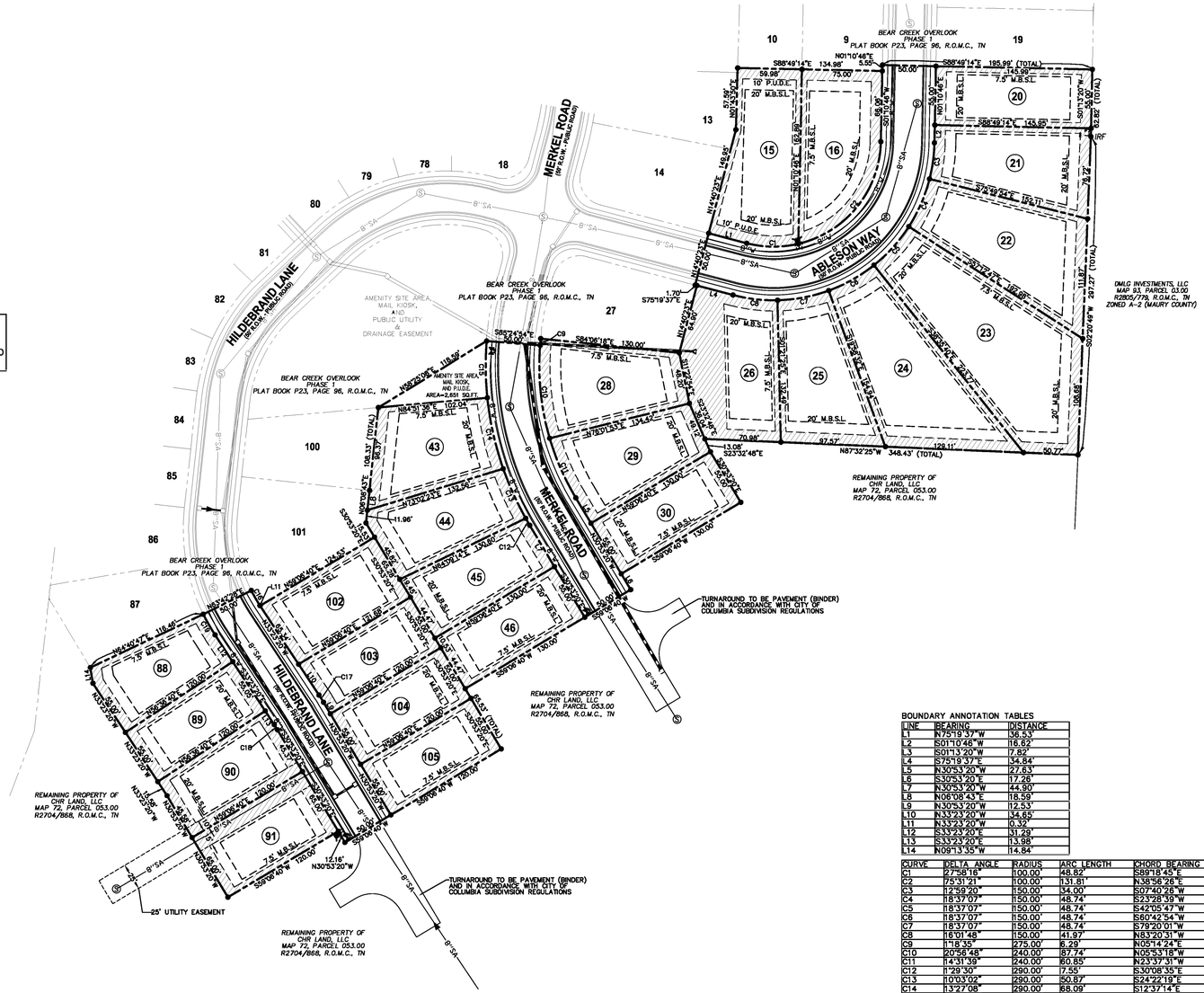
Scale : 1" = 60'

0' 30' 60' 120'

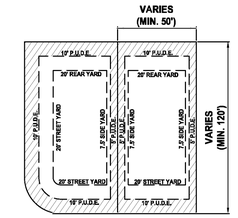
GRAPHIC SCALE



VICINITY MAP
NOT TO SCALE



LOT TABLE	
LOT NO.	AREA (SF)
15	11,137
16	10,335
20	8,028
21	9,916
22	12,885
23	19,567
24	14,539
25	10,095
26	11,475
28	9,483
29	9,149
30	7,150
43	9,221
44	8,176
45	7,565
46	7,150
88	7,274
89	6,600
90	7,654
91	7,800
102	8,036
103	6,633
104	6,600
105	6,600



TYPICAL LOT CONFIGURATION FOR LOTS 15-16, 20-26, 28-30, 43-46, 88-91, & 102-105
P.U.D.E.=PUBLIC UTILITY AND DRAINAGE EASEMENT
=P.U.D.E.

BOUNDARY ANNOTATION TABLES

LINE	BEARING	DISTANCE
L1	N75°19'37"W	36.53'
L2	S01°10'46"W	16.62'
L3	S01°13'20"W	17.82'
L4	S75°19'37"E	34.84'
L5	N30°53'20"W	27.83'
L6	S30°53'20"E	17.28'
L7	N30°53'20"W	44.90'
L8	N08°08'43"E	18.59'
L9	N30°53'20"W	12.53'
L10	N33°23'20"W	34.65'
L11	N33°23'20"W	0.32'
L12	S33°23'20"E	31.28'
L13	S33°23'20"E	13.98'
L14	N09°13'35"W	14.84'

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	27°58'16"	100.00'	48.82'	S89°18'45"E	48.34'
C2	75°31'21"	100.00'	131.81'	N38°56'28"E	122.47'
C3	12°59'20"	150.00'	34.00'	S07°40'26"W	33.93'
C4	18°37'07"	150.00'	48.74'	S23°28'39"W	48.53'
C5	18°37'07"	150.00'	48.74'	S42°05'47"W	48.53'
C6	18°37'07"	150.00'	48.74'	S60°42'54"W	48.53'
C7	18°37'07"	150.00'	48.74'	S79°20'01"W	48.53'
C8	16°01'48"	150.00'	41.97'	N83°20'31"W	41.83'
C9	1°18'35"	275.00'	6.29'	N05°14'24"E	6.29'
C10	20°56'48"	240.00'	87.74'	N05°53'18"W	87.25'
C11	14°31'39"	240.00'	60.85'	N23°37'31"W	60.69'
C12	1°29'30"	290.00'	7.55'	S30°08'35"E	7.55'
C13	10°03'02"	290.00'	50.87'	S24°22'19"E	50.81'
C14	13°27'08"	290.00'	68.09'	S12°37'14"E	67.93'
C15	10°28'47"	290.00'	53.04'	S00°39'17"E	52.97'
C16	7°05'17"	130.14'	16.10'	S29°50'20"E	16.09'
C17	2°30'00"	180.00'	7.85'	S32°08'20"E	7.85'
C18	2°30'00"	130.00'	5.67'	S32°08'20"E	5.67'
C19	7°05'49"	180.00'	22.30'	S29°50'27"E	22.28'

LEGEND

These standard symbols will be found in the drawing.

- STORM LINE
- SA SANITARY SEWER LINE
- W WATER LINE
- FIRE HYDRANT COMPLETE ASSEMBLY
- WV WATER VALVE
- BUILDING SETBACK
- EASEMENT
- PROPERTY LINE
- IRON ROD (SET) (UNLESS OTHERWISE NOTED)
- IRF IRON ROD (FOUND)
- CMF CONCRETE MONUMENT (FOUND)

Owner:
CHR LAND, LLC
1081 CRANFORD HOLLOW ROAD
COLUMBIA, TN 38401

Certificate of Ownership and Dedication

I (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R2704, Page 868, Maury County Register's Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

5/20/24, 2024 — Date — Owner

Title (CHR Land, LLC.)

Certificate of Survey Accuracy

I (we) hereby certify that to the best of my (our) knowledge and belief that this is a true and accurate survey of the property shown hereon; that this is a Class "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated; and that the ratio of precision is greater than or equal to 1:10,000.

3/6/24, 2024 — Date — David Lee Cyphers — Registered Land Surveyor — 2779 — Number

DAVID LEE CYPHERS, RLS
TENNESSEE RLS NO. 2779

Certificate of Approval of Water System

I hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled "Final Plat – Bear Creek Overlook – Phase 2" has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

_____, 2024 — Date — Superintendent, Columbia Water System

Certificate of Approval of Streets, Drainage, and Utilities

I hereby certify that the streets, drainage, and utilities designated in Bear Creek Overlook – Phase 2 have been installed in accordance with City specifications, or a performance bond in the amount of $_____ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

_____, 2024 — Date — City Engineer, Columbia, Tennessee

Certificate of Approval for Recording

I hereby certify that the subdivision plat shown hereon has been found to comply with the Columbia Subdivision Regulations, with the exceptions of such variances, if any, as noted in the minutes of the Planning Commission, and that it has been approved for recording in the Office of the County Register.

Secretary, Planning Commission, Columbia, Tennessee — Date

Certificate of Approval of Subdivision Name and Street Names

Subdivision name and street names approved by Maury County E-911,

_____, 2024 — Date — Maury County E-911

Certificate of Approval for Sewer System

I hereby certify that the sewer system outlined or indicated on this final subdivision plat has been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

_____, 2024 — Date — Superintendent, Columbia Wastewater System

Certificate of Compliance

I hereby certify that the subdivision plat shown hereon has been found to comply with the Columbia Subdivision Regulations and other adopted ordinances and policies.

City Engineer, Columbia, Tennessee — Date

Final Plat
Bear Creek Overlook - Phase 2

3rd CIVIL DISTRICT OF MAURY COUNTY, TN
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

SHEET 1 OF 1

TAX MAP 72, P/O PARCEL 53.00
ZONED: MRC

SCALE: 1"= 60'
AREA: 6.15 ACRES±
DATE: MARCH 6, 2024

H & H LAND SURVEYING, INC.
612A FITZHUGH BOULEVARD
SMYRNA, TENNESSEE 37167
(615) 831-0756 (FAX) 355-6928
H & H Project No. 2023-0437

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

18 day of March, 2024,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

CHR Land LLC, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the “CMPC”) on the

_____ day of _____, 20_____ ,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS”); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the “IMPROVEMENTS”); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER’s properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register’s Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

Bear Creek Overlook Phase 2

PROJECT

Completed by the Developer	*Completed by the City*
CHR Land LLC DEVELOPER NAME	
Gary Martin AUTHORIZED AGENT NAME	_____ CITY ENGINEER
_____ SIGNATURE	_____ SIGNATURE
March 18, 2024 DATE	_____ DATE
818 S. Main Street STREET	
Columbia, TN 38401 CITY, STATE, ZIP	
615-812-2147 PHONE	
gary@martinengrg.com EMAIL	
Attest	*Attest*
_____ ATTEST NAME	_____ ATTEST NAME
_____ ATTEST SIGNATURE	_____ ATTEST SIGNATURE
_____ DATE	_____ DATE

DOCUMENT PREPARED BY:
Name: Gary Martin
Company Martin Engineering & Surveying, LLC

Address: 818 S. Main Street
Columbia, TN 38401

After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 72 Parcel 53.00
Project Name: Bear Creek Overlook Phase 2 and 3

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book _____, Page(s) _____.

THIS AGREEMENT, made this _____ day of _____, 20____ , by and between _____ hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WE, the OWNER(S), with full authority to execute deeds, mortgages, other covenants, all rights, titles, and interests in the property described above, do hereby covenant with the CITY and agree as follows:

1. The OWNER(S) covenant and agree with the CITY that the OWNER(S) shall provide for adequate long term maintenance and continuation of stormwater control measures described in the Long Term Maintenance Plan and shown on the location map, deed of easement drawing or plat attached hereto to ensure that the facilities, are and remain in proper working condition in accordance with approved design standards, rules and regulations, and applicable laws. The OWNER(S) shall perform preventative maintenance activities at intervals described in the schedule attached hereto along with necessary landscaping (grass cutting, etc.) and trash removal as part of regular maintenance.

2. The OWNER(S) shall perform routine inspections to ensure that all long term stormwater management facilities are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at the site. The OWNER(S) or operators shall maintain documents of these inspections.

3. The OWNER(S) shall perform comprehensive inspections of all stormwater management facilities and practices. These inspections shall be conducted once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect.

4. The OWNER(S) shall grant to the CITY or its agent or contractor the right of entry at reasonable times and in a reasonable manner for the purpose of inspecting, operating, installing, constructing, reconstructing, maintaining or repairing the facility within the CITY.

5. The OWNER(S) shall record and grant to the CITY the necessary easements and rights-of-way and maintain perpetual access from public rights-of-way to the facility for the CITY or its agent and contractor.

6. If, upon inspection, the CITY finds that the OWNER(S) has failed to properly maintain the facilities, the CITY may order the work performed within ten (10) days. In the event the work is not performed within the specified time, the ONWER(S) agrees to allow the CITY to enter the property and take whatever steps it deems necessary to maintain the stormwater control facilities. This provision shall not be construed to allow the CITY to erect any structure of a permanent nature on the PROPERTY without first obtaining written approval of the OWNER(S)

7. The CITY is under no obligation to maintain or repair said facilities, and in no event shall this Agreement be construed to impose any obligation on the CITY. The OWNER(S) shall reimburse the CITY upon demand the costs incurred in the maintenance of the facilities.

8. If the OWNER(S) fails to pay the CITY for the above expensive after forty-five (45) days written notice, the OWNER(S) authorizes the CITY to collect said expenses from the OWNER(S) through appropriate legal action and the OWNER(S) shall be liable for the reasonable expenses of collection, court costs, and attorney fees.

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part,

against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide

10. The OWNER(S) shall not be able to transfer, assign or modify its responsibilities with respect to this agreement without the CITY's written prior consent. Nothing herein shall be construed to prohibit a transfer by OWNER(S) to subsequent owners and assigns.

11. No waiver of any provision of this AGREEMENT shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any default.

12. The OWNER(S) shall record a plat showing and accurately defining the easements for stormwater control facilities. The plat must reference the Instrument Number where this AGREEMENT and its attachments are recorded and contain a note that the OWNER(S) is responsible for maintaining the stormwater management facilities.

13. The OWNER(S) shall record this AGREEMENT in the office of the Register of Deeds for the county of Maury, Tennessee, and the AGREEMENT shall constitute a covenant running with the land, and shall be binding upon the OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successors in interest

ATTEST BY OWNER(S):

Print Name Gary Martin

Title _____

Signature _____

Owner CHR Land, LLC

Address 808 S. Main Street

City, State ZIP Columbia, TN 38401

STATE OF _____
COUNTY OF _____

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted and who acknowledged that he/she executed the foregoing instrument of the purposes therein contained.

Witness my hand this the _____ day of _____, 20_____.

_____
Notary Public

My Commission Expires:_____

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT APPROVED BY :_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted, and who acknowledged themselves to be the City Engineer of the City of Columbia or his designee and as such, being authorized so to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the _____ day of _____, 20_____.

_____
Notary Public
My Commission Expires:_____

POST CONSTRUCTION LONG TERM MAINTENANCE PLAN

BEAR CREEK OVERLOOK PHASE 2 AND 3

SOUTH OF BEAR CREEK PIKE & EAST OF HARLEY DAVIDSON BOULEVARD
COLUMBIA, TENNESSEE

PREPARED FOR:
CHR LAND, LLC
818 S. MAIN STREET
COLUMBIA, TENNESSEE 38401

MARCH 2024

Martin Engineering and Surveying, LLC.
818 S. Main Street, Columbia, TN 38401, 615-812-2147
gary@martinengrg.com

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SECTION 3: MAINTENANCE PROCEDURES 1

3.1 Storm Pipes and Storm Inlets 2

SECTION 1: INTRODUCTION

The project is to construct 46 single-family residential lots for Phases 2 and 3 of the proposed Bear Creek Overlook development in Columbia, Maury County, Tennessee. This post construction long term maintenance plans addresses Phases 2 and 3 of the development which consist of 11.80 acres in which utility infrastructures (water, sewer, and storm) will be installed. Proposed construction for Phases 2 and 3 consists primarily of site grading related to the installation of roadway pavements, curbs sidewalks, residential lots, utility infrastructure, and storm water conveyance system located within the permitted project area.

SECTION 2: SYSTEM DESCRIPTION

Phases 2 and 3 construction consists of stormwater conveyance inlets and pipes.

1. 574 lf 18" pipe, 244 lf 24" pipe, 336 lf of 30" pipe, and 8 storm inlets.

Upon completion of the site construction, 'Record Drawings' in a version not less than AutoCAD 2006 LT (NAD83, NAVD88) of the stormwater controls will be provided to the City of Columbia for verification.

SECTION 3: MAINTENANCE PROCEDURES

3.1 Storm Pipes and Storm Inlets:

These structures to be inspected annually and cleaned monthly of accumulated debris and sediment. All sediment to be disposed of per TDEC disposal procedures. All debris (paper products, floatables) to be disposed of per Maury County Waste Management requirements.

Grass Channel Inspections and Maintenance Checklist

Site Name: _____Owner Change since last inspection? Y N

Location: _____

Owner Name: _____

Address: _____ Phone Number: _____

Site Status: _____

Date: _____ Time: _____Site conditions:

Inspection Frequency Key: A=annual (required); M=monthly (recommended); S=after major storms (recommended)

Inspection Items	Inspection	Inspected?	Maintenance Needed? (Yes/No)	Comments/Description
Debris Removal				
Facility and adjacent area free of debris?	*A/M*			
Inlets and outlets free of debris?	*A/M*			
Any dumping of yard wastes into facility?	*A/M*			
Litter (branches) removed?	*A/M*			
Vegetation				
Surrounding area fully stabilized? (no evidence of eroding material into swale, channel or filter strip)	*A/M*			
Grass mowed?	*A/M*			
Grass height not less than 3 to 4 inches?	*A/M*			
Fertilized per specifications?	*A/M*			
Grasses planted according to approved plan?	*A/M*			
Unauthorized or inappropriate plantings?	*A*			
Grasses healthy? (no diseased or dying vegetation)	*A/M*			
Evidence of grasses stressed from inadequate watering?	*A/M*			
Filtration Capacity				
Clogging from oil or grease?	*A/M*			
Facility dewaters between storms?	*A/M*			
Check dams and energy dissipaters/sumps				
Any evidence of sedimentation buildup?	*A/S*			
Are sumps greater than 50% full of sediment?	*A/S*			
Any evidence of erosion and downstream	*A/S*			

Inspection Items	Inspection	Inspected?	Maintenance Needed? (Yes/No)	Comments/Description
toe of drop structures?				
Any trash or blockages at weep holes?	*A/S*			
Sediment Deposition				
Swale clean of sediments?	*A*			
Sediment not > 25% of swale design depth?	*A*			
Outlet/Overflow Spillway				
In good condition?	*A*			
Any evidence of erosion?	*A*			
Any evidence of blockages?	*A*			
Has facility been filled or blocked inappropriately?	*A*			
Hazards				
Have there been complaints from residents?	*A/M*			
Public hazards noted?	*A/M*			
Maintenance accesses free of hazards and fully operational?	*A/M*			

Inspector Comments: _____

_____

_____

Overall Condition of Facility: □ Acceptable □ Unacceptable

If any of the above Inspection Items are checked "Yes" for "Maintenance Needed," list Maintenance actions and their completion dates below:

Maintenance Action Needed	**Due Date**

The next routine inspection is scheduled for approximately: _____
(date)

Inspected by: (signature) _____
Inspected by: (printed) _____

Storm Sewer Inspections and Maintenance Checklist

Site Name: _____ Owner Change since last inspection? Y N

Location: _____

Owner Name: _____

Address: Phone Number: _____

Site Status: _____

Date: _____ Time: _____ Site conditions: _____

Indicate Features Present: Catch Basins fl Storm Pipe fl Headwalls fl Outfalls fl Catch Basin Inlets fl

Inspection Frequency Key: A=annual; M=monthly; S=after major storms

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Catch Basins				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition ensure all are set properly in place over inlets	*A/S*			
Check for sediment, leaf, or debris clogging grates and remove	*A/S*			
Catch Basin Inlets				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition	*A/S*			
Inspect for blockage or sediment accumulation and remove when capacity is diminished by 20% or greater	*A/S*			
Pipes				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition	*A/S*			
Inspect for blockage or sediment accumulation and remove when capacity is diminished by 20% or greater.	*A/S*			
Concrete/masonry condition of pipes and joints? (Cracks or displacement? Spalling?)	*A/S*			

Inspection Items	Inspection Frequency	Inspected? (Yes/No)	Maintenance Needed? (Yes/No)	Comments/Description
Headwalls and Endwalls				
Ensure all are structurally sound and in good condition. Note any deficiencies and repair to proper working condition	*A/S*			
Inspect for blockage or sediment	*A/S*			
Check for erosion or scouring around headwall inlets and repair	*A/S*			
Evidence of staining?	*A/S*			
If flowing water is present does it appear to contain anything other than stormwater? I.e. Discoloration, odors, sheens, etc? Note location and describe.	*A/S*			
Hazards				
Have there been complaints from residents?	*A/S*			

Inspector Comments: _____

_____

_____

_____

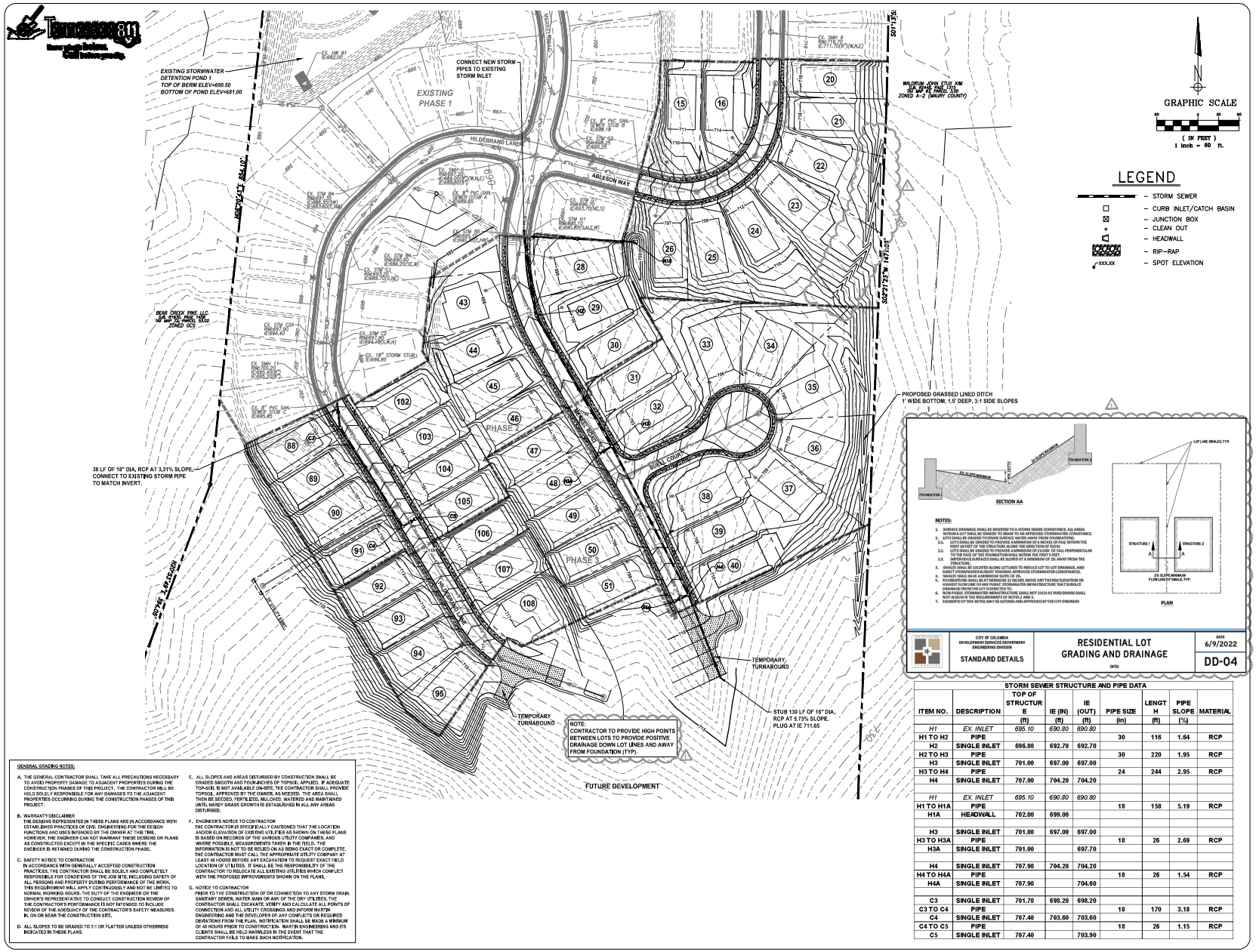
Overall Condition of Facility: [ ] Acceptable [ ] Unacceptable

If any of the above Inspection Items are checked "Yes" for "Maintenance Needed," list Maintenance actions and their completion dates below:

Maintenance Action Needed	Due Date

The next routine inspection is scheduled for approximately:_____
(date)

Inspected by: (signature) _____
Inspected by: (printed) _____



GENERAL GRADING NOTES:

A. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.

B. WARRANTY/DISCLAIMER
THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME, HOWEVER, THE ENGINEER CAN NOT WARRANT THESE DESIGNS OR PLANS AS CONSTRUCTED EXCEPT IN THE SPECIFIC CASES WHERE THE ENGINEER IS RETAINED DURING THE CONSTRUCTION PHASE.

C. SAFETY NOTICE TO CONTRACTOR
IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE OWNER'S REPRESENTATIVE TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.

D. ALL SLOPES TO BE GRADED TO 3:1 OR FLATTER UNLESS OTHERWISE INDICATED IN THESE PLANS.

E. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND FOUR-INCHES OF TOPSOIL APPLIED. IF ADEQUATE TOP-SOIL IS NOT AVAILABLE ON-SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL, APPROVED BY THE OWNER, AS NEEDED. THE AREA SHALL THEN BE SEEDED, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL ANY AREAS DISTURBED.

F. ENGINEER'S NOTICE TO CONTRACTOR
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

G. NOTICE TO CONTRACTOR
PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OF THE ORY UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM MARTIN ENGINEERING AND THE DEVELOPER OF ANY CONFLICTS OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION. MARTIN ENGINEERING AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION.

STORM SEWER STRUCTURE AND PIPE DATA

ITEM NO.	DESCRIPTION	TOP OF STRUCTURE (ft)	IE (IN) (ft)	IE (OUT) (ft)	PIPE SIZE (in)	LENGTH (ft)	PIPE SLOPE (%)	MATERIAL
H1	*EX. INLET*	*695.10*	*690.80*	*690.80*				
H1 TO H2	PIPE				30	116	1.64	RCP
H2	SINGLE INLET	696.80	692.70	692.70				
H2 TO H3	PIPE				30	220	1.95	RCP
H3	SINGLE INLET	701.00	697.00	697.00				
H3 TO H4	PIPE				24	244	2.95	RCP
H4	SINGLE INLET	707.90	704.20	704.20				
H1	*EX. INLET*	*695.10*	*690.80*	*690.80*				
H1 TO H1A	PIPE				18	158	5.19	RCP
H1A	HEADWALL	702.00	699.00					
H3	SINGLE INLET	701.00	697.00	697.00				
H3 TO H3A	PIPE				18	26	2.69	RCP
H3A	SINGLE INLET	701.00		697.70				
H4	SINGLE INLET	707.90	704.20	704.20				
H4 TO H4A	PIPE				18	26	1.54	RCP
H4A	SINGLE INLET	707.90		704.60				
C3	SINGLE INLET	701.70	698.20	698.20				
C3 TO C4	PIPE				18	170	3.18	RCP
C4	SINGLE INLET	707.40	703.60	703.60				
C4 TO C5	PIPE				18	26	1.15	RCP
C5	SINGLE INLET	707.40		703.90				

MARTIN ENGINEERING & SURVEYING, LLC
818 S. Main Street
Columbia, TN 38401
615.812.2147
gary@martinengrg.com

GARY W. MARTIN
REGISTERED ENGINEER
No. 15156
STATE OF TENNESSEE

GRADING AND DRAINAGE PLAN
BEAR CREEK OVERLOOK PHASE 2 AND 3
COLUMBIA, TENNESSEE
MAURY COUNTY

General Notes

No.	Revision/Issue	Date
1	Revised per City comments	3/29/23

Date: 4/29/22
Scale: 1"= 60'

C3.0

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	Bear Creek Overlook Phase II		
	TAX MAP: 72	GROUP:	PARCEL: 53.00
SUMMARY OF NATURE OF REQUEST AND WORK	To obtain Final Plat approval for Phase 2 of Bear Creek Overlook development consisting of 24 single-family lots		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ❑ Preliminary Plat ☒ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ❑ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ❑ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ❑ Receipt of Payment for Pre-Application Meeting ❑ Written Legal Description copy ❑ Columbia Water System Availability Letter ❑ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☒ Project Name (include Sections & Phases) Bear Creek Overlook Phase 2 ☒ Total Number of Lots/Residential Units 24 single-family lots ☐ Square Footage of Non-Residential Floor Space ☒ Total acreage 6.15 acres

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT
All communications go to the Applicant's email that is provided.

NAME	TKC Architecture & Engineering LLC	PHONE	615-617-7477
ADDRESS	818 S. Main Street,Columbia, TN 38401	EMAIL	cole@tkc-ae.com

PROPERTY OWNER NAME	CHR Land LLC	PHONE	615-812-2147
ADDRESS	818 S. Main St., Columbia, TN 38401	EMAIL	gary@martinengrg.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Cole Newton	Cole Newton	3/18/24
APPLICANT NAME	APPLICANT SIGNATURE	DATE
CHR Land LLC Gary Martin		3/18/24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

24-0205 PLANNED UNIT DEVELOPMENT

HONEY FARM CROSSING

2248 NASHVILLE HIGHWAY
COLUMBIA, TN

INITIAL SUBMITTAL: MAY 20, 2024

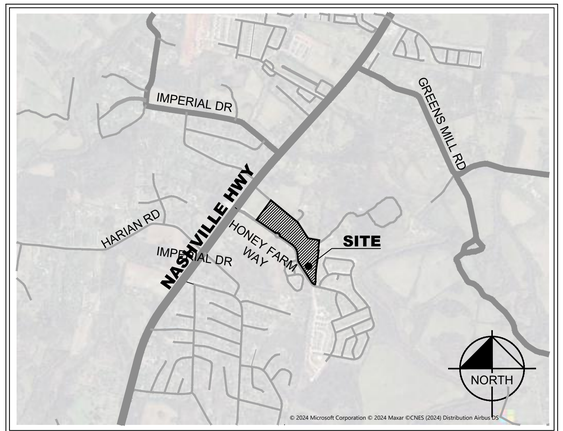
SITE DATA TABLE		
SITE ADDRESS	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401	
TAX MAP	MAP 051 PARCEL 058.00	
OVERALL AREA	EXISTING	PROPOSED
SITE AREA	25.9 AC	25.9 AC
DISTURBED AREA	N/A	25.0 AC
DEDICATED R.O.W. AREA	N/A	6.8 AC
IMPERVIOUS AREA	0 AC	18.7 AC
PERVIOUS AREA	25.9 AC	7.2 AC
BUILDING SETBACKS	REQUIRED	PROVIDED
FRONT: NORTH	N/A	15 FT
REAR: SOUTH	N/A	20 FT
SIDE: EAST	N/A	7.5 FT
SIDE: WEST	N/A	7.5 FT

EXISTING PROPERTY SUMMARY

PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN
MAP AND PARCEL ID:	MAP 051, PARCEL 058.00
U.S. FEMA FIRM PANEL:	47119C0180E DATED 4/16/2007
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT

PUD VARIANCE REQUESTS

4.3.1-K - PUD-R BUILDING STANDARDS
- REDUCTION OF PRINCIPAL BUILDING SIDE SETBACKS FROM 10' TO 7.5'.
- FINISHED FLOOR LEVEL TO BE MIN 8" ABOVE FINISHED GRADE AT FACADE RATHER THAN 18".



VICINITY MAP
NOT TO SCALE

Sheet Index

Number	Title
C0-00	COVER
C0-02	SURVEY BY GEOSURVEY
C0-03	SURVEY BY GEOSURVEY
C2-00	SITE LAYOUT - OVERALL
C2-10	SITE LAYOUT - ENLARGEMENT
C2-11	SITE LAYOUT - ENLARGEMENT
C2-12	TABULAR DATA
C4-00	GRADING, DRAINAGE, AND UTILITY PLAN - OVERALL
C4-10	SITE GRADING, DRAINAGE, AND UTILITY PLAN - ENLARGEMENT
C4-11	SITE GRADING, DRAINAGE, AND UTILITY PLAN - ENLARGEMENT
L0-00	TREE CANOPY EXHIBIT
L1-00	LANDSCAPE PLAN
L1-10	LANDSCAPE PLAN - ENLARGEMENT
L1-11	LANDSCAPE PLAN - ENLARGEMENT
L1-20	FOUNDATION PLANTING PLAN
L1-21	FOUNDATION PLANTING PLAN
L1-50	LANDSCAPE DETAILS
A1-00	ARCHITECTURAL PERSPECTIVE - FRONT
A1-01	ARCHITECTURAL FLOOR PLAN - MITCHELL
A1-02	ARCHITECTURAL FLOOR PLAN - PORTSMOUTH
A1-03	ARCHITECTURAL ELEVATION - FRONT
A1-04	ARCHITECTURAL ELEVATIONS - SIDE & REAR
A1-05	ARCHITECTURAL ELEVATION EXHIBIT

PROJECT DESIGN TEAM

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: GRAY HARRISON, P.E.
PHONE: (615) 564-2701

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
4031 ASPEN GROVE DRIVE, SUITE 200
FRANKLIN, TENNESSEE 37067
CONTACT: JOSH ROWLAND, P.E.
PHONE: (615) 564-2701

SURVEY
GEOSURVEY
1660 BARNES MILL ROAD
MARIETTA, GEORGIA
CONTACT: TRENTON D. TURK
PHONE: (770) 795-9900

DEVELOPER
FORESTAR GROUP
402 BNA DRIVE, SUITE 409
NASHVILLE, TENNESSEE 37217
CONTACT: TYLER STAMM
PHONE: (615) 603-8702

DEVELOPER

FORESTAR

FORESTAR GROUP
402 BNA DRIVE, SUITE 409
NASHVILLE, TN 37217

PLANS PREPARED BY

Kimley»Horn

10 Lea Avenue, Suite 400, Nashville, TN 37210
Main: (615) 564-2701 | www.kimley-horn.com

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PLAN REVISIONS

REVISION NO.	DATE	REMARKS

FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
118621000	C0-00	23

ENGINEER'S SEAL





811 Know what's below. Call before you dig.

Drawing name: \\kimley-horn.com\so_fra\FRA_LDEV\118621000 - honey farm crossing\4-CADD\plansheets\C0-00 COVER.dwg C0-00 COVER May 20, 2024 3:37pm by: william.irby

Honey Farm Crossing - 021 project phase

C0-02 - SURVEY BY GEOSURVEY
DATED 06/23/2022 - N.T.S.

GENERAL NOTES

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON OR ENTITIES NAMED HEREON. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE INFORMATION SHOWN HEREON IS TO BE EXTENDED TO ANY PERSONS OR ENTITIES OTHER THAN THOSE SHOWN HEREON.

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA BASED ON THE FLOOD INSURANCE RATE MAP FOR THIS AREA. THE MAP NUMBER FOR THIS AREA IS 47119C0190E, AND THE DATE OF SAID MAP IS 4/16/2007. THIS DETERMINATION WAS MADE BY GRAPHICALLY DETERMINING THE POSITION OF THIS SITE ON SAID FIRM MAPS UNLESS OTHERWISE NOTED.

THE DATUM FOR THIS SITE WAS ESTABLISHED UTILIZING GLOBAL POSITIONING SYSTEMS, AND BASED ON POSITIONAL VALUES FOR THE VIRTUAL REFERENCE STATION NETWORK DEVELOPED BY eGPS SOLUTIONS. THE HORIZONTAL REFERENCE FRAME IS NORTH AMERICAN DATUM OF 1983(2011)–STATE PLANE COORDINATE SYSTEM OF TENNESSEE. THE VERTICAL REFERENCE FRAME IS NORTH AMERICAN VERTICAL DATUM OF 1988. ANY DIRECTIONS OR DIMENSIONS SHOWN ARE A RECTANGULAR GROUND LEVEL PROJECTION OF THE STATE PLANE COORDINATE SYSTEM.

NO ZONING REPORT OR ZONING LETTER WAS PROVIDED TO THE SURVEYOR. THE SITE IS ZONED "RM1–PUD" (HIGH DENSITY RESIDENTIAL & COMMERCIAL PLANNED UNIT DEVELOPMENT DISTRICTS) AS SHOWN ON THE ZONING MAP OF CITY OF COLUMBIA.

ZONING AND SETBACKS SHOULD BE CONFIRMED AND VERIFIED BY PLANNING AND ZONING PRIOR TO DESIGN OR CONSTRUCTION ACTIVITIES.

RIGHT–OF–WAY LINES SHOWN ON THIS SURVEY THAT ARE NOT ACTUAL BOUNDARIES OF THE SUBJECT TRACT(S) ARE DEPICTED GRAPHICALLY AND ARE SHOWN APPROXIMATELY FOR INFORMATIONAL PURPOSES ONLY. SAID RIGHT–OF–WAY LINES SHOULD NOT BE UTILIZED FOR DESIGN PURPOSES.

A SUBDIVISION PLAT IS REQUIRED FOR THIS SITE.

SURVEY REFERENCES

1> PLAT OF SURVEY FOR FIRST FARMERS AND MERCHANTS NATIONAL BANK (TRUST DEPARTMENT) OF GLEN H. STEVENSON, ESTATE, PREPARED BY EVERETT E. CAMPBELL, RLS #455, AND RECORDED IN PLAT BOOK 16, PAGE 251, MAURY COUNTY RECORDS, MAY 6, 2006.

2> HONEY FARM PHASE 1, SECTION 1, PREPARED BY WEBB ENGINEERING, RLS #2671, AND RECORDED IN PLAT BOOK 18, PAGE 191, MAURY COUNTY RECORDS, NOVEMBER 25, 2008.

3> HONEY FARM PHASE 1, SECTION 2, PREPARED BY O'LEARY & ASSOCIATES LAND SURVEYING, RLS #1987, AND RECORDED IN PLAT BOOK 20, PAGE 157, MAURY COUNTY RECORDS, AUGUST 8, 2014.

4> HONEY FARM PHASE 1, SECTION 3, PREPARED BY WEBB ENGINEERING, RLS #2671, AND RECORDED IN PLAT BOOK 21, PAGE 109, MAURY COUNTY RECORDS, SEPTEMBER 28, 2016.

TITLE EXCEPTIONS

THE FOLLOWING EXCEPTIONS ARE LISTED IN SCHEDULE B, SECTION 2, OF A COMMITMENT FOR TITLE INSURANCE, AS PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 20220763CTN, EFFECTIVE DATE APRIL 12, 2022.

10. Subject to all matters shown on the Plan of record in Plat Book P16, Page 251–252; Plat Book P18, Pages 191–192, Plat Book P20, Page 157–158 and Plat Book P21, Page 109, Register's Office for Maury County, Tennessee.
SAID PLATS ESTABLISH THE EASTERN PROPERTY LINE AND RIGHT–OF–WAY OF HONEY FARM WAY. NO NEW EASEMENTS OR SETBACKS CREATED BY SAID PLATS.

11. Applications for Greenbelt Assessment – Agricultural of record in Book R2179, Pages 777 and 778, in the Register's Office for Maury County, Tennessee.
NOT A SURVEY MATTER

12. Joint Driveway Agreement of record in Book 1370, Page 694, in the Register's Office for Maury County, Tennessee.
DOES NOT AFFECT.

13. Grant of Easement of record in Book 1197, Page 481, in the Register's Office for Maury County, Tennessee.
AFFECTS SITE AS SHOWN

14. Deed restrictions, easements and rights as set out in Deed of record in Book 747, Page 371, in the Register's Office for Maury County, Tennessee.
MATTERS AFFECTING SITE ARE DEPICTED ON SURVEY

15. Right of Way Easement of record in Book 219, Page 536, in the Register's Office for Maury County, Tennessee.
AFFECTS SITE. BLANKET EASEMENT

16. Right–of–Way or Easement of record in Book R2026, Page 1182, in the Register's Office for Maury County, Tennessee.
DOES NOT AFFECT

17. Storm Water Detention Agreement of record in Book R2001, Page 247, in the Register's Office for Maury County, Tennessee.
AFFECTS SITE. BLANKET EASEMENT

18. Inspection and Maintenance Agreements of Private Stormwater Management Facilities of record in Book R2033, Page 1413 and Book R2415, Page 1427, in the Register's Office for Maury County, Tennessee.
DOES NOT AFFECT.

19. Easement(s) as shown in Deed of record in Book 1161, Page 434, in the Register's Office for Maury County, Tennessee.
AFFECTS SITE AS SHOWN.

20. Easements of record in Notice of Taking of record in Book 779, Page 508, in the Register's Office for Maury County, Tennessee.
AFFECTS SITE AS SHOWN.

21. Honey Farm Homeowners Association, Inc., Charter of record in Book 1, Page 366, in the Register's Office for Maury County, Tennessee.
NOT A SURVEY MATTER.

22. Any dedication of the Land or part thereof, for cemetery or burial purposes and public or private rights created thereby, including but not limited to the rights of others in and to the cemetery of record in Book 747, Page 371 and Book 1161, Page 434, in the Register's Office for Maury County, Tennessee.
CEMETERY AND BURIAL RIGHTS DO NOT AFFECT.

23. Possible encroachment by a "lane" of record in Book 747, Page 371; and rights of others in and to said "lane" as shown in aforesaid Book 747, Page 371 and in Book 1161, Page 434, in the Register's Office for Maury County, Tennessee.
AFFECTS SITE AS SHOWN.

PROPERTY DESCRIPTION

RESIDENTIAL TRACT:
All that tract or parcel of land lying and being in the Third Civil District of Maury County, Tennessee, and being more particularly described as follows:

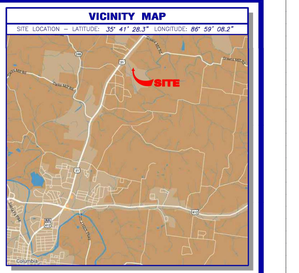
COMMENCING at a 1/2–inch rebar found at the intersection of the southeasterly right–of–way line of Nashville Highway (variable right–of–way) with the northeasterly right–of–way line of Honey Farm Way (variable right–of–way); Thence along said northeasterly right–of–way line of Honey Farm Way South 53 degrees 26 minutes 48 seconds East for a distance of 44.38 feet to a 1/2–inch rebar found; Thence along the arc of a curve to the left an arc length of 55.71 feet, said curve having a radius of 160.00 feet and being subtended by a chord of 55.43 feet bearing South 63 degrees 22 minutes 30 seconds East to a 1/2–inch rebar found; Thence along the arc of a curve to the right an arc length of 83.46 feet, said curve having a radius of 240.00 feet and being subtended by a chord of 83.04 feet bearing South 63 degrees 11 minutes 32 seconds East to a 1/2–inch rebar found; Thence South 53 degrees 39 minutes 04 seconds East for a distance of 95.90 feet to a 5/8–inch rebar set; Thence South 51 degrees 43 minutes 09 seconds East for a distance of 152.63 feet to a nail set; Thence South 55 degrees 07 minutes 01 seconds East for a distance of 89.78 feet to a 5/8–inch rebar set, said point being the TRUE POINT OF BEGINNING; Thence departing said right–of–way line North 36 degrees 32 minutes 46 seconds East for a distance of 616.84 feet to a nail set in the center of a paved lane; Thence with the centerline of said lane South 50 degrees 28 minutes 06 seconds East for a distance of 883.23 feet to a 1/2–inch rebar found to the center of a gravel lane; Thence with the centerline of said lane South 32 degrees 39 minutes 21 seconds East for a distance of 479.97 feet to a 1/2–inch rebar found; Thence South 79 degrees 57 minutes 38 seconds East for a distance of 289.61 feet to a 1/2–inch rebar found; Thence departing said lane South 05 degrees 52 minutes 43 seconds West for a distance of 262.24 feet to a 1/2–inch rebar found; Thence South 82 degrees 33 minutes 59 seconds East for a distance of 14.84 feet to a 5/8–inch rebar set; Thence South 07 degrees 54 minutes 24 seconds West, a distance of 96.17 feet to a 1/2–inch rebar found; Thence South 07 degrees 48 minutes 35 seconds West, a distance of 77.44 feet to a 1/2–inch rebar found; Thence South 07 degrees 42 minutes 38 seconds West for a distance of 107.03 feet to a 1/2–inch rebar found; Thence South 07 degrees 37 minutes 27 seconds West for a distance of 143.40 feet to a 1/2–inch rebar found; Thence South 07 degrees 42 minutes 47 seconds West for a distance of 84.92 feet to a 1/2–inch rebar found; Thence South 05 degrees 44 minutes 16 seconds West for a distance of 41.21 feet to a 1/2–inch rebar found; Thence South 05 degrees 30 minutes 25 seconds West for a distance of 38.38 feet to a 1/2–inch rebar found; Thence South 01 degrees 38 minutes 24 seconds West for a distance of 19.09 feet to a 1/2–inch rebar found; Thence South 01 degrees 27 minutes 54 seconds West for a distance of 105.85 feet to a 5/8–inch rebar set; Thence South 01 degrees 44 minutes 21 seconds West, a distance of 79.62 feet to a 5/8–inch rebar set; Thence South 07 degrees 52 minutes 42 seconds West, a distance of 75.86 feet to a 1/2–inch rebar found on the northeasterly right–of–way line of Honey Farm Way; Thence continuing with said right–of–way line along the arc of a curve to the right an arc length of 30.39 feet, said curve having a radius of 175.00 feet and being subtended by a chord bearing of North 47 degrees 31 minutes 58 seconds West, for a distance of 30.39 feet to a 1/2–inch rebar found; Thence along the arc of a curve to the right an arc length of 89.74 feet, with a radius of 175.00 feet, being subtended by a chord bearing of North 47 degrees 59 minutes 16 seconds West, for a distance of 88.76 feet to a 1/2–inch rebar found; Thence North 31 degrees 37 minutes 15 seconds West, a distance of 166.27 feet to a 5/8–inch rebar set; Thence North 33 degrees 22 minutes 49 seconds West, a distance of 409.64 feet to a 1/2–inch rebar found; Thence along a curve to the right having an arc length of 83.44 feet, with a radius of 170.00 feet, being subtended by a chord bearing of North 19 degrees 16 minutes 18 seconds West, for a distance of 82.60 feet to a 1/2–inch rebar found; Thence North 05 degrees 12 minutes 29 seconds West, a distance of 147.31 feet to a 5/8–inch rebar set; Thence along a curve to the left having an arc length of 287.52 feet, with a radius of 330.00 feet, being subtended by a chord bearing of North 30 degrees 10 minutes 23 seconds West, for a distance of 278.51 feet to a 1/2–inch rebar found; Thence North 55 degrees 08 minutes 10 seconds West for a distance of 348.87 feet to a 1/2–inch rebar found; Thence along the arc of a curve to the right an arc length of 49.90 feet, said curve having a radius of 65.00 feet and being subtended by a chord of 48.69 feet bearing North 33 degrees 10 minutes 56 seconds West to a 1/2–inch rebar found; Thence along the arc of a curve to the left an arc length of 102.73 feet, said curve having a radius of 67.00 feet and being subtended by a chord of 92.96 feet bearing North 55 degrees 10 minutes 25 seconds West to a 1/2–inch rebar found; Thence along the arc of a curve to the right an arc length of 49.83 feet, said curve having a radius of 65.00 feet and being subtended by a chord of 48.62 feet bearing North 77 degrees 07 minutes 31 seconds West to a 1/2–inch rebar found; Thence North 55 degrees 07 minutes 01 seconds West for a distance of 564.95 feet to a 5/8–inch rebar set, said point being the TRUE POINT OF BEGINNING.

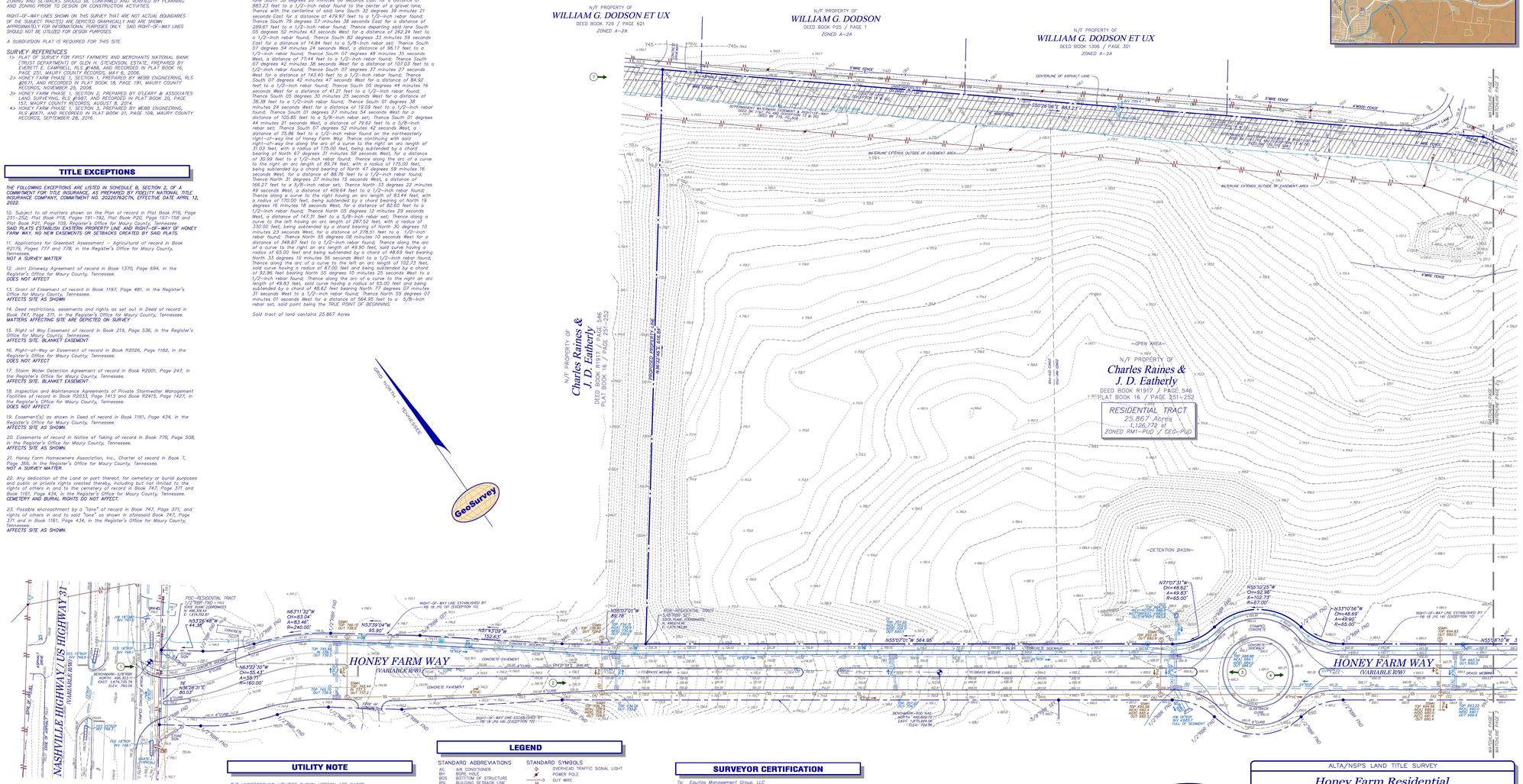
Said tract of land contains 25.867 Acres

SITE PHOTOGRAPHS

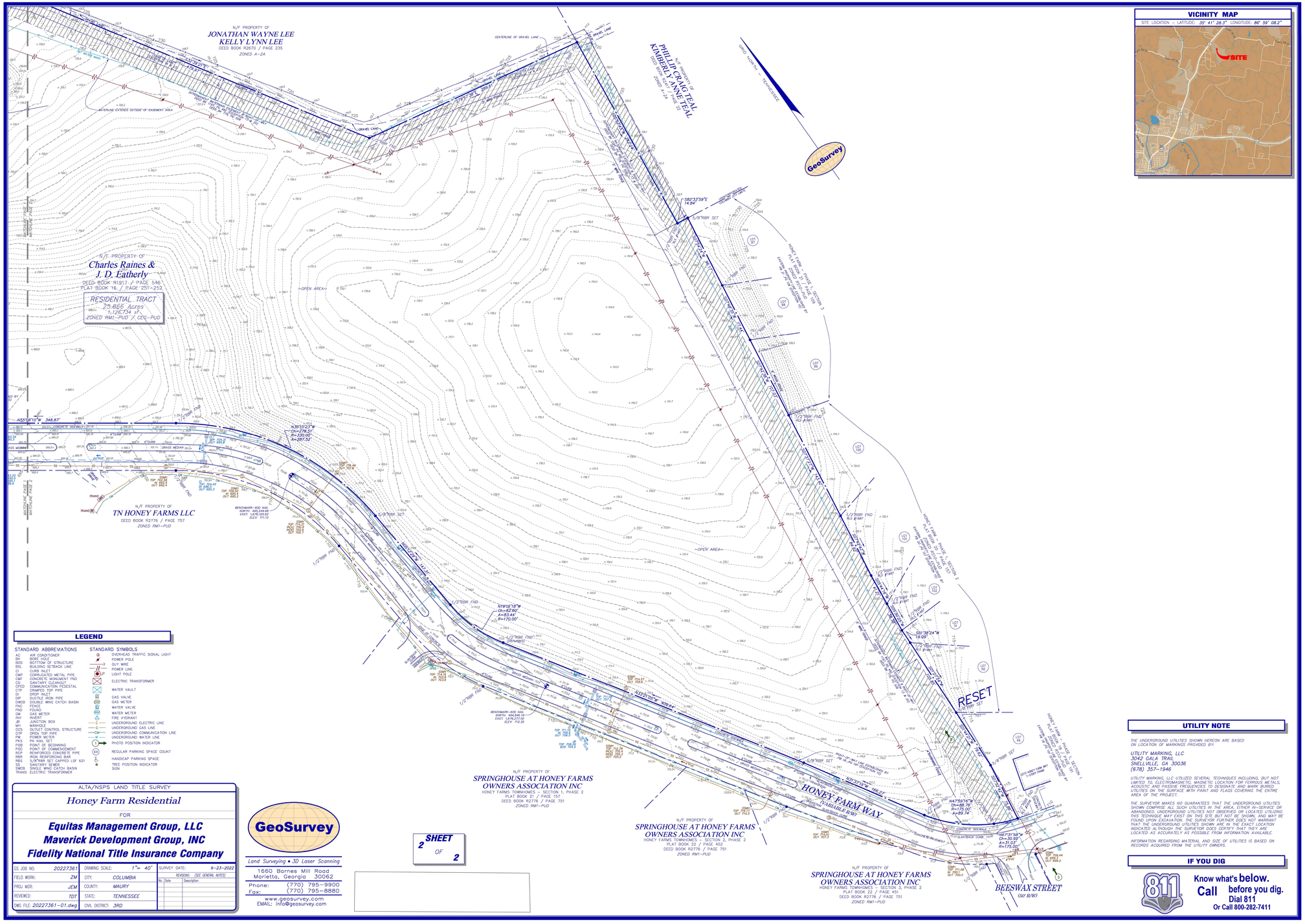


VICINITY MAP




N/F PROPERTY OF
WILLIAM G. DODSON ET UX
DEED BOOK 729 / PAGE 921
ZONED A–2A
N/F PROPERTY OF
WILLIAM G. DODSON
DEED BOOK P25 / PAGE 1
ZONED A–2A
N/F PROPERTY OF
WILLIAM G. DODSON ET UX
DEED BOOK 1308 / PAGE 301
ZONED A–2A
N/F PROPERTY OF
Charles Raines & J. D. Eatherly
DEED BOOK R1917 / PAGE 546
PLAT BOOK 16 / PAGE 251–252
N/F PROPERTY OF
Charles Raines & J. D. Eatherly
DEED BOOK R1917 / PAGE 546
PLAT BOOK 16 / PAGE 251–252
RESIDENTIAL TRACT
25.867 Acres
1,126,772 sf
ZONED RM1–PUD / CEG–PUD
HONEY FARM WAY
(VARIABLE R/W)
NASHVILLE HIGHWAY/US HIGHWAY 31
(VARIABLE R/W)
~DETENTION BASIN~
~OPEN AREA~
PROPOSED ROCKERY / CMU RETAINING WALL
PROPOSED 6' WOOD PRIVACY FENCE
PROPOSED 6' WOOD PRIVACY FENCE ON TOP OF RETAINING WALL
PROPOSED 6' WOOD PRIVACY FENCE ON TOP OF RETAINING WALL
PROPOSED 6' WOOD PRIVACY FENCE

C0-03 - SURVEY BY GEOSURVEY
DATED 06/23/2022 - N.T.S.


N/F PROPERTY OF
JONATHAN WAYNE LEE
KELLY LYNN LEE
DEED BOOK R2670 / PAGE 235
ZONED A-2A
N/F PROPERTY OF
PHILLIP CRAIG TEAL
KIMBERLY ANNE TEAL
DEED BOOK R2677 / PAGE 22
ZONED A-2A
N/F PROPERTY OF
Charles Raines &
J. D. Eatherly
DEED BOOK R1917 / PAGE 546
PLAT BOOK 16 / PAGE 251-252
RESIDENTIAL TRACT
25.866 Acres
1,126,734 sf
ZONED RM1-PUD / CEG-PUD
N/F PROPERTY OF
TN HONEY FARMS LLC
DEED BOOK R2776 / PAGE 757
ZONED RM1-PUD
N/F PROPERTY OF
SPRINGHOUSE AT HONEY FARMS OWNERS ASSOCIATION INC
HONEY FARMS TOWNHOMES – SECTION 1, PHASE 2
PLAT BOOK 21 / PAGE 157
DEED BOOK R2776 / PAGE 751
ZONED RM1-PUD
N/F PROPERTY OF
SPRINGHOUSE AT HONEY FARMS OWNERS ASSOCIATION INC
HONEY FARMS TOWNHOMES – SECTION 2, PHASE 2
PLAT BOOK 22 / PAGE 452
DEED BOOK R2776 / PAGE 751
ZONED RM1-PUD
N/F PROPERTY OF
SPRINGHOUSE AT HONEY FARMS OWNERS ASSOCIATION INC
HONEY FARMS TOWNHOMES – SECTION 3, PHASE 2
PLAT BOOK 22 / PAGE 451
DEED BOOK R2776 / PAGE 751
ZONED RM1-PUD
HONEY FARM WAY
(VARIABLE R/W)
BEESWAX STREET
(50' R/W)
GRAVEL LANE
CENTERLINE OF GRAVEL LANE
GRID NORTH – TENNESSEE
GeoSurvey
RESET
5/8"RBR SET
1/2"RBR FND
N53°58'10"W 348.97'
N30°03'23"W
CH=278.01'
R=330.00'
A=287.52'
N79°26'18"W
CH=83.46'
A=84.00'
R=170.00'
N43°03'00"W 409.41'
S87°13'59"E
14.64'
S30°38'24"W
18.69'
N47°59'16"W
CH=66.76'
R=175.00'
A=66.74'
N6°31'56"W
CH=30.99'
A=31.03'
R=175.00'
S43°03'00"E 409.41'
S79°26'18"E
CH=83.46'
A=84.00'
R=170.00'
S30°03'23"E
CH=278.01'
R=330.00'
A=287.52'
S53°58'10"E 348.97'
N43°03'00"W 166.27'
S43°03'00"E 166.27'
BENCHMARK-600 NAIL
NORTH: 495,249.68
EAST: 1,676,272.50
ELEV: 715.70
BENCHMARK-600 NAIL
NORTH: 494,846.19
EAST: 1,676,272.50
ELEV: 712.30
~OPEN AREA~
HONEY FARM – PHASE 1, SECTION 1
PLAT BOOK 21 / PAGE 109
HONEY FARM – PHASE 1, SECTION 2
PLAT BOOK 21 / PAGE 110
HONEY FARM – PHASE 1, SECTION 3
PLAT BOOK 21 / PAGE 111
LOT 97
LOT 96
LOT 95
LOT 94
LOT 93
LOT 92
LOT 91
LOT 49
LOT 50
LOT 51
LOT 52
LOT 53
LOT 54
LOT 55
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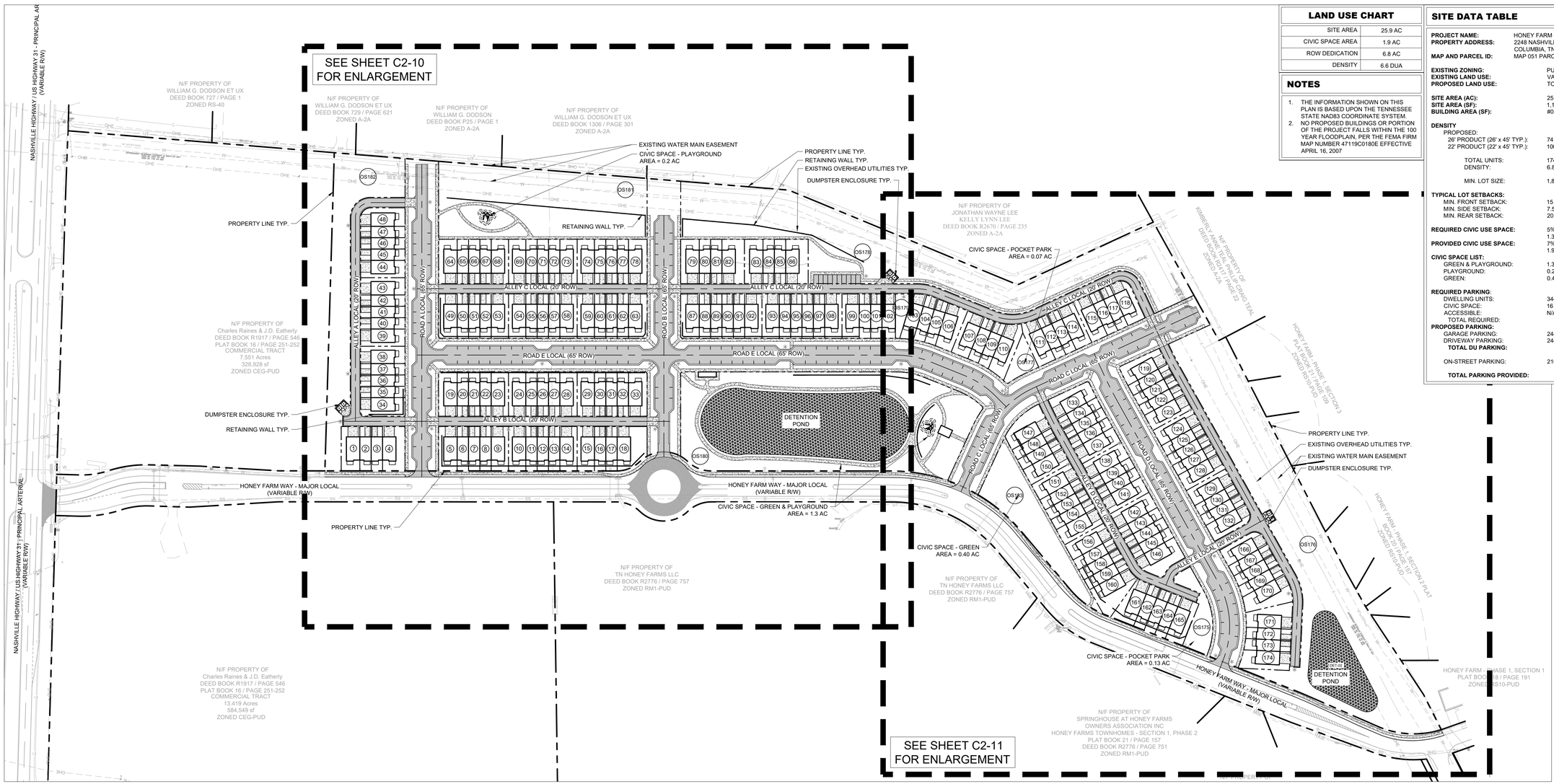
LOT 65
LOT 66
LOT 67
LOT 68
LOT



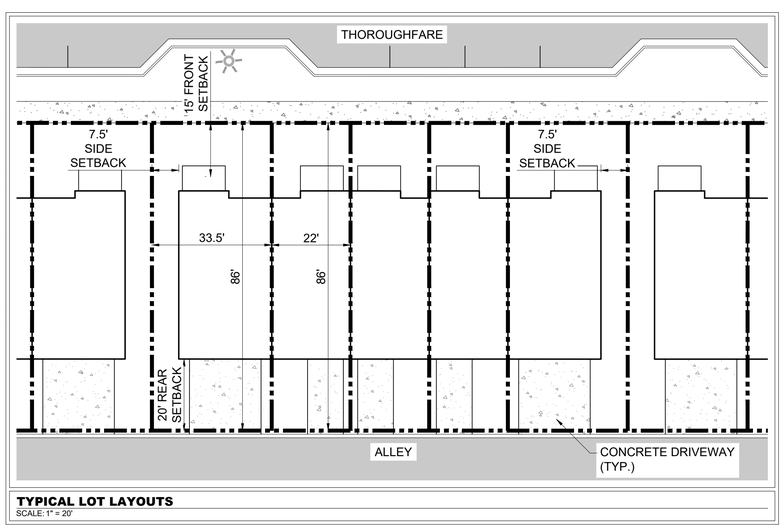
LAND USE CHART	
SITE AREA	25.9 AC
CIVIC SPACE AREA	1.9 AC
ROW DEDICATION	6.8 AC
DENSITY	6.6 DUA

NOTES

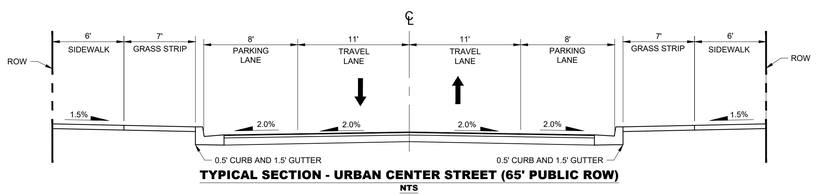
1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0180E EFFECTIVE APRIL 16, 2007

SITE DATA TABLE

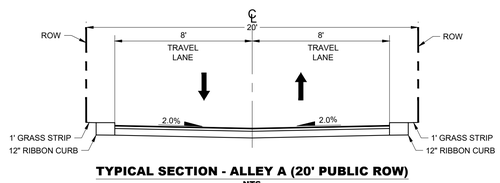
PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9 AC
SITE AREA (SF):	1,128,204 SF
BUILDING AREA (SF):	#050
DENSITY	
PROPOSED:	
26' PRODUCT (26' x 45' TYP.):	74 DU
22' PRODUCT (22' x 45' TYP.):	100 DU
TOTAL UNITS:	174 DU
DENSITY:	6.8 UNITS/ACRE
MIN. LOT SIZE:	1,892 SF
TYPICAL LOT SETBACKS:	
MIN. FRONT SETBACK:	15 FT
MIN. SIDE SETBACK:	7.5 FT
MIN. REAR SETBACK:	20 FT FROM ALLEY C.L.
REQUIRED CIVIC USE SPACE:	5% OF TOTAL AREA 1.3 AC
PROVIDED CIVIC USE SPACE:	7% OF TOTAL AREA 1.9 AC AC
CIVIC SPACE LIST:	
GREEN & PLAYGROUND:	1.3 AC
PLAYGROUND:	0.2 AC
GREEN:	0.4 AC
REQUIRED PARKING:	
DWELLING UNITS:	344 SPACES
CIVIC SPACE:	16 SPACES
ACCESSIBLE:	N/A
TOTAL REQUIRED:	**360 SPACES**
PROPOSED PARKING:	
GARAGE PARKING:	244 SPACES
DRIVEWAY PARKING:	244 SPACES
TOTAL DU PARKING:	**488 SPACES**
ON-STREET PARKING:	210 SPACES
TOTAL PARKING PROVIDED:	**698 SPACES**



TYPICAL LOT LAYOUTS
SCALE: 1" = 20'



TYPICAL SECTION - URBAN CENTER STREET (65' PUBLIC ROW)
NTS



TYPICAL SECTION - ALLEY A (20' PUBLIC ROW)
NTS

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

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Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

WILLIAM GRAY HARRISON — REGISTERED ENGINEER — AGRICULTURE COMMERCE — No. 127919 — STATE OF TENNESSEE — 05/20/2024

No.	REVISIONS	DATE	BY
1			
2			
3			
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5			
6			
7			
8			
9			
10			

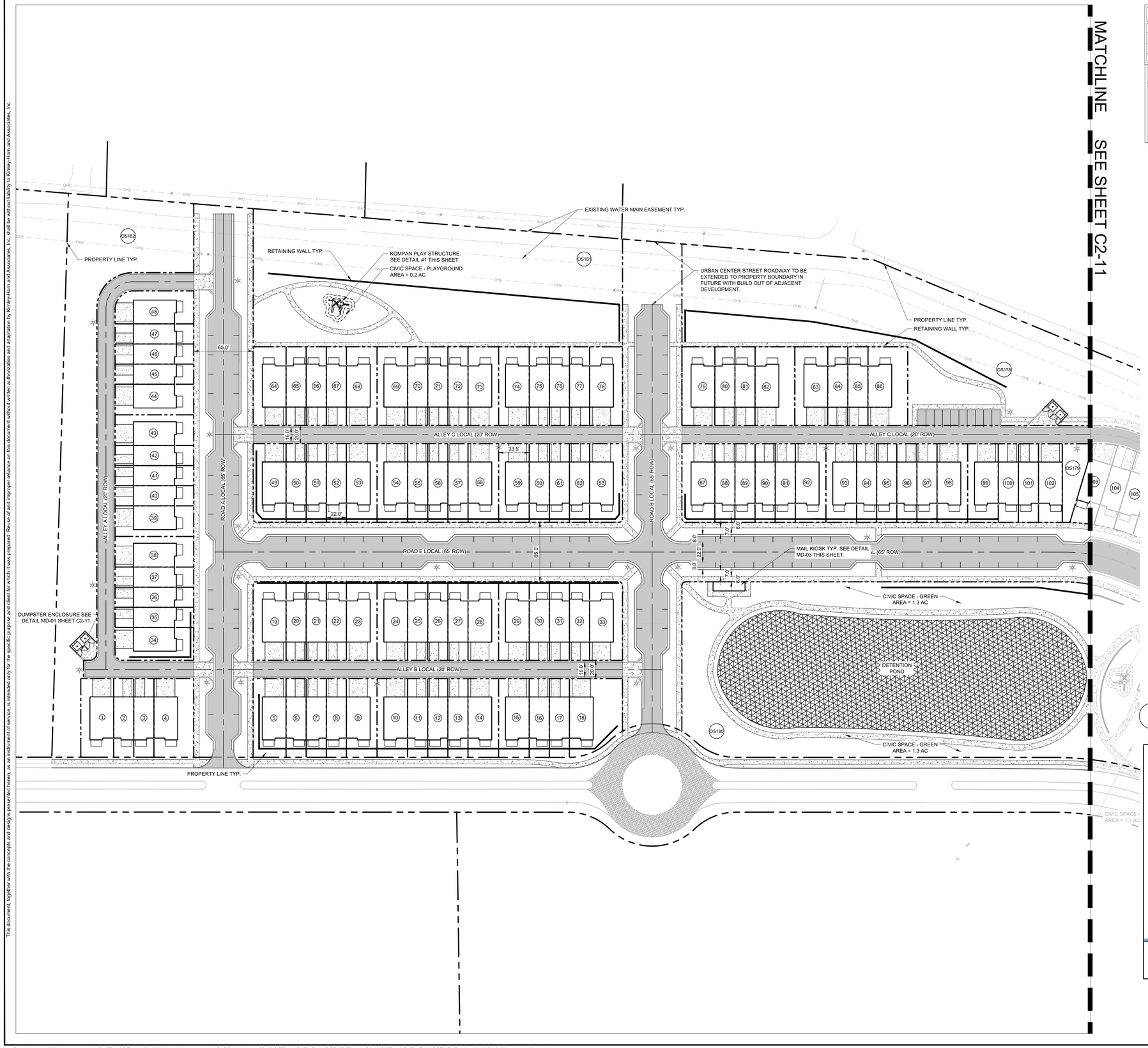
DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024

KIMLEY-HORN PROJECT NO. 118621000

SITE LAYOUT - OVERALL

SHEET NUMBER
C2-00

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LAND USE CHART	
SITE AREA	25.9 AC
CIVIC SPACE AREA	1.9 AC
ROW DEDICATION	6.8 AC
DENSITY	6.8 DUA

NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0180E EFFECTIVE APRIL 16, 2007

SITE DATA TABLE

PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9 AC
SITE AREA (SF):	1,128,204 SF
BUILDING AREA (SF):	#050
DENSITY	
PROPOSED:	
26' PRODUCT (26' x 45' TYP.):	74 DU
22' PRODUCT (22' x 45' TYP.):	100 DU
TOTAL UNITS:	174 DU
DENSITY:	6.8 UNITS/ACRE
MIN. LOT SIZE:	1,892 SF
TYPICAL LOT SETBACKS:	
MIN. FRONT SETBACK:	15 FT
MIN. SIDE SETBACK:	7.5 FT
MIN. REAR SETBACK:	20 FT FROM ALLEY C.L.
REQUIRED CIVIC USE SPACE:	5% OF TOTAL AREA 1.3 AC
PROVIDED CIVIC USE SPACE:	7% OF TOTAL AREA 1.9 AC AC
CIVIC SPACE LIST:	
GREEN & PLAYGROUND:	1.3 AC
PLAYGROUND:	0.2 AC
GREEN:	0.4 AC
REQUIRED PARKING:	
DWELLING UNITS:	344 SPACES
CIVIC SPACE:	16 SPACES
ACCESSIBLE:	N/A
TOTAL REQUIRED:	**360 SPACES**
PROPOSED PARKING:	
GARAGE PARKING:	244 SPACES
DRIVEWAY PARKING:	244 SPACES
TOTAL DU PARKING:	**488 SPACES**
ON-STREET PARKING:	210 SPACES
TOTAL PARKING PROVIDED:	**698 SPACES**



PRODUCT SPECIFICATIONS

MANUFACTURER: **KOMPAN**
PRODUCT: **YELLOWSTONE WITH SHADE**
SIZE: **23'7"X17'10"X15'9"**
COLOR: **TBD**
OPTIONS: **N/A**
DETAIL NOTE: **INSTALL PER MANUFACTURER SPECIFICATIONS**
QUANTITY: **1**

CONTACT: **615.426.8760**
WEBSITE: **https://www.kompan.com/en/us**

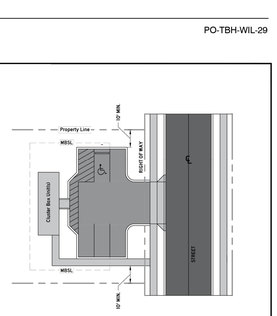
1 PLAY STRUCTURE

NTS PO-TBH-WIL-29

NOTES:

FOR 75 OR LESS CBU'S AT A SINGLE LOCATION:
1. CLUSTER BOX UNITS (CBU'S) SHALL MEET USPS STANDARDS
2. CBU'S MAY BE LOCATED WITHIN THE RIGHT OF WAY
3. CBU'S SHALL NOT ENCROACH UPON THE ROADWAY OR SIDEWALK.
4. CBU'S SHOULD BE PLACED ALONG MINOR LOCAL ROADWAYS OR EQUIVALENT, FOR PLACEMENT ALONG COLLECTOR AND ARTERIAL ROADWAYS, FOLLOW THE STANDARDS BELOW, "FOR MORE THAN 75 CBU'S AT A SINGLE LOCATION".

FOR MORE THAN 75 CBU'S AT A SINGLE LOCATION
1. CBU'S SHALL MEET USPS STANDARDS
2. CBU'S SHALL BE LOCATED OUTSIDE OF THE RIGHT OF WAY WITHIN A COMMON OR OPEN SPACE LOT
3. CBU'S SHALL NOT BE PLACED WITHIN ANY EASEMENTS
4. CBU'S AND APPURTENANT BUILDING PADS[] SHALL BE CONSIDERED A PRINCIPLE STRUCTURE AND SHALL ADHERE TO BUILDING SETBACKS
5. CBU'S SHALL HAVE PATHWAYS TO MEET ZONING CODE AND ACCESS MANAGEMENT
6. PARKING SHALL BE PROVIDED WITH A MINIMUM OF 2 PARKING STALLS PLUS 1 STALL PER 25 MAIL UNITS OR PORTION THEREOF ABOVE THE FIRST 25 MAIL UNITS, WITH A MAXIMUM OF TWICE THE MINIMUM
7. PARKING AND SIDEWALKS SHALL HAVE A 10 FT. MINIMUM BUFFER FROM RESIDENTIAL USES
8. PARKING SHALL ADHERE TO LAYOUT AND INTERIOR LANDSCAPING REQUIREMENTS PER THE ZONING CODE
9. PARKING SHALL BE CLEARLY LABELED AS SHORT TERM PARKING AND CANNOT BE CONSIDERED REQUIRED PARKING FOR ANOTHER USE
10. WHEEL STOPS OR CURBING SHALL BE PROVIDED FOR ALL PARKING STALLS
11. ADEQUATE LIGHTING SHALL BE PROVIDED.
12. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER



CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

MAIL CLUSTER BOX UNITS

(NTS)

DATE 6/9/2022

MD-03

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com
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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

WILLIAM GRAY HARRISON — REGISTERED ENGINEER — AGRICULTURE — CIVIL — No. 121918 — STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
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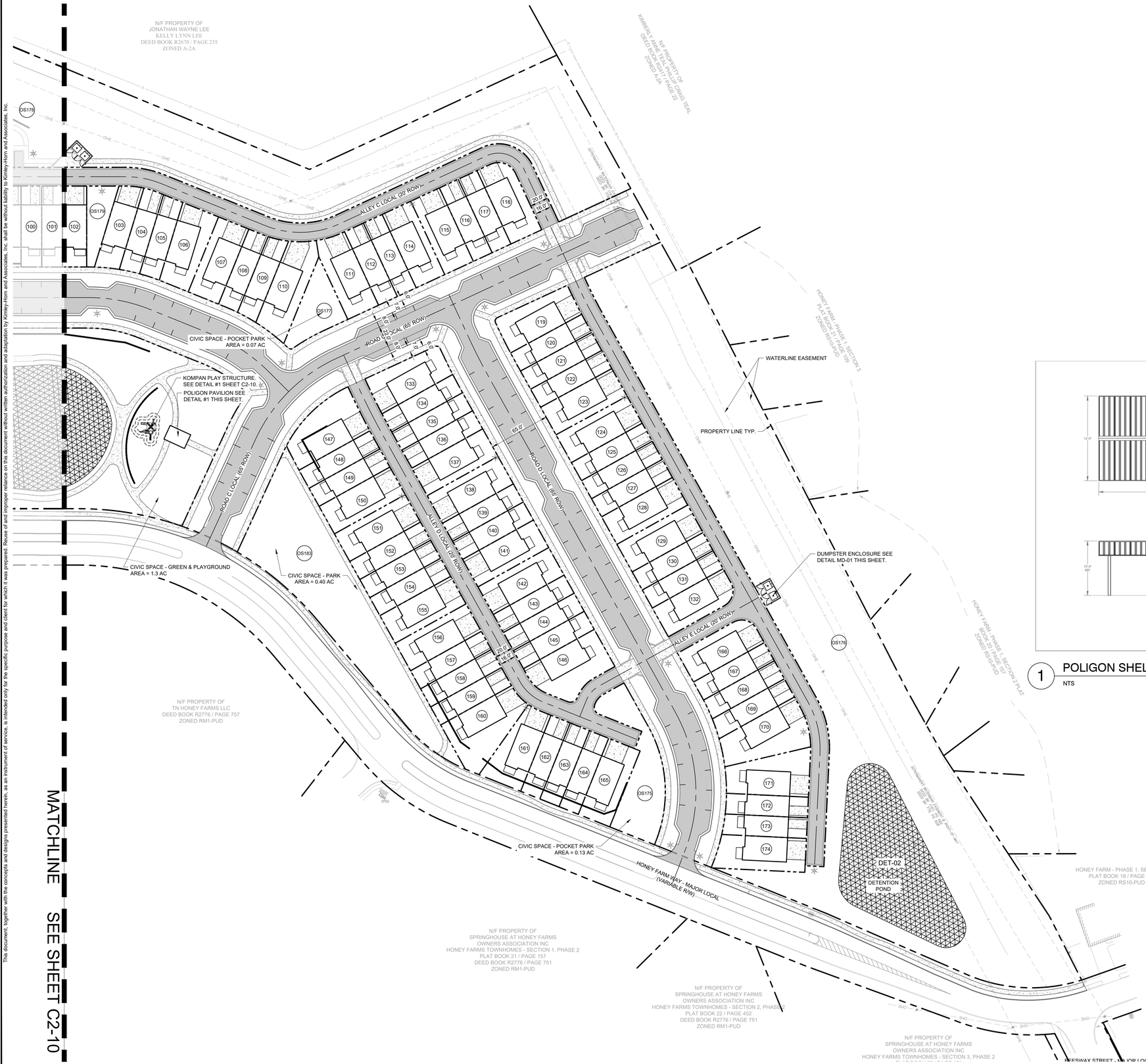
9			
10			

DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

SITE LAYOUT - ENLARGEMENT

SHEET NUMBER
C2-10



LAND USE CHART

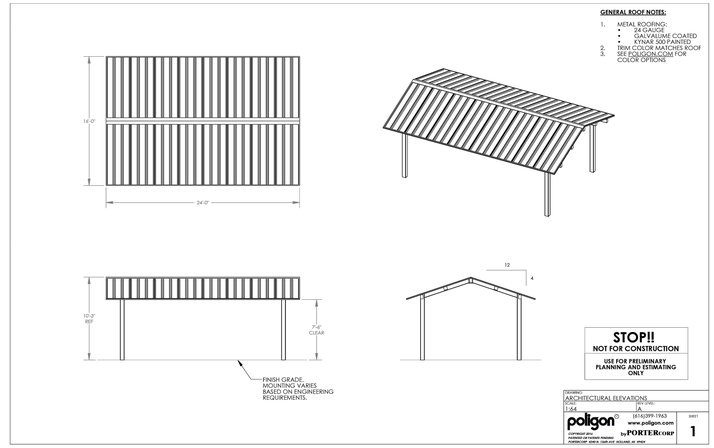
SITE AREA	25.9 AC
CIVIC SPACE AREA	1.9 AC
ROW DEDICATION	6.8 AC
DENSITY	6.8 DUA

NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0180E EFFECTIVE APRIL 16, 2007

SITE DATA TABLE

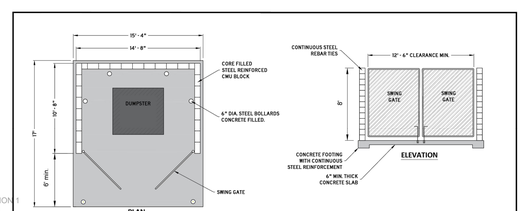
PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9 AC
SITE AREA (SF):	1,128,204 SF
BUILDING AREA (SF):	#050
DENSITY	
PROPOSED:	
26' PRODUCT (26' x 45' TYP.):	74 DU
22' PRODUCT (22' x 45' TYP.):	100 DU
TOTAL UNITS:	174 DU
DENSITY:	6.8 UNITS/ACRE
MIN. LOT SIZE:	1,892 SF
TYPICAL LOT SETBACKS:	
MIN. FRONT SETBACK:	15 FT
MIN. SIDE SETBACK:	7.5 FT
MIN. REAR SETBACK:	20 FT FROM ALLEY C.L.
REQUIRED CIVIC USE SPACE:	5% OF TOTAL AREA 1.3 AC
PROVIDED CIVIC USE SPACE:	7% OF TOTAL AREA 1.9 AC AC
CIVIC SPACE LIST:	
GREEN & PLAYGROUND:	1.3 AC
PLAYGROUND:	0.2 AC
GREEN:	0.4 AC
REQUIRED PARKING:	
DWELLING UNITS:	344 SPACES
CIVIC SPACE:	16 SPACES
ACCESSIBLE:	N/A
TOTAL REQUIRED:	**360 SPACES**
PROPOSED PARKING:	
GARAGE PARKING:	244 SPACES
DRIVEWAY PARKING:	244 SPACES
TOTAL DU PARKING:	**488 SPACES**
ON-STREET PARKING:	210 SPACES
TOTAL PARKING PROVIDED:	**698 SPACES**



1 POLIGON SHELTER 16' X 24'

NTS

PO-ST5-02



NOTES:

1. MATERIALS, CONSTRUCTION AND QUANTITY CONTROL OF MASONRY SHALL BE IN ACCORDANCE WITH INTERNATIONAL BUILDING CODE (IBC).
2. ARCHITECTURAL TREATMENT SHOULD BE CONSISTENT WITH THOSE USED IN THE CONSTRUCTION OF AND ARCHITECTURAL STYLE OF THE PRINCIPAL BUILDING. SHALL BE COMPLIANT WITH THE ZONING ORDINANCE AND ALL OTHER APPLICABLE REGULATIONS
3. CONCRETE SLAB: MONOLITHIC, MIN. 6" THICKNESS W/MEDIDED 6"X6"/ 10X10 WELDED WIRE FABRIC (W.W.F.), CLASS A 3000 P.S.I. CONCRETE FILLED CELLS: WITH 1-#5 VERTICAL REBAR TIED TO FOOTER STEEL AT EACH CORNER AND EVERY 4' O.C.
4. BOLLARD: 3'-6" HIGH, 6" DIAMETER STEEL PIPE BOLLARD FILLED WITH CONCRETE, PAINTED TRAFFIC YELLOW
5. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE	CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION STANDARD DETAILS	DUMPSTER PAD AND ENCLOSURE (NTS)	DATE 6/9/2022 MD-01

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

Kimley»Horn
10 Lea Avenue, Suite 400 Nashville, TN 37210
Main: 615.564.2701 | www.kimley-horn.com

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

WILLIAM GRAY HARRISON — REGISTERED ENGINEER — AGRICULTURE — CONSULTANT — No. 127913 — STATE OF TENNESSEE — 05/20/2024

No.	DATE	BY
1		
2		
3		
4		
5		
6		
7		
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9		
10		

REVISIONS

DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

SITE LAYOUT - ENLARGEMENT

SHEET NUMBER
C2-11

MATCHLINE SEE SHEET C2-10

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Drawing name: \\kimley-horn.com\so_fra\FRA_LDEV\118621000 - honey farm crossing\4-CADD\plansheets\C2-10 SITE LAYOUT - ENLARGEMENT.dwg C2-11 SITE LAYOUT - ENLARGEMENT May 20, 2024 3:39pm by: william.irby

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
1	3093.70	0.07
2	1890.79	0.04
3	1890.93	0.04
4	3739.38	0.09
5	3097.65	0.07
6	1892.09	0.04
7	1892.24	0.04
8	1892.39	0.04
9	2881.06	0.07
10	2881.41	0.07
11	1893.01	0.04
12	1893.16	0.04
13	1893.31	0.04
14	2882.36	0.07
15	2881.03	0.07
16	1893.92	0.04
17	1894.07	0.04
18	4400.81	0.10
19	3094.09	0.07
20	1892.00	0.04
21	1892.00	0.04

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
22	1892.00	0.04
23	2880.17	0.07
24	2880.17	0.07
25	1892.00	0.04
26	1892.00	0.04
27	1892.00	0.04
28	2880.07	0.07
29	2880.07	0.07
30	1892.00	0.04
31	1892.00	0.04
32	1892.00	0.04
33	3091.04	0.07
34	3082.11	0.07
35	1892.00	0.04
36	1892.00	0.04
37	1892.00	0.04
38	2880.65	0.07
39	2880.69	0.07
40	1892.00	0.04
41	1892.00	0.04
42	1892.00	0.04

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
43	2880.49	0.07
44	2881.35	0.07
45	1891.99	0.04
46	1891.99	0.04
47	1891.99	0.04
48	3010.03	0.07
49	3093.11	0.07
50	1892.00	0.04
51	1892.00	0.04
52	1892.00	0.04
53	2880.17	0.07
54	2880.17	0.07
55	1892.00	0.04
56	1892.00	0.04
57	1892.00	0.04
58	2880.07	0.07
59	2880.07	0.07
60	1892.00	0.04
61	1892.00	0.04
62	1892.00	0.04
63	3092.03	0.07

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
64	3095.85	0.07
65	1892.00	0.04
66	1892.00	0.04
67	1892.00	0.04
68	2880.17	0.07
69	2880.17	0.07
70	1892.00	0.04
71	1892.00	0.04
72	1892.00	0.04
73	2880.07	0.07
74	2880.07	0.07
75	1892.00	0.04
76	1892.00	0.04
77	1892.00	0.04
78	3096.15	0.07
79	3096.44	0.07
80	1892.00	0.04
81	1892.00	0.04
82	3783.78	0.09
83	3047.90	0.07
84	1892.69	0.04

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
85	1892.77	0.04
86	3742.86	0.09
87	3092.65	0.07
88	1891.99	0.04
89	1892.00	0.04
90	1892.00	0.04
91	1892.00	0.04
92	2881.03	0.07
93	2881.05	0.07
94	1891.99	0.04
95	1892.00	0.04
96	1892.00	0.04
97	1892.00	0.04
98	2881.03	0.07
99	2881.05	0.07
100	1891.99	0.04
101	1892.00	0.04
102	2236.00	0.05
103	2351.08	0.05
104	1963.63	0.05
105	1911.98	0.04

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
106	3189.40	0.07
107	2984.61	0.07
108	1895.13	0.04
109	1967.62	0.05
110	3688.06	0.08
111	3118.01	0.07
112	1892.00	0.04
113	1891.99	0.04
114	2881.01	0.07
115	2881.07	0.07
116	1892.00	0.04
117	1891.99	0.04
118	3009.86	0.07
119	3196.17	0.07
120	1892.06	0.04
121	1892.09	0.04
122	1892.09	0.04
123	2880.91	0.07
124	2873.39	0.07
125	1892.00	0.04
126	1892.00	0.04

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
127	1892.00	0.04
128	2880.92	0.07
129	2880.92	0.07
130	1892.00	0.04
131	1892.00	0.04
132	2940.41	0.07
133	3272.42	0.08
134	1892.24	0.04
135	1892.00	0.04
136	1892.00	0.04
137	2881.10	0.07
138	2881.18	0.07
139	1891.76	0.04
140	1892.00	0.04
141	2881.51	0.07
142	2880.99	0.07
143	1892.00	0.04
144	1892.00	0.04
145	1891.22	0.04
146	3903.98	0.09
147	3952.94	0.09

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
148	1892.03	0.04
149	1892.00	0.04
150	2881.00	0.07
151	2881.00	0.07
152	1892.00	0.04
153	1892.00	0.04
154	1892.00	0.04
155	2881.40	0.07
156	2880.62	0.07
157	1892.42	0.04
158	1892.03	0.04
159	1891.92	0.04
160	4265.98	0.10
161	3254.78	0.07
162	1914.20	0.04
163	1914.20	0.04
164	1914.20	0.04
165	3132.32	0.07
166	2940.47	0.07
167	1892.04	0.04
168	1905.65	0.04

LOT AREA TABLE

PARCEL #	AREA (SF)	AREA (ac)
169	1966.28	0.05
170	4065.51	0.09
171	3632.75	0.08
172	1916.61	0.04
173	1948.44	0.04
174	3395.21	0.08
175	5754.28	0.13
176	103466.53	2.38
177	2904.66	0.07
178	89994.06	2.07
179	1828.56	0.04
180	104602.31	2.40
181	54309.01	1.25
182	31662.04	0.73
183	19730.07	0.45

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HONEY FARM CROSSING
FOR
LANDSTAR GROUP, INC.
COLUMBIA, TN

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 137919
STATE OF TENNESSEE
05/20/2024

No.	REVISIONS	DATE	BY
1			
2			
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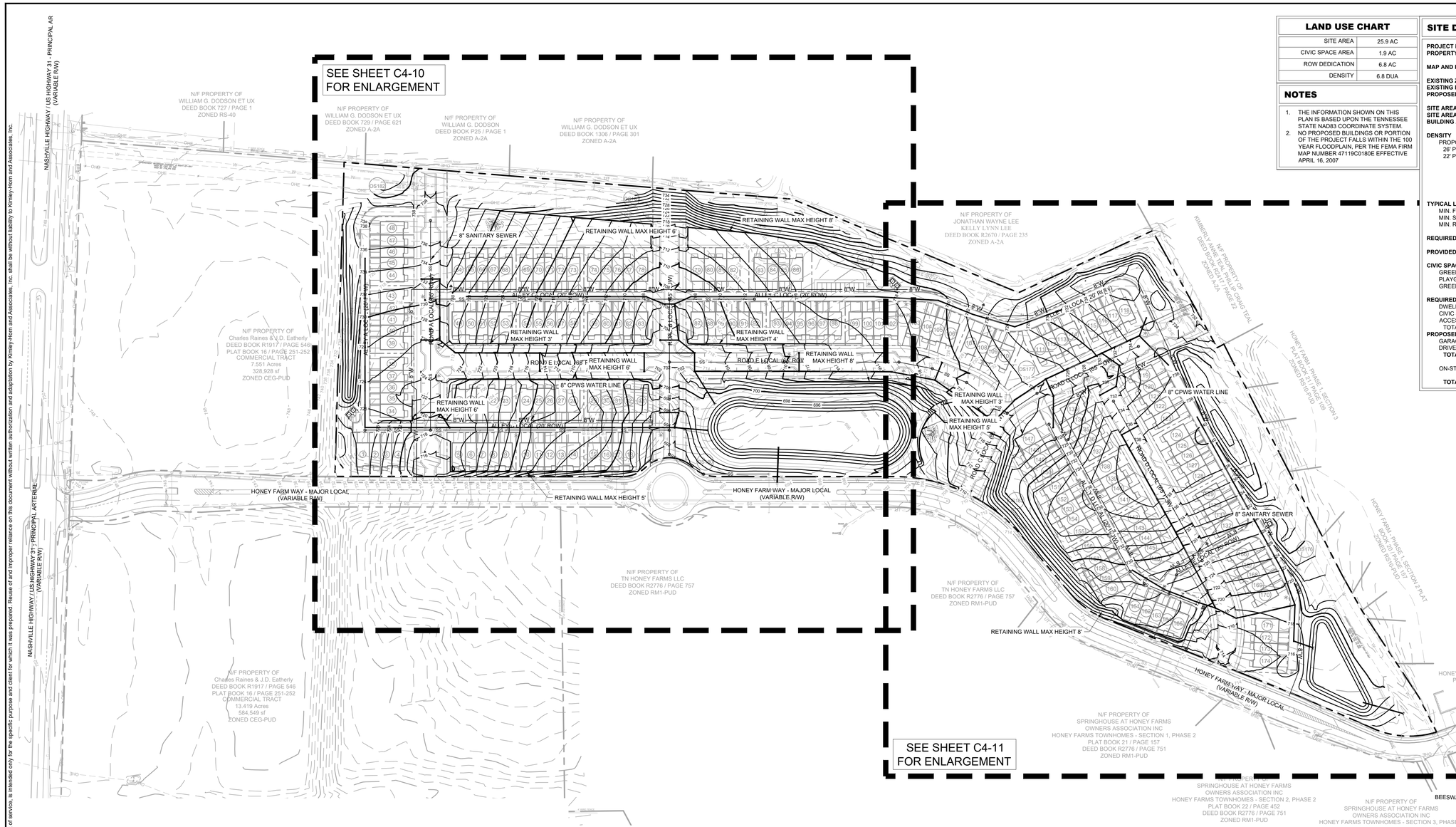
DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024

KIMLEY-HORN PROJECT NO.
118621000

TABULAR DATA

SHEET NUMBER
C2-12



LAND USE CHART

SITE AREA	25.9 AC
CIVIC SPACE AREA	1.9 AC
ROW DEDICATION	6.8 AC
DENSITY	6.8 DUA

NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0180E EFFECTIVE APRIL 16, 2007

SITE DATA TABLE

PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9 AC
SITE AREA (SF):	1,128,204 SF
BUILDING AREA (SF):	#050
DENSITY	
PROPOSED:	
26' PRODUCT (26' x 45' TYP.):	74 DU
22' PRODUCT (22' x 45' TYP.):	100 DU
TOTAL UNITS:	174 DU
DENSITY:	6.8 UNITS/ACRE
MIN. LOT SIZE:	1,892 SF
TYPICAL LOT SETBACKS:	
MIN. FRONT SETBACK:	15 FT
MIN. SIDE SETBACK:	7.5 FT
MIN. REAR SETBACK:	20 FT FROM ALLEY C.L.
REQUIRED CIVIC USE SPACE:	5% OF TOTAL AREA 1.3 AC
PROVIDED CIVIC USE SPACE:	7% OF TOTAL AREA 1.9 AC AC
CIVIC SPACE LIST:	
GREEN & PLAYGROUND:	1.3 AC
PLAYGROUND:	0.2 AC
GREEN:	0.4 AC
REQUIRED PARKING:	
DWELLING UNITS:	344 SPACES
CIVIC SPACE:	16 SPACES
ACCESSIBLE:	N/A
TOTAL REQUIRED:	**360 SPACES**
PROPOSED PARKING:	
GARAGE PARKING:	244 SPACES
DRIVEWAY PARKING:	244 SPACES
TOTAL DU PARKING:	**488 SPACES**
ON-STREET PARKING:	210 SPACES
TOTAL PARKING PROVIDED:	**698 SPACES**

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
CONSERVATION
COMMERCE
No. 127919
STATE OF TENNESSEE
05/20/2024

No	REVISIONS	DATE	BY
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DESIGNED BY:	BFG
DRAWN BY:	BFG
CHECKED BY:	WGH
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

GRADING, DRAINAGE, AND UTILITY PLAN - OVERALL

SHEET NUMBER
C4-00

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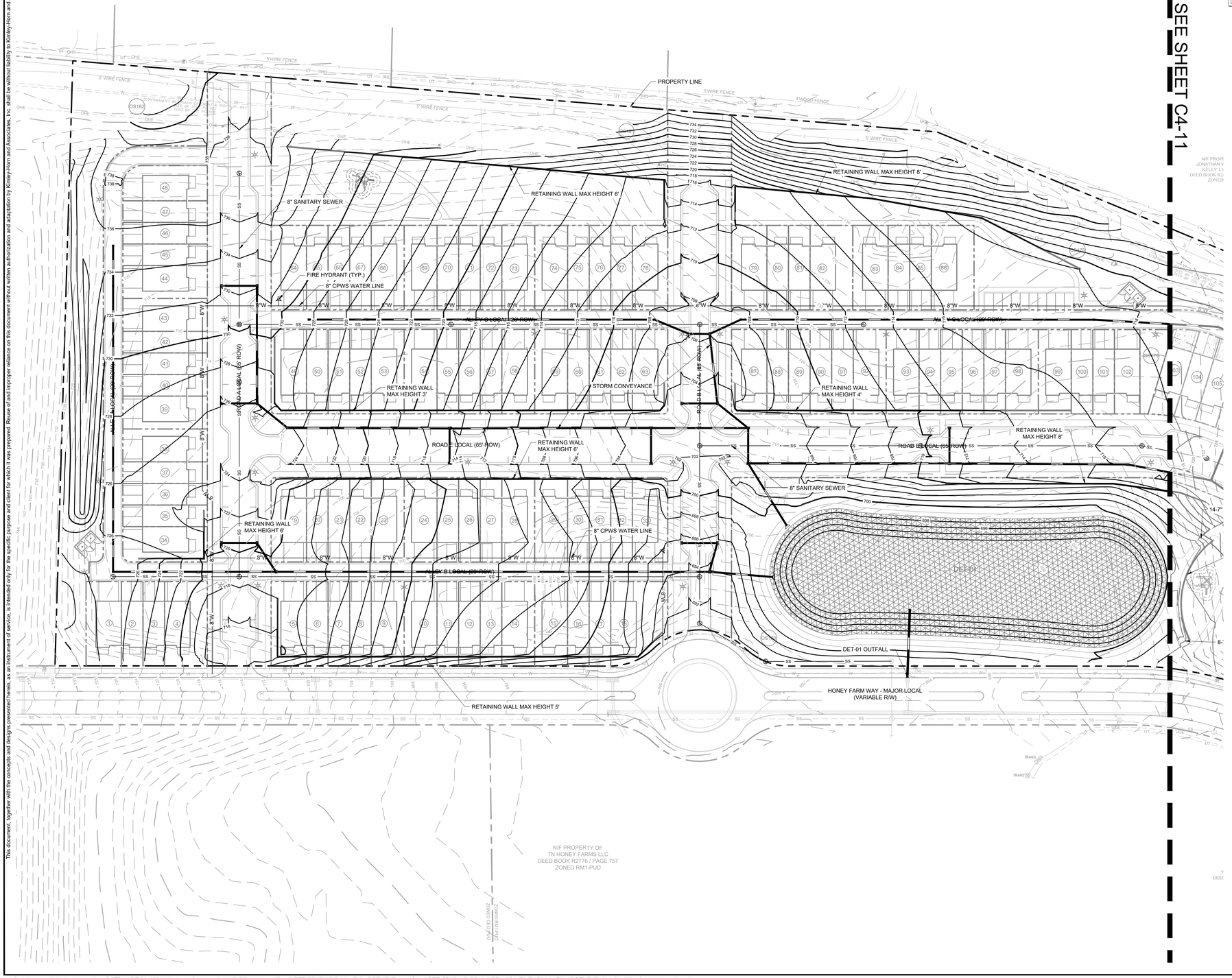

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

LAND USE CHART	
SITE AREA	25.9 AC
CIVIC SPACE AREA	1.9 AC
ROW DEDICATION	6.8 AC
DENSITY	6.8 DUA

NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAP NUMBER 47119C0180E EFFECTIVE APRIL 16, 2007

SITE DATA TABLE

PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9 AC
SITE AREA (SF):	1,128,204 SF
BUILDING AREA (SF):	#050
DENSITY	
PROPOSED:	
26' PRODUCT (26' x 45' TYP.):	74 DU
22' PRODUCT (22' x 45' TYP.):	100 DU
TOTAL UNITS:	174 DU
DENSITY:	6.8 UNITS/ACRE
MIN. LOT SIZE:	1,892 SF
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PROVIDED CIVIC USE SPACE:	7% OF TOTAL AREA 1.9 AC AC
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GREEN & PLAYGROUND:	1.3 AC
PLAYGROUND:	0.2 AC
GREEN:	0.4 AC
REQUIRED PARKING:	
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TOTAL REQUIRED:	**360 SPACES**
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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 137919
STATE OF TENNESSEE

No.	REVISIONS	DATE	BY
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DESIGNED BY: ___
DRAWN BY: ___
CHECKED BY: ___
DATE: 05/20/2024
KIMLEY-HORN PROJECT NO. 118621000

SITE GRADING, DRAINAGE, AND UTILITY PLAN - ENLARGEMENT

SHEET NUMBER
C4-10

Drawing name: \\kimley-horn.com\so_fra\FRA_LDEV\118621000 - honey farm crossing\4-CADD\plansheets\C4-10 SITE GRADING PLAN - ENLARGEMENT.dwg C4-10 SITE GRADING DRAINAGE AND UTILITY PLAN - ENLARGEMENT May 20, 2024 3:41pm by: william.irby

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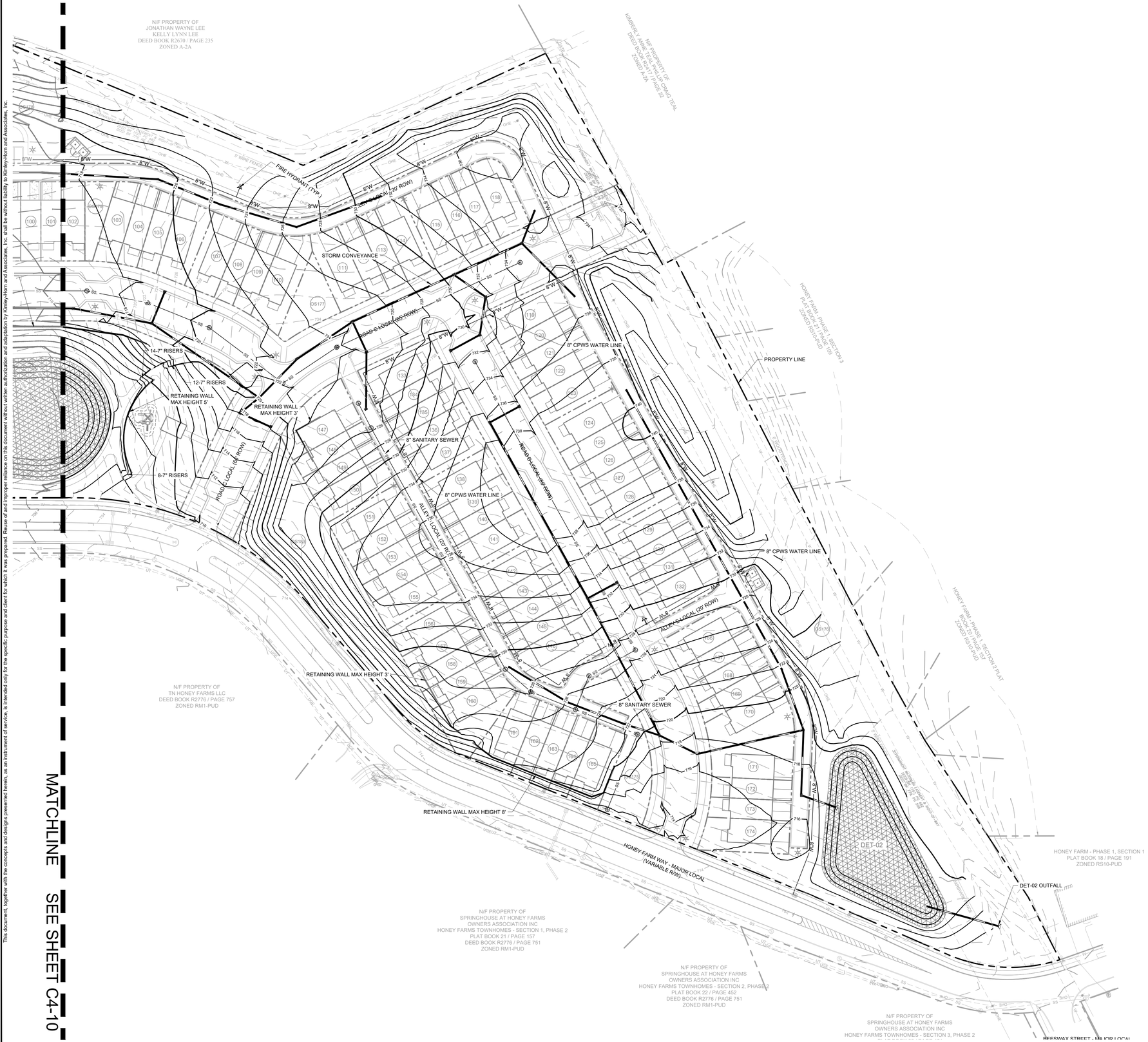

LAND USE CHART

SITE AREA	25.9 AC
CIVIC SPACE AREA	1.9 AC
ROW DEDICATION	6.8 AC
DENSITY	6.8 DUA

NOTES

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TOTAL PARKING PROVIDED:	**698 SPACES**

GRAPHIC SCALE IN FEET
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NORTH

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

WILLIAM GRAY HARRISON
REGISTERED ENGINEER
AGRICULTURE
CONSERVATION
No. 127919
STATE OF TENNESSEE
05/20/2024

No.	DATE	REVISIONS	BY
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DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024

KIMLEY-HORN PROJECT NO. 118621000

SITE GRADING, DRAINAGE, AND UTILITY PLAN - ENLARGEMENT

SHEET NUMBER
C4-11

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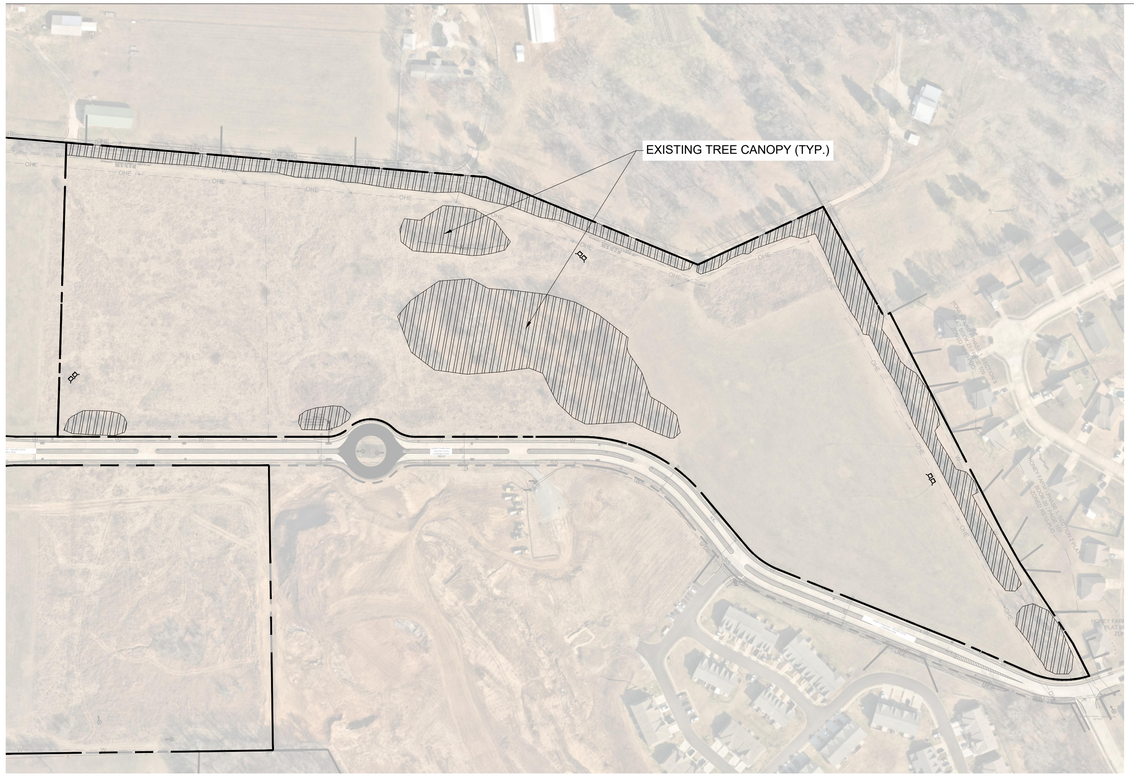
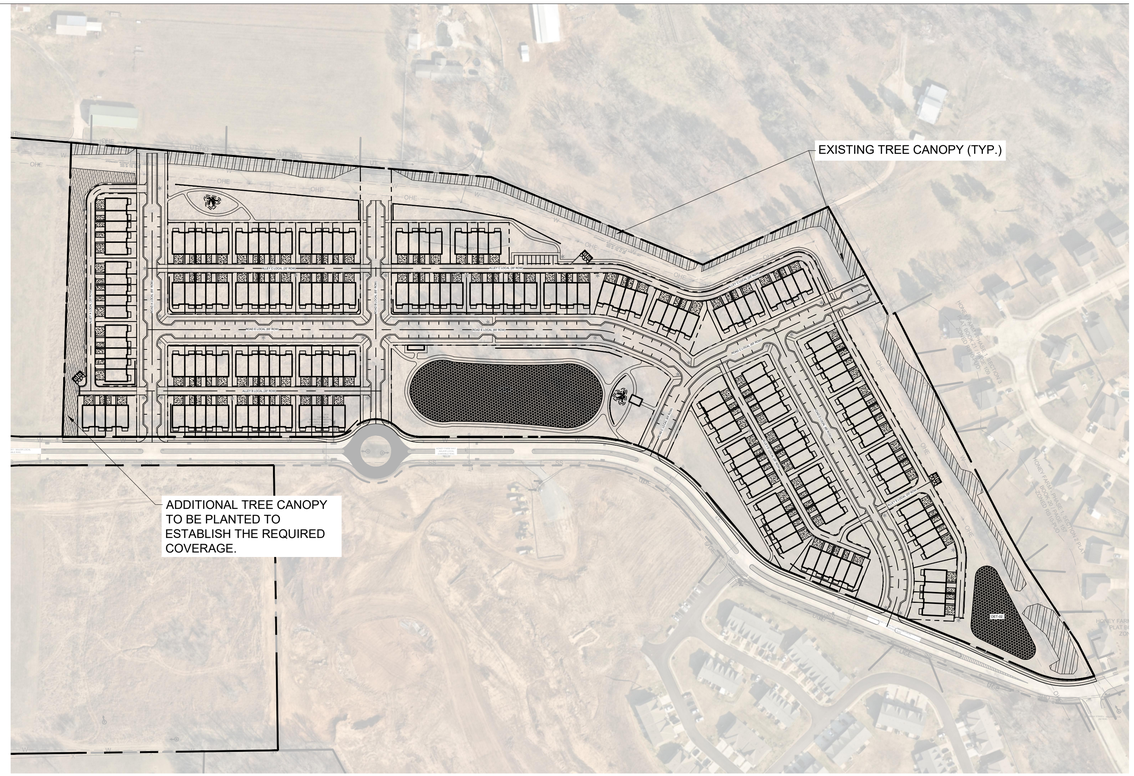


EXISTING TREE CANOPY EXHIBIT



PROPOSED TREE CANOPY EXHIBIT

LANDSCAPE DATA TABLE

PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9
BUILDING AREA (SF):	#050
BUILDING PERMIT:	#091
GRADING PERMIT:	#092

TREE CANOPY REQUIREMENTS

SITE AREA (AC):	25.9
EXISTING TREE CANOPY:	5.08 AC
PERCENTAGE OF SITE AREA:	20%
REQUIRED TREE CANOPY TO REMAIN:	48% 2.44 AC
EXISTING TREE CANOPY TO REMAIN:	1.39 AC
TREE CANOPY TO BE PLANTED:	1.05 AC
TOTAL PROPOSED TREE CANOPY:	2.44 AC 48%

TREE PROTECTION NOTES

1. EXISTING TREES TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION DAMAGE.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE EXISTING TREES THAT ARE TO REMAIN. HEAVY EQUIPMENT AND/OR MATERIALS SHALL NOT BE PERMITTED TO OPERATE OR BE STORED WITHIN WITHIN THE DRIP-LINES OF THE TREES, OUT SIDE OF THE GRADING.
3. TREE PROTECTION STEPS:
   a. INSTALL TREE PROTECTION FENCING
   b. PLACE FENCE POST AND FENCING AT THE TREE DRIP LINE OR 10 FEET FROM TRUNK, WHICHEVER IS GREATER.
   c. POST TEMPORARY SIGNS - TREE ROOT PROTECTION ZONE
4. FENCING AND SIGNS SHALL REMAIN IN PLACE UNTIL THE SITE HAS BEEN INSPECTED BY THE URBAN FORESTER FOR USE AND OCCUPANCY. STORMWATER SIGN-OFF AND REMOVAL OF EROSION CONTROL MEASURES IS NOT JUSTIFICATION TO REMOVE TREE PROTECTION FENCING.

TREE REMOVAL NOTE

ALL STUMPS FROM TREES REMOVED FROM THE SITE ARE TO BE GRINDED DOWN TO 6 INCHES (MIN.) BELOW GRADE.

TREE PRESERVATION LEGEND

EXISTING TREE CANOPY

GRAPHIC SCALE IN FEET
0 75 150 300

NORTH

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
AGRICULTURE COMMERCE
LANDSCAPE ARCHITECT
05/20/2024

No.	REVISIONS	DATE	BY
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DESIGNED BY:	#096
DRAWN BY:	#097
CHECKED BY:	#098
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KIMLEY-HORN PROJECT NO. 118621000

TREE CANOPY EXHIBIT

SHEET NUMBER
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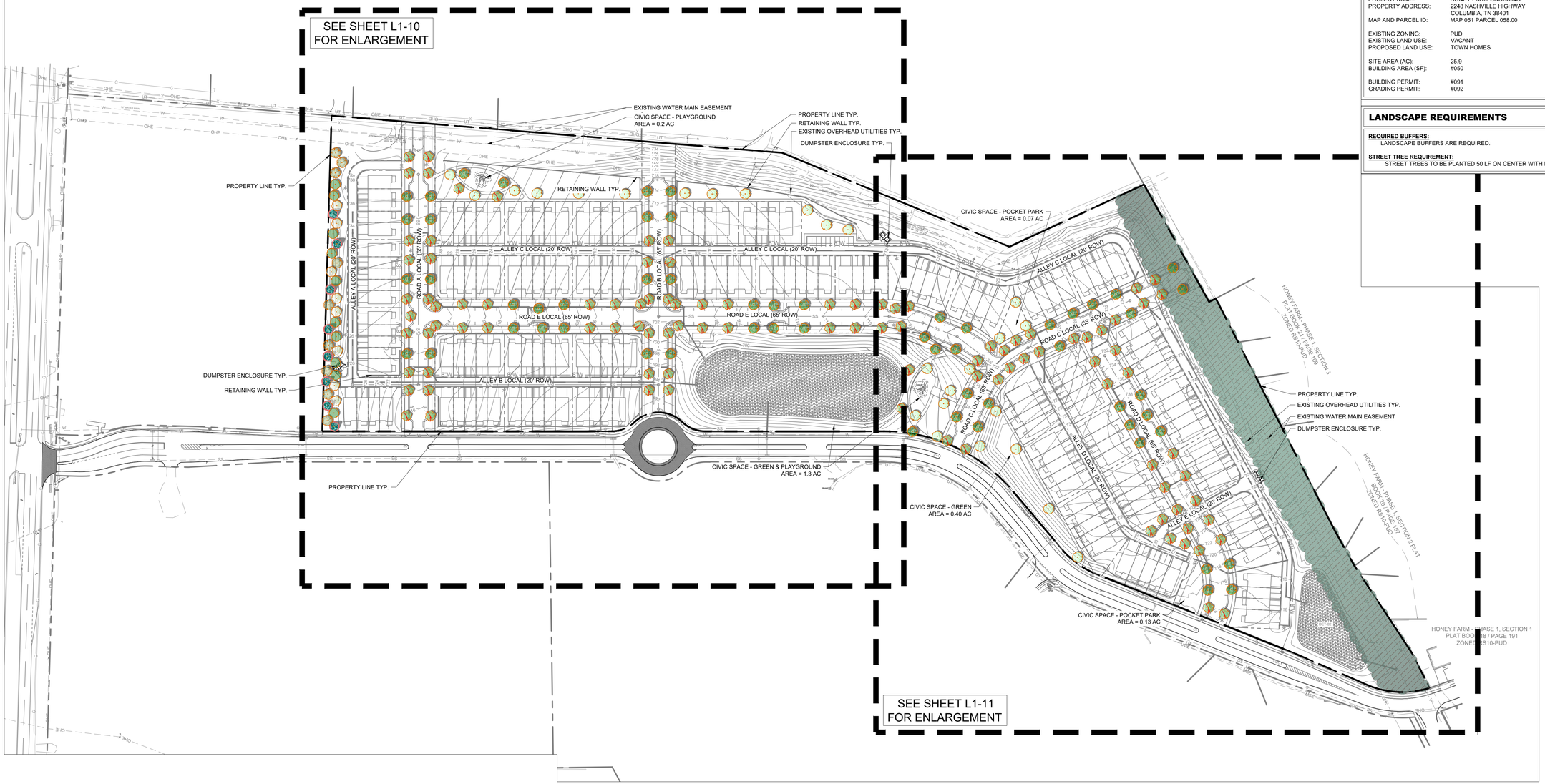

LANDSCAPE DATA TABLE

PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
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EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9
BUILDING AREA (SF):	#050
BUILDING PERMIT:	#091
GRADING PERMIT:	#092

LANDSCAPE REQUIREMENTS

REQUIRED BUFFERS:
LANDSCAPE BUFFERS ARE REQUIRED.

STREET TREE REQUIREMENT:
STREET TREES TO BE PLANTED 50 LF ON CENTER WITH EVEN SPACING.

PLANT SCHEDULE

SYMBOL		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION
CANOPY TREES							
	8	ACER SACCHARUM	SUGAR MAPLE	AS SHOWN	2" CAL.; 10' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	26	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	AS SHOWN	2" CAL.; 10' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	9	LIRIODENDRON TULIPIFERA	TULIP POPLAR	AS SHOWN	2" CAL.; 10' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	10	QUERCUS SHUMARDII	SHUMARD OAK	AS SHOWN	2" CAL.; 10' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
EVERGREEN CANOPY TREES							
	8	PINUS TAEDA	LOBLOLLY PINE	AS SHOWN	2" CAL.; 10' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
STREET TREES							
	102	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	AS SHOWN	2" CAL.; 10' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED
	58	QUERCUS LYRATA 'QLFTB'	HIGHBEAM® OVERCUP OAK	AS SHOWN	2" CAL.; 10' MIN. HT.	B&B	5` CLEAR, STRAIGHT LEADER, FULL CANOPY, MATCHED

GRAPHIC SCALE IN FEET
0 50 100 200

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE
05/20/2024

No.	REVISIONS	DATE	BY
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DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

LANDSCAPE PLAN

SHEET NUMBER
L1-00

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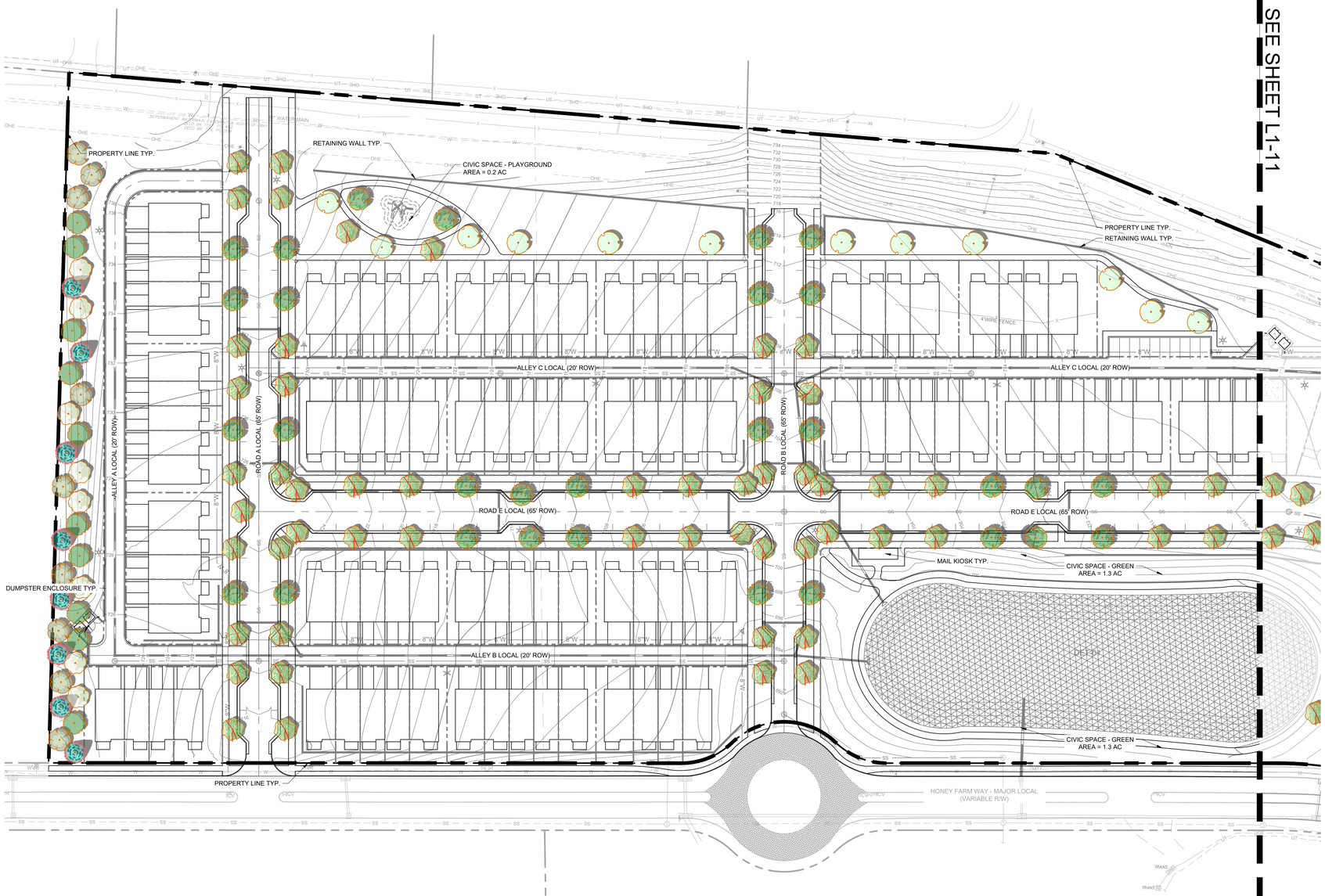

LANDSCAPE DATA TABLE

PROJECT NAME:	HONEY FARM CROSSING
PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
EXISTING ZONING:	PUD
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TOWN HOMES
SITE AREA (AC):	25.9
BUILDING AREA (SF):	#050
BUILDING PERMIT:	#091
GRADING PERMIT:	#092

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME
CANOPY TREES		
	ACER SACCHARUM	SUGAR MAPLE
	CARPINUS CAROLINIANA	AMERICAN HORNBEAM
	LIRIODENDRON TULIPIFERA	TULIP POPLAR
	QUERCUS SHUMARDII	SHUMARD OAK
EVERGREEN CANOPY TREES		
	PINUS TAEDA	LOBLOLLY PINE
STREET TREES		
	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE
	QUERCUS LYRATA 'QLFTB'	HIGHBEAM® OVERCUP OAK

GRAPHIC SCALE IN FEET
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NORTH

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
LANDSCAPE ARCHITECT
05/20/2024

No.	REVISIONS	DATE	BY
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DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

LANDSCAPE PLAN - ENLARGEMENT

SHEET NUMBER
L1-10

Drawing name: \\kimley-horn.com\so_fra\FRA_LDEV\118621000 - honey farm crossing\4-CADD\plansheets\L1-10 LANDSCAPE PLAN - ENLARGEMENT.dwg L1-10 LANDSCAPE PLAN - ENLARGEMENT May 20, 2024 3:44pm by: william.irby

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MATCHLINE SEE SHEET L1-10

LANDSCAPE DATA TABLE

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PROPERTY ADDRESS:	2248 NASHVILLE HIGHWAY COLUMBIA, TN 38401
MAP AND PARCEL ID:	MAP 051 PARCEL 058.00
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EVERGREEN CANOPY TREES		
	PINUS TAEDA	LOBLOLLY PINE
STREET TREES		
	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE
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GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
LANDSCAPE ARCHITECT
STATE OF TENNESSEE
05/20/2024

No.	REVISIONS	DATE	BY
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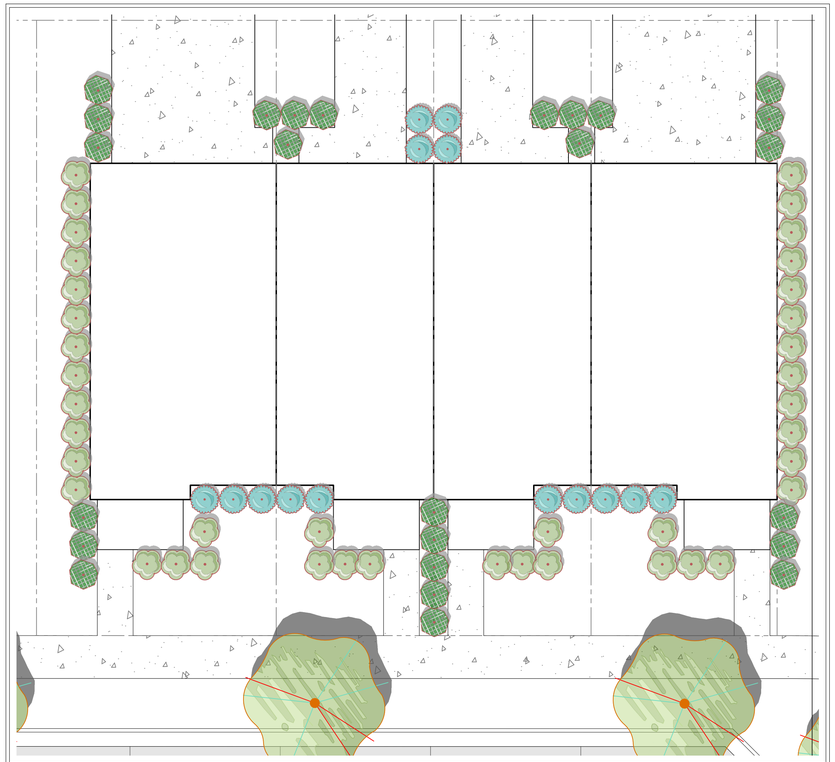
DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

LANDSCAPE PLAN - ENLARGEMENT

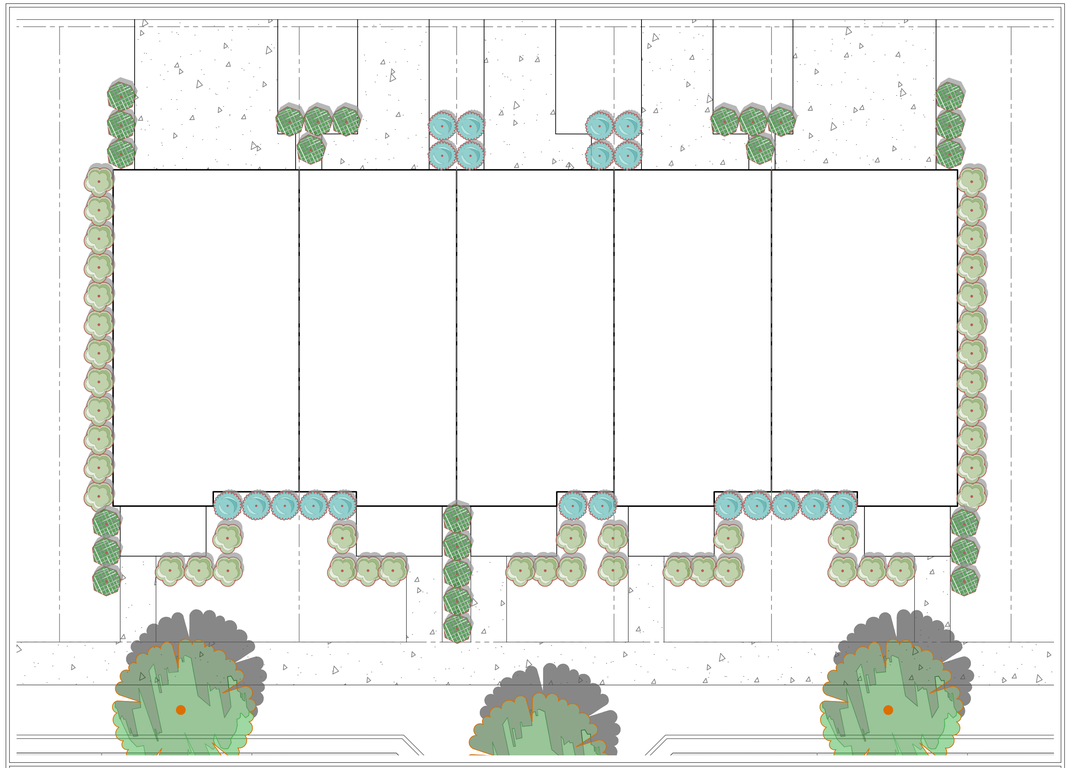
SHEET NUMBER
L1-11



FOUR UNIT BUILDING - TYPICAL FOUNDATION PLANTING
SCALE: 1" = 10'

PLANT SCHEDULE 4 UNIT BUILDING

SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION	SPACING
EVERGREEN SHRUBS									
	AX	40	AZALEA X 'AMELIA ROSE'	AMELIA ROSE AZALEA	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.
	BS	25	BUXUS SEMPERVIRENS	COMMON BOXWOOD	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.
	TD	14	TAXUS CUSPIDATA 'DENSA'	DENSE JAPANESE YEW	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.



FIVE UNIT BUILDING - TYPICAL FOUNDATION PLANTING
SCALE: 1" = 10'

PLANT SCHEDULE 5 UNIT BUILDING

SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION	SPACING
EVERGREEN SHRUBS									
	AX	46	AZALEA X 'AMELIA ROSE'	AMELIA ROSE AZALEA	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.
	BS	25	BUXUS SEMPERVIRENS	COMMON BOXWOOD	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.
	TD	20	TAXUS CUSPIDATA 'DENSA'	DENSE JAPANESE YEW	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
XVI
AGRICULTURE
COMMERCE
LANDSCAPE ARCHITECT
05/20/2024

No.	REVISIONS	DATE	BY
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DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024

KIMLEY-HORN PROJECT NO. 118621000

FOUNDATION PLANTING PLAN

SHEET NUMBER
L1-20



SIX UNIT BUILDING - TYPICAL FOUNDATION PLANTING
SCALE: 1" = 10'

PLANT SCHEDULE 6 UNIT BUILDING

SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	SPACING	SIZE	ROOT	CONDITION	SPACING
EVERGREEN SHRUBS									
	AX	48	AZALEA X 'AMELIA ROSE'	AMELIA ROSE AZALEA	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.
	BS	36	BUXUS SEMPERVIRENS	COMMON BOXWOOD	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.
	TD	22	TAXUS CUSPIDATA 'DENSA'	DENSE JAPANESE YEW	AS SHOWN	18" MIN. HT.	3 GAL.	MATCHED, FULL, FREE OF WEEDS	48" o.c.

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
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LANDSCAPE ARCHITECT
05/20/2024

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DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

FOUNDATION PLANTING PLAN

SHEET NUMBER
L1-21

Drawing name: \\kimley-horn.com\so_fra\FRA_LDEV\118621000 - honey farm crossing\4-CADD\plansheets\L1-20 FOUNDATION PLANTING PLAN.dwg L1-21 FOUNDATION PLANTING PLAN May 20, 2024 3:44pm by: william.irby

GENERAL LANDSCAPE SPECIFICATIONS AND NOTES

1.01 SCOPE OF WORK

A. THE WORK CONSISTS OF: FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS, AS INCLUDED IN THE PLANT LIST, AND AS HEREIN SPECIFIED.

B. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL CONTRACT PLANTING AREAS UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER.

C. THE CONTRACTOR SHALL CONTACT THE OWNER AND TENNESSEE ONE CALL AT (615) 351-1111, TWO (2) FULL BUSINESS DAYS PRIOR TO THE BEGINNING OF WORK.

D. THE CITY MUST APPROVE ALL WORK HOURS AND LANE CLOSURE REQUESTS AT LEAST TWO (2) FULL WORKING DAYS IN ADVANCE OF THE START OF ANY SUCH WORK ON A LOCATION BY LOCATION BASIS. THE INDIVIDUAL(S) INSTALLING THE MAINTENANCE OF TRAFFIC SETUP SHALL HAVE COMPLETED A TDOT APPROVED WORK ZONE TRAFFIC CONTROL TRAINING COURSE. DOCUMENTATION SHALL BE FURNISHED TO THE CITY AT THE PRE-CONSTRUCTION MEETING OR PRIOR TO START OF WORK.

E. ALL LANDSCAPE MATERIAL SHALL BE INSTALLED AND MAINTAINED IN A MANNER WHEREBY TRAFFIC CONTROL SIGNAGE AND DEVICES ARE VISIBLE TO MOTORISTS AND PEDESTRIANS.

1.02 PROTECTION OF EXISTING STRUCTURES

A. ALL EXISTING BUILDINGS, WALKS, WALLS, PAVING, PIPING, OTHER SITE CONSTRUCTION ITEMS, AND PLANTING ALREADY COMPLETED OR ESTABLISHED SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AND AT NO COST TO THE OWNER.

B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL NECESSARY BMP DEVICES ACCORDING TO TDOT, COUNTY, OR CITY STANDARDS THROUGH THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES, WHETHER PUBLIC OR PRIVATE, PRIOR TO EXCAVATION. THE OWNER AND DESIGN PROFESSIONAL SHALL NOT BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF ANY SUCH INFORMATION OR DATA, AND THE CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR REVIEWING AND CHECKING ALL SUCH INFORMATION AND DATA, FOR LOCATING ALL UNDERGROUND FACILITIES DURING CONSTRUCTION, FOR THE SAFETY AND PROTECTION THEREOF, AND REPAIRING ANY DAMAGE THERETO RESULTING FROM THE WORK. THE COST OF COMPLIANCE WITH THIS SECTION WILL BE CONSIDERED AS HAVING BEEN INCLUDED IN THE CONTRACT PRICE. THE CONTRACTOR SHALL NOTIFY ANY AFFECTED UTILITY COMPANIES OR AGENCIES IN WRITING AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

1.03 PROTECTION OF EXISTING PLANT MATERIALS OUTSIDE LIMIT OF WORK

A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED CUTTING OR DAMAGE TO TREES AND SHRUBS EXISTING OR OTHERWISE, CAUSED BY CARELESS EQUIPMENT OPERATION, MATERIAL STOCKPILING, ETC. THIS SHALL INCLUDE COMPACTION BY DRIVING OR PARKING INSIDE THE DRIP-LINE AND SPILLING OIL, GASOLINE, OR OTHER DELETERIOUS MATERIALS WITHIN THE DRIP-LINE. NO MATERIALS SHALL BE BURNED ON SITE. EXISTING TREES KILLED OR DAMAGED SO THAT THEY ARE MISSHAPEN AND/OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF ONE HUNDRED DOLLARS ($100) PER CALIPER INCH ON AN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY (20) PERCENT PER INCH OVER FOUR (4) INCHES CALIPER AS FIXED AND AGREED LIQUIDATED DAMAGES. CALIPER SHALL BE MEASURED SIX (6) INCHES ABOVE GROUND LEVEL FOR TREES UP TO AND INCLUDING FOUR (4) INCHES IN CALIPER AND TWELVE (12) INCHES ABOVE GROUND LEVEL FOR TREES OVER FOUR (4) INCHES IN CALIPER.

1.04 MATERIALS

A. GENERAL

MATERIAL SAMPLES LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL, ON SITE OR AS DETERMINED BY THE LANDSCAPE ARCHITECT. UPON APPROVAL, DELIVERY OF MATERIALS MAY COMMENCE.

MATERIAL	SAMPLE SIZE
MULCH	ONE (1) CUBIC FOOT
TOPSOIL MIX	ONE (1) CUBIC FOOT
PLANTS	ONE (1) OF EACH VARIETY (OR TAGGED IN NURSERY)

B. PLANT MATERIALS

1. PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS AS SET FORTH IN ANSI Z60.1-2014-AMERICAN STANDARD FOR NURSERY STOCK. ALL PLANTS SHALL BE HEALTHY, VIGOROUS, SOUND, WELL-BRANCHED, AND FREE OF DISEASE AND INSECTS, INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY WITH APPROVAL FROM OWNER OR LANDSCAPE ARCHITECT. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN PERMISSION FROM THE LANDSCAPE ARCHITECT.

2. MEASUREMENTS: THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE GROUND OR ACROSS THE NORMAL SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THIS MEASUREMENT SHALL NOT INCLUDE THE IMMEDIATE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER. IF THE USE OF LARGER PLANTS IS APPROVED, THE ROOTBALL OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.

3. INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE, AND VARIETY; SUCH APPROVAL SHALL NOT IMPAIR THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK OR AFTER COMPLETION FOR SIZE AND CONDITION OF ROOT BALLS OR ROOTS, LATENT DEFECTS OR INJURIES. REJECTED PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANTICIPATED DATE.

1.05 SOIL MIXTURE (PLANTING MEDIUM, PLANTING MIX, TOPSOIL MIX)

A. SOIL MIXTURE (PLANTING MEDIUM FOR PLANT PITS) SHALL CONSIST OF ½ LOOSE COMPOST (NO GREATER THAN 1" SIV), ⅓ PEAT AND ⅓ SAND, AS DESCRIBED BELOW.

B. TOPSOIL FOR USE IN PREPARING SOIL MIXTURE FOR BACKFILLING PLANT PITS SHALL BE FERTILE, FRIABLE, AND OF A LOAMY CHARACTER; REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS AND OTHER LITTER; FREE OF ROOTS, STUMPS, STONES LARGER THAN 2" IN ANY DIRECTION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND A PH BETWEEN 5.5 AND 7.0 - SUBMIT SAMPLE AND PH TESTING RESULTS FOR APPROVAL.

C. SAND SHALL BE COARSE, CLEAN, WELL-DRAINING, NATIVE SAND. CONTRACTOR SHALL SUBMIT RESULTS OF SOIL TESTS FOR TOPSOIL AND SAND PROPOSED FOR APPROVAL BY THE OWNER.

D. TREES SHALL BE PLANTED IN THE EXISTING NATIVE SOIL ON SITE, UNLESS DETERMINED TO BE UNSUITABLE, AT WHICH POINT THE CONTRACTOR SHALL CONTACT OWNER'S REPRESENTATIVE TO DISCUSS ALTERNATE RECOMMENDATION PRIOR TO PLANTING.

E. CONTRACTOR TO SUBMIT SAMPLES OF SOIL MIXTURE FOR OWNER'S REPRESENTATIVE APPROVAL PRIOR TO PLANT INSTALLATION OPERATIONS COMMENCE.

1.06 WATER

A. WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN ADEQUATE PLANT GROWTH AND SHALL NOT CONTAIN HARMFUL, NATURAL OR MAN-MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS FOR ITS USE BY HIS TANKS, HOSES, SPRINKLERS, ETC. IF SUCH WATER IS NOT AVAILABLE AT THE SITE, THE CONTRACTOR SHALL PROVIDE SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

** WATERING/IRRIGATION RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.*

1.07 FERTILIZER

A. CONTRACTOR SHALL PROVIDE FERTILIZER APPLICATION SCHEDULE TO OWNER, AS APPLICABLE TO SOIL TYPE, PLANT INSTALLATION TYPE, AND SITE'S PROPOSED USE. SUGGESTED FERTILIZER TYPES SHALL BE ORGANIC OR OTHERWISE NATURALLY-DERIVED.

** FERTILIZER RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.*

1.08 MULCH

A. MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT, AND APPLIED AT A DEPTH OF THREE (3) INCHES FOR ALL PLANTINGS UNLESS OTHERWISE NOTED. MULCH AT ALL PLANTING BEDS SHALL BE TRIPLE SHREDDED HARDWOOD.

1.09 DIGGING AND HANDLING

A. PROTECT ROOTS OR ROOT BALLS OF PLANTS AT ALL TIMES FROM SUN, DRYING WINDS, WATER AND FREEZING AS NECESSARY UNTIL PLANTING. PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT DAMAGE DURING TRANSIT.

B. BALLED AND BURLAPPED PLANTS (B&B) SHALL BE DUG WITH FIRM, NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO ENCOMPASS THE FIBROUS AND FEEDING ROOTS OF THE PLANTS. NO PLANTS MOVED WITH A ROOT BALL SHALL BE PLANTED IF THE BALL IS CRACKED OR BROKEN. PLANTS SHALL NOT BE HANDLED BY STEMS.

C. EXCAVATION OF TREE PITS SHALL BE PERFORMED USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDSCAPE ELEMENTS, FOOTERS AND PREPARED SUB-BASES. ALL TREES SHALL BE PLANTED AS INDICATED ON DRAWINGS. COORDINATE WITH PLANTING DETAILS FOR EXACT DEPTH OF PLANTING SOIL.

1.10 CONTAINER GROWN STOCK

A. ALL TREES SPECIFIED SHALL BE BALL AND BURLAP, UNLESS OTHERWISE APPROVED BY LANDSCAPE ARCHITECT.

B. ALL SHRUB SPECIES SHALL BE CONTAINER GROWN.

C. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.

D. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.

E. PLANT ROOTS BOUND IN CONTAINERS ARE NOT ACCEPTABLE.

1.11 MATERIALS LIST

A. QUANTITIES NECESSARY TO COMPLETE THE WORK ON THE DRAWINGS SHALL BE FURNISHED BY THE CONTRACTOR. QUANTITY ESTIMATES HAVE BEEN MADE CAREFULLY, BUT THE LANDSCAPE ARCHITECT OR OWNER ASSUMES NO LIABILITY FOR OMISSIONS OR ERRORS. SHOULD A DISCREPANCY OCCUR BETWEEN THE PLANS AND THE PLANT LIST QUANTITY, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED FOR CLARIFICATION PRIOR TO BIDDING OR INSTALLATION. ALL DIMENSIONS AND/OR SIZES SPECIFIED SHALL BE THE MINIMUM ACCEPTABLE SIZE.

1.12 FINE GRADING

A. FINE GRADING UNDER THIS CONTRACT SHALL CONSIST OF FINAL FINISHED GRADING OF LAWN AND PLANTING AREAS THAT HAVE BEEN DISTURBED DURING CONSTRUCTION.

B. THE CONTRACTOR SHALL FINE GRADE THE LAWN AND PLANTING AREAS TO BRING THE ROUGH GRADE UP TO FINAL FINISHED GRADE ALLOWING FOR THICKNESS OF SOD AND/OR MULCH DEPTH. CONTRACTOR SHALL FINE GRADE BY HAND AND/OR WITH ALL EQUIPMENT NECESSARY INCLUDING A GRADING TRACTOR WITH FRONT-END LOADER FOR TRANSPORTING SOIL WITHIN THE SITE.

C. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED FOR POSITIVE DRAINAGE TO SURFACE/SUBSURFACE STORM DRAIN SYSTEMS. AREAS ADJACENT TO BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS. REFER TO CIVIL ENGINEER'S PLANS FOR FINAL GRADES, IF APPLICABLE.

1.13 PLANTING PROCEDURES

A. CLEANING UP BEFORE COMMENCING WORK: THE CONTRACTOR SHALL CLEAN WORK AND SURROUNDING AREAS OF ALL RUBBISH OR OBJECTIONABLE MATTER DAILY. ALL MORTAR, CEMENT, AND TOXIC MATERIAL SHALL BE REMOVED FROM THE SURFACE OF ALL PLANT BEDS. THESE MATERIALS SHALL NOT BE MIXED WITH THE SOIL. SHOULD THE CONTRACTOR FIND SUCH SOIL CONDITIONS BENEATH THE SOIL WHICH WILL IN ANY WAY ADVERSELY AFFECT THE PLANT GROWTH, CONTRACTOR SHALL IMMEDIATELY CALL IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. FAILURE TO DO SO BEFORE PLANTING SHALL MAKE THE CORRECTIVE MEASURES THE RESPONSIBILITY OF THE CONTRACTOR.

B. SUBGRADE EXCAVATION: THE CONTRACTOR IS RESPONSIBLE TO REMOVE ALL EXISTING AND IMPORTED LIMEROCK AND LIMEROCK SUB-BASE FROM ALL LANDSCAPE PLANTING AREAS TO A MINIMUM DEPTH OF 36" AT TREES AND 18" AT SHRUBS AND PERENNIALS. CONTRACTOR IS RESPONSIBLE TO BACKFILL THESE PLANTING AREAS TO ROUGH FINISH GRADE WITH CLEAN TOPSOIL FROM AN ON-SITE SOURCE OR AN IMPORTED SOURCE. IF LIMEROCK OR OTHER ADVERSE CONDITIONS OCCUR IN PLANTED AREAS AFTER 36", AND DEEP EXCAVATION BY THE CONTRACTOR AND POSITIVE DRAINAGE CANNOT BE ACHIEVED, THE CONTRACTOR SHALL UTILIZE PLANTING DETAIL THAT ADDRESSES POOR DRAINAGE.

C. VERIFY LOCATIONS OF ALL UTILITIES, CONDUITS, SUPPLY LINES AND CABLES, INCLUDING BUT NOT LIMITED TO: ELECTRIC, GAS (LINES AND TANKS), WATER, SANITARY SEWER, STORMWATER SYSTEMS, CABLE, AND TELEPHONE. PROPERLY MAINTAIN AND PROTECT EXISTING UTILITIES. CONTACT TENNESSEE ONE CALL AT (615) 351-1111 TO LOCATE ALL UTILITIES.

D. FURNISH NURSERY'S CERTIFICATE OF COMPLIANCE WITH ALL REQUIREMENTS AS HEREIN SPECIFIED AND REQUIRED. INSPECT AND SELECT PLANT MATERIALS BEFORE PLANTS ARE DUG AT NURSERY OR GROWING SITE.

E. GENERAL: COMPLY WITH APPLICABLE FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS GOVERNING LANDSCAPE MATERIALS AND WORK. CONFORM TO ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE. UPON ARRIVAL AT THE SITE, PLANTS SHALL BE THOROUGHLY WATERED AND PROPERLY MAINTAINED UNTIL PLANTED. PLANTS STORED ON-SITE SHALL NOT REMAIN UNPLANTED OR APPROPRIATELY HEALED IN FOR A PERIOD EXCEEDING TWENTY-FOUR (24) HOURS. AT ALL TIMES WORKMANLIKE METHODS CUSTOMARY IN GOOD HORTICULTURAL PRACTICES SHALL BE EXERCISED.

F. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS. COORDINATE PLANTING WITH IRRIGATION WORK TO ASSURE AVAILABILITY OF WATER AND PROPER LOCATION OF IRRIGATION APPURTENANCES AND PLANTS.

G. ALL PLANTING PITS SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH ANSI Z60.1-2014 - AMERICAN STANDARD FOR NURSERY STOCK, UNLESS SHOWN OTHERWISE ON THE DRAWINGS, AND BACK FILLED WITH THE PREPARED PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION 1.05. TEST ALL TREE PITS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. NO ALLOWANCE WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER DRAINAGE. TREES SHALL BE SET PLUMB AND HELD IN POSITION UNTIL THE PLANTING MIXTURE HAS BEEN FLUSHED INTO PLACE WITH A SLOW, FULL HOSE STREAM. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURES AND UNDER THE SUPERVISION OF A QUALIFIED LANDSCAPE FOREMAN.

H. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS AND BUILDING STRUCTURES WHILE INSTALLING TREES.

I. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION 1.05 OF THESE SPECIFICATIONS.

J. TREES AND SHRUBS SHALL BE SET STRAIGHT AT AN ELEVATION THAT, AFTER SETTLEMENT, THE PLANT CROWN WILL STAND ONE (1) TO TWO (2) INCHES ABOVE GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PIT. PLANTING SOIL MIXTURE SHALL BE BACK FILLED, THOROUGHLY TAMPED AROUND THE BALL, AND SETTLED BY WATER (AFTER TAMPING).

K. SHRUBS AND GROUND COVER PLANTS SHALL BE EVENLY SPACED IN ACCORDANCE WITH THE DRAWINGS AND AS INDICATED ON THE PLANT LIST. MATERIALS INSTALLED SHALL MEET MINIMUM SPECIMEN REQUIREMENTS OR QUANTITIES SHOW ON PLANS, WHICHEVER IS GREATER. CULTIVATE ALL PLANTING AREAS TO A MINIMUM DEPTH OF 12", REMOVE AND DISPOSE ALL DEBRIS. COORDINATE WITH PLANTING DETAILS FOR EXACT DEPTH. MIX TOP 4" OF THE PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION 1.05. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.

L. TREE GUYING AND BRACING SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS TO INSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. IF THE CONTRACTOR AND OWNER DECIDE TO WAIVE THE TREE GUYING AND BRACING, THE OWNER SHALL NOTIFY THE PROJECT LANDSCAPE ARCHITECT IN WIRITING AND AGREE TO INDEMNIFY AND HOLD HARMLESS THE PROJECT LANDSCAPE ARCHITECT IN THE EVENT UNSUPPORTED TREES PLANTED UNDER THIS CONTRACT FALL AND DAMAGE PERSON OR PROPERTY.

M. HERBICIDE WEED CONTROL: ALL PLANT BEDS SHALL BE KEPT FREE OF NOXIOUS WEEDS UNTIL FINAL ACCEPTANCE OF WORK. IF DIRECTED BY THE OWNER, "ROUND-UP" SHALL BE APPLIED FOR WEED CONTROL BY QUALIFIED PERSONNEL TO ALL PLANTING AREAS IN SPOT APPLICATIONS PER MANUFACTURER'S PRECAUTIONS AND SPECIFICATIONS. PRIOR TO FINAL INSPECTION, TREAT ALL PLANTING BEDS WITH AN APPROVED PRE-EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER (AS ALLOWED BY JURISDICTIONAL AUTHORITY).

1.14 LAWN SODDING

A. THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING COMPLETE, IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PRODUCE A TURF GRASS LAWN ACCEPTABLE TO THE OWNER.

B. LAWN BED PREPARATION: ALL AREAS THAT ARE TO BE SODDED SHALL BE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS BY MEANS OF A SOD CUTTER TO A DEPTH OF THREE (3) INCHES, AND THE GROUND BROUGHT TO AN EVEN GRADE. THE ENTIRE SURFACE SHALL BE ROLLED WITH A ROLLER WEIGHING NOT MORE THAN ONE-HUNDRED (100) POUNDS PER FOOT OF WIDTH. DURING THE ROLLING, ALL DEPRESSIONS CAUSED BY SETTLEMENT SHALL BE FILLED WITH ADDITIONAL SOIL, AND THE SURFACE SHALL BE REGRADED AND ROLLED UNTIL PRESENTING A SMOOTH AND EVEN FINISH TO THE REQUIRED GRADE.

C. SOIL PREPARATION: PREPARE LOOSE BED FOUR (4) INCHES DEEP. HAND RAKE UNTIL ALL BUMPS AND DEPRESSIONS ARE REMOVED. WET PREPARED AREA THOROUGHLY.

D. SODDING

1. THE CONTRACTOR SHALL SOD ALL DISTURBED AREAS WITHIN THE CONTRACT LIMITS NOT COVERED BY HARDSCAPE OR VEGETATIVE MATERIAL, UNLESS SPECIFICALLY NOTED OTHERWISE.

2. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER SO AS TO MAKE A SOLID SODDED LAWN AREA. SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED. IF, IN THE OPINION OF THE OWNER, TOP-DRESSING IS NECESSARY AFTER ROLLING TO FILL THE VOIDS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD, CLEAN SAND, AS APPROVED BY THE OWNER'S REPRESENTATIVE, SHALL BE UNIFORMLY SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN. FERTILIZE INSTALLED SOD AS ALLOWED BY PROPERTY'S JURISDICTIONAL AUTHORITY.

3. DURING DELIVERY, PRIOR TO, AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE STACKED SO AS NOT TO BE DAMAGED BY SWEATING OR EXCESSIVE HEAT AND MOISTURE.

E. LAWN MAINTENANCE

1. WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS (LARGER THAN 12"X12") UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE. REPAIRED SODDING SHALL BE ACCOMPLISHED AS IN THE ORIGINAL WORK (INCLUDING RE-GRADING IF NECESSARY).

2. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SOD/LAWN UNTIL ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. PRIOR TO AND UPON ACCEPTANCE, CONTRACTOR TO PROVIDE WATERING/IRRIGATION SCHEDULE TO OWNER. OBSERVE ALL APPLICABLE WATERING RESTRICTIONS AS SET FORTH BY THE PROPERTY'S JURISDICTIONAL AUTHORITY.

1.15 CLEANUP

A. UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE BROOM-CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S REPRESENTATIVE.

1.16 PLANT MATERIAL MAINTENANCE

A. ALL PLANTS AND PLANTING INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS (SUCH AS RE-STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY PLANT CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.

1.17 FINAL INSPECTION AND ACCEPTANCE OF WORK

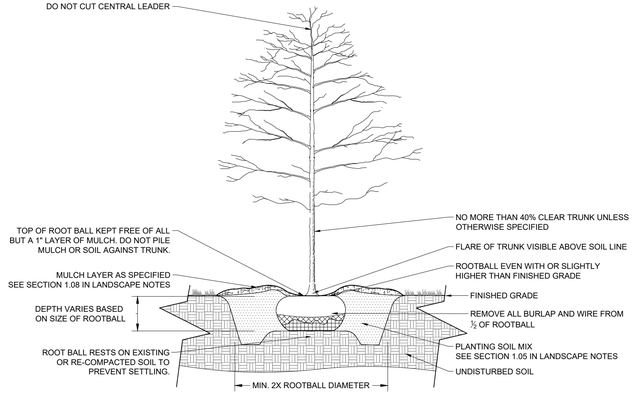
A. FINAL INSPECTION AT THE END OF THE WARRANTY PERIOD SHALL BE ON PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY REPLACEMENT AT THIS TIME SHALL BE SUBJECT TO THE SAME ONE (1) YEAR WARRANTY (OR AS SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.

1.18 WARRANTY

A. THE LIFE AND SATISFACTORY CONDITION OF ALL PLANT MATERIAL INSTALLED (INCLUDING SOD) BY THE LANDSCAPE CONTRACTOR SHALL BE WARRANTIED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.

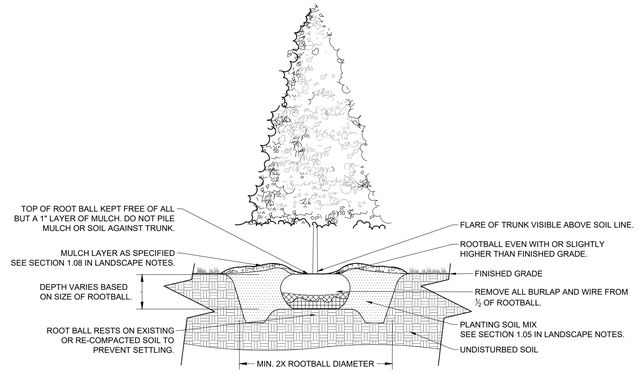
B. REPLACEMENT: ANY PLANT NOT FOUND IN A HEALTHY GROWING CONDITION DURING THE WARRANTY PERIOD SHALL BE REMOVED FROM THE SITE AND REPLACED WITHIN TEN (10) DAYS OF NOTICE, OR BETWEEN SEPTEMBER-NOVEMBER, MARCH-MAY. ALL REPLACEMENTS SHALL BE PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED, PLANTED AND MULCHED AS SPECIFIED AT NO ADDITIONAL COST TO THE OWNER.

C. IN THE EVENT THE OWNER DOES NOT CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE MAINTENANCE, THE CONTRACTOR IS ENCOURAGED TO VISIT THE PROJECT SITE PERIODICALLY DURING THE ONE (1) YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER, AND SHALL NOTIFY THE OWNER IN WRITING OF MAINTENANCE PROCEDURES OR CONDITIONS WHICH THREATEN VIGOROUS AND HEALTHY PLANT GROWTH. IT IS SUGGESTED SUCH SITE VISITS SHALL BE CONDUCTED A MINIMUM OF ONCE PER MONTH FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF ACCEPTANCE.



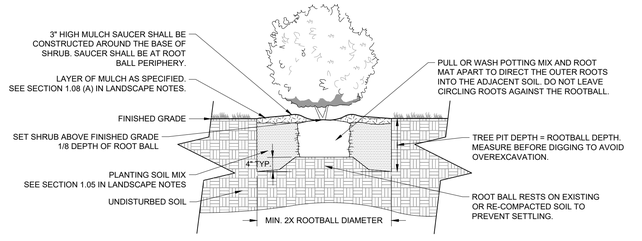
2 B&B TREE PLANTING

NOT TO SCALE



3 EVERGREEN TREE PLANTING

NOT TO SCALE



4 CONTAINER SHRUB PLANTING

NOT TO SCALE

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HONEY FARM CROSSING
FORESTAR GROUP, INC.
COLUMBIA, TN

JOSHUA LEWIS ROWLAND
REGISTERED
TENNESSEE
AGRICULTURE
COMMERCE
LANDSCAPE ARCHITECT
05/20/2024

No.	REVISIONS	DATE	BY
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COLUMBIA, TN

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DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO. 118621000	

ARCHITECTURAL PERSPECTIVE - FRONT

SHEET NUMBER
A1-00

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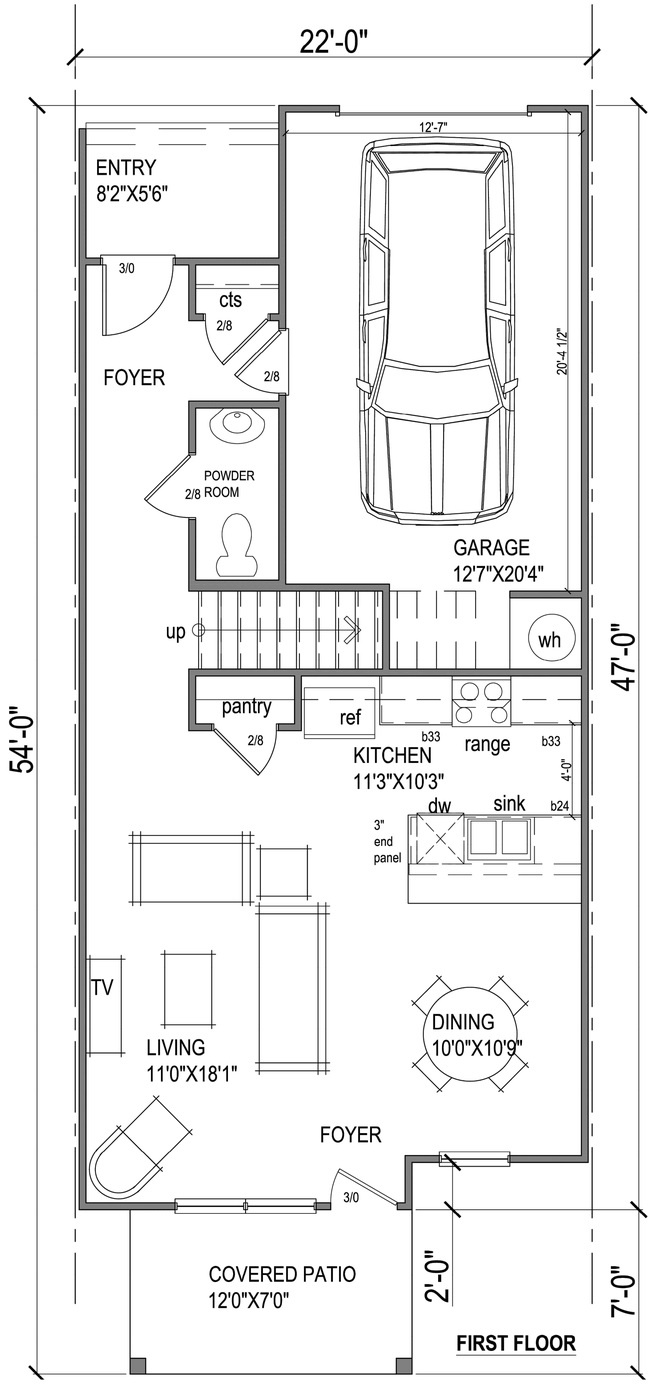

AREA TABS

1ST FLR	663 SF
2ND FLR	974 SF
LIVING TOTAL	1637 SF
GARAGE	299 SF
REAR ENTRY	48 SF
FRONT PORCH	84 SF
TOTAL	2068 SF

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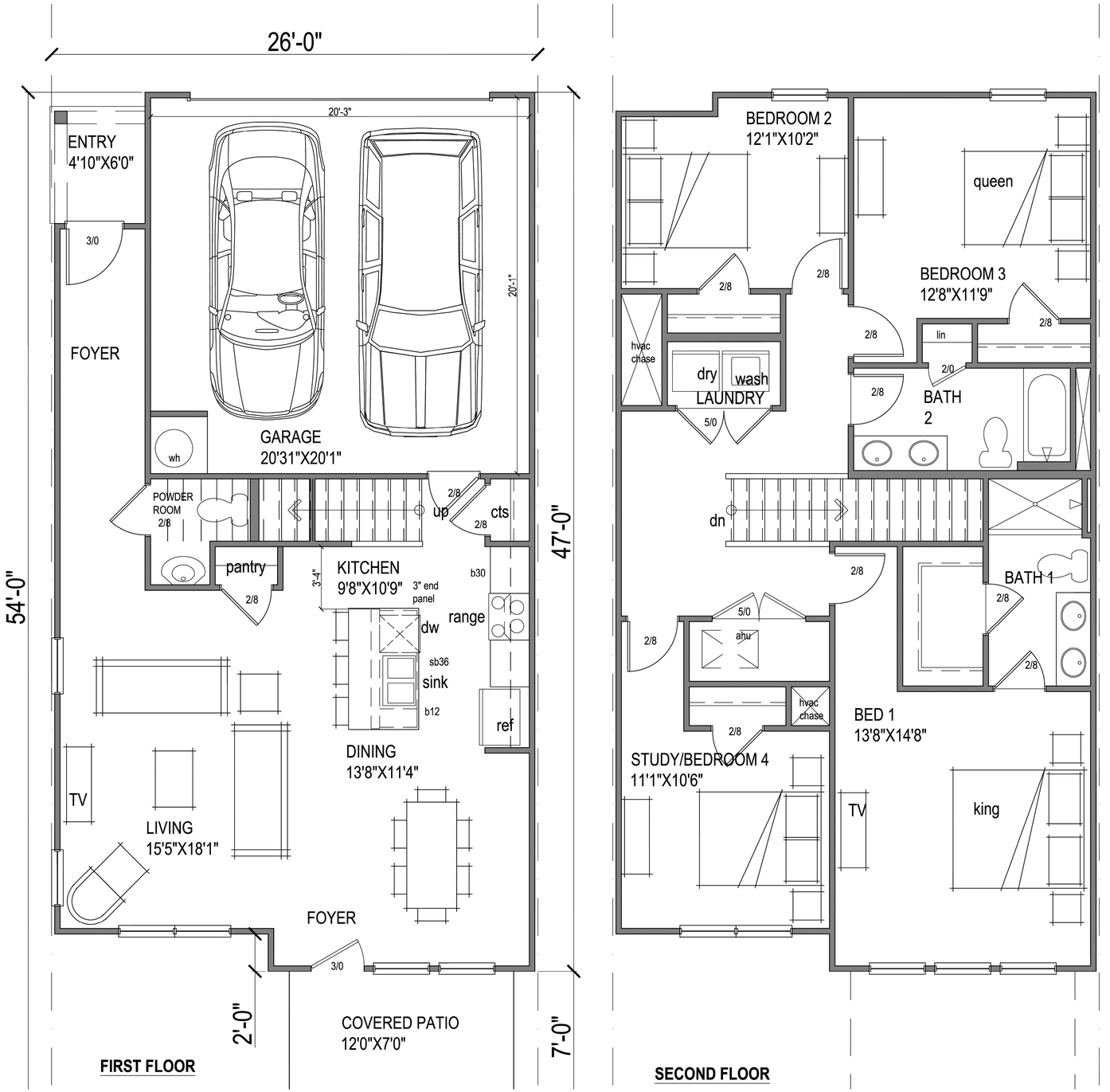
DESIGNED BY:	JLR
DRAWN BY:	WSI
CHECKED BY:	JLR
DATE:	05/20/2024
KIMLEY-HORN PROJECT NO.	118621000

ARCHITECTURAL FLOOR PLAN - MITCHELL

SHEET NUMBER
A1-01



AREA TABS

1ST FLR	734 SF
2ND FLR	1150 SF
LIVING TOTAL	1884 SF
GARAGE	424 SF
REAR ENTRY	29 SF
FRONT PORCH	84 SF
TOTAL	2421 SF

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CHECKED BY:	JLR
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KIMLEY-HORN PROJECT NO.	118621000

ARCHITECTURAL FLOOR PLAN - PORTSMOUTH

SHEET NUMBER
A1-02

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ELEVATION A | ELEVATION B | ELEVATION C | ELEVATION D | ELEVATION E | ELEVATION F | ELEVATION G

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ARCHITECTURAL ELEVATION - FRONT

SHEET NUMBER
A1-03



left elevation



right elevation



rear elevation

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ARCHITECTURAL ELEVATIONS - SIDE & REAR

SHEET NUMBER
A1-04

ARCHITECTURAL ELEVATION NOTE

SEE SHEET A1-04 FOR DESIGNATION OF ARCHITECTURAL ELEVATIONS.

THIS PLAN IS FOR CONCEPTUAL PURPOSES ONLY AND ARCHITECTURAL/BUILDING ELEVATION DESIGN HAS NOT BEEN FINALIZED. FINAL ELEVATIONS WILL BE PROVIDED WITH BUILDING PERMIT SUBMITTAL.

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ARCHITECTURAL ELEVATION EXHIBIT

SHEET NUMBER
A1-05

Drawing name: K:\FRA_LDEV\118621000 - Honey Farm Crossing\4-CADD\PlanSheets\A1-00 ARCHITECTURAL DRAWINGS.dwg A1-05 ELEVATION EXHIBIT May 20, 2024 3:47pm by: sophia.close

Equitas

September 15, 2022

Mr. Paul Keltner
Director of Development Services
City of Columbia
700 N Garden Street
Columbia, TN 38401

RE: Honey Farm PUD
2248 Nashville Highway

Dear Mr. Keltner:

As requested by the Development Services staff of the City of Columbia, the letter confirms our commitment to the City of Columbia to pay for the design and installation of a traffic signal and all required turn lanes and road modifications associated with the traffic signal at the intersection of Nashville Highway and Honey Farm Way.

The installation of the traffic signal will be completed prior to the completion of Phase II of the Honey Farm townhome development.

Sincerely,

Drew Smith
Senior Vice President

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

1 April 2024

Gray Harrison
Kimley-Horn
4031 Aspen Grove Drive, Suite 200
Franklin, TN 37067

RE: Honey Farms Parcel ID 051 058.00

Gray,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced development. Improvements to existing infrastructure are necessary to satisfactorily convey the additional sanitary sewer flow from the proposed subject development. Any extension to the existing sewer infrastructure will be initiated by the owner/developer, reviewed by our department and approved by the State of Tennessee. The project must be advanced in accordance with local, state and federal rules, regulations and policies. Funding and construction of those improvements will remain the responsibility of the owner/developer. New customers will be required to pay all fees applicable at the time of connection. No detailed design plan for an extension of the sewer has been proposed at this time.

One legitimate engineering solution involves upgrading the existing Honey Farm Pump Station #2 (Upper Pump Station) with new equipment such that the flow rate of both pumps would increase from 320 GPM to 455 GPM, which is more than enough capacity for the Honey Farm Upper Basin for the foreseeable future.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

CPWS

May 17, 2024
Mr. Gary Harrison
Kimley-Horn
4031 Aspen Grove Drive Suite 200
Franklin, TN 37067
Sent via email: gary.harrison@kimley-horn.com

RE: Water Availability Letter
Honey Farm Crossing (Res. Townhomes) – 193 Units
2248 Nashville Hwy
Tax Map 51, Parcel 58
Columbia, Maury County, TN

Dear Mr. Harrison:

Columbia Power and Water Systems ("the Utility"/CPWS) is a municipal corporation authorized to provide water services in accordance with State law. CPWS has adopted rules, regulations, and standard operation procedures, prescribing the conditions under which CPWS will furnish water service. In addition, certain State laws delegate authority to the Tennessee Department of Environment and Conservation, various Planning Commissions and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies, water service will be made available on a first-come, first-served basis, subject to availability of all CPWS furnished equipment and materials appropriate for the development and provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development consists of 193 townhome units. CPWS has evaluated the projected water demands for the proposed residential development in the water system hydraulic model and is able to meet a fire-flow capacity of 1,000 gpm at 20 psi while maintaining the existing level of service and pressures in this portion of the distribution system. CPWS can provide water for the proposed development according to the following requirements:

- This water letter represents a planning-only approval for the support of 193 single family units.
- Each Phase of the development will be considered individually to ensure water infrastructure including all related CPWS furnished equipment and appurtenances are available to support additional homes at the time application is made to proceed to construction for that Phase.

- System capacity for individual Phases of the development is reserved when CPWS has provided approval to proceed to construction and appropriate Impact Fees are paid.
- Based on State requirements, project phases will be delivered and activated as whole units. CPWS will not accept ownership of or activate portions of the water system that are smaller than the entirety of the infrastructure approved by the State on a single set of drawings. Phase boundaries should be defined with this in mind, as no water connections in the Phase will be activated until the entire Phase of construction is complete.
- Domestic waterline connection(s) will be made to the existing 12-inch water main located on Honey Farm Way.
- Townhome buildings will be served via gang-meter vaults with a maximum of 6 meters per vault.

All of the above requirements are to be constructed and paid for by the Applicant and dedicated to CPWS once complete up to and including the meter. No construction of CPWS infrastructure shall be initiated until final construction plans have been approved by TDEC and all parties have fully executed a water service agreement.

Once you have received this Water Availability Letter, next steps in the process to obtain water service from CPWS are as follows:

- Provide site base CAD files in DWG format, including roads, lot lines, existing and proposed contours, and other existing and proposed utilities, for use in development of water construction drawings.
- Remit to CPWS new water service fees (total fees are shown, but may be paid by phase when phase boundaries are known):

New Water Service Fee: $1,500 + $370 per SFU (193 SFUs)	$72,910.00

- CPWS will then develop water construction drawings and submit to TDEC for approval. Upon approval by TDEC and payment of meter and impact fees by the applicant, applicant may then schedule a pre-construction meeting with CPWS. Pre-construction meeting will not be scheduled until fees are paid in full or surety is provided in lieu of full payment. Final meter and impact fees are subject to change based on final design and meter size determination. Meter fees are subject to change based on market costs at time of purchase. Meters will not be set until meter and impact fees are paid.

Meter Fee: $540 per 3/4" meter (193 meters)	$104,220.00
Impact Fee: $4,500 per 3/4" meter (193 meters)	$868,500.00
Total Meter and Impact Fees Due for all Phases =	**$972,720.00**

- After the pre-construction meeting, CPWS will then issue a formal notice to proceed. No construction of CPWS infrastructure may take place prior to the pre-construction meeting.
- Applicant is then required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure.

If you have any questions, please feel free to contact me at 423-774-0349 or eric.king@inflodesign.com. This letter is valid for one-hundred twenty (120) days from the date of this letter.



Sincerely,
Eric King, P.E.
Inflo Design Group, LLC
on behalf of Columbia Power and Water Systems

cc: Jonathan Hardin, CPWS
File 24-026

CPWS
Columbia Power & Water Systems

201 Pickens Lane
P.O. Box 379
Columbia, TN 38402

P 931.388.4833
F 931.388.5287
www.cpws.com

May 10, 2024

Kimley-Horn
Brayden Gries
4031 Aspen Grove Drive Suite 200
Franklin, TN 37067

Re: Honey Farm Crossing, being Tax Map: 051 Parcel ID: 05800

Dear Sir:

Columbia Power System has an existing power line near your proposed development.

We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.

- **Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.**

Yours truly,

COLUMBIA POWER SYSTEM

Trevor Gilmer
Power Engineering Manager

so

Columbia Fire & Rescue

Fire Flow Requirements

Water Purveyor: Columbia Power & Water System

Date: 04/15/2024
Name: Gray Harrison
Phone: 615-823-1272
Email: Gray.Harrison@Kimley-Horn.com
Address/Parcel ID: A portion of parcel ID 051 05800 000
Property Type: (•) Residential ( ) Commercial ( ) Industrial
Construction Type: Townhomes
Enclosed Area (ft^2): 2,000

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13D

Water System Demand without Sprinkler Credit

Fire flow Requirements (International Fire Code Appendix B)

Fire Flow: 1,000 gpm Duration: 1 hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: 1

Average spacing between hydrants: 500 ft.

Maximum distance from frontage to hydrant: 250 ft.

Water System Demand with Sprinkler Credit

Fire flow requirements (International Fire Code Appendix B)

Fire Flow: 500 gpm Duration: 1/2 hours

Fire Hydrant Location and Distribution (International Fire Code Appendix C)

Minimum number of hydrants: 1

Average spacing between hydrants: 500 ft.

Maximum distance from frontage to hydrant: 250 ft.

Fire Plan Reviewer: Brad Massey Date: 4/15/2024

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: Honey Farm Crossing - Preliminary PUD Revision - Townhomes

This checklist shall be completed, and included with the submittal documents. If the submittal does not contain a completed checklist, it shall be deemed incomplete. All below listed items shall be included in the submittal documents and plans, as well as any further information required by the City of Columbia to evaluate compliance and to perform a full and complete review. See Zoning Ordinance Article 8 and Subdivision Regulations.

General

- ☒ Name of development
- ☒ Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- ☒ Plan sealed by a Design Professional licensed in the State of Tennessee.
- ☒ North Arrow, legend, and site vicinity map
- ☒ Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- ☒ Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- ☒ Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- ☒ All property boundaries, existing easements, and encumbrances
- ☒ Parcel identification, owner, and deed and plat references of adjoining properties
- N/A ☐ Proposed phasing and timetable for all phases of development
- N/A ☐ Traffic Impact Study, as required.
- ☒ The substance of all existing and proposed covenants, easements, or other restrictions.

Lots and Land-Use

- ☒ The size of total property to be developed in square feet and acres
- ☒ Lot numbers of all proposed lots, with dimensions, locations, and square footage
- ☒ A tabulation of the land area to be devoted to various uses and activities and overall densities.
- ☒ Typical lot layout depicting proposed setbacks, yards, and easements, where applicable

Structures

- ☒ Location and approximate dimensions of all existing and proposed structures.
- ☒ Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- ☒ Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable
- ☒ Location, type, and size of proposed signs
- ☒ Approximate height, bulk, and the utilization of structures including activities and the number of living units.

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Grading, Drainage, and Storm

- ☒ Existing conditions and contours at vertical intervals of not more than two (2) feet
- ☒ General proposed contours at vertical intervals of not more than two (2) feet
- ☒ FEMA Special Flood Hazard Area (SFHA), 100-year Floodplain (F-P), and Floodway (F-W) boundaries with elevations and the exact location of the nearest benchmark. Indicate the Flood Insurance Rate Map (FIRM) panel number, its effective date, and flood insurance zones
- N/A ❑ Location and dimension of aquatic buffer zones
- ☒ General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- ❑ Identification of all critical lots

Streets, Parking, and Pedestrian Elements

- ☒ Proposed street and alley rights-of-way, typical sections, widths, classification, names, and proposed ownership and maintenance responsibility
- ☒ Proposed connections to existing and proposed streets (including classification) located outside the development
- N/A ❑ Proposed improvements as identified in the Traffic Impact Study, as required
- ☒ Existing and proposed sidewalks, trails, and other pedestrian elements
- ☒ Existing and proposed on-street and off-street parking and loading areas
- ☒ Summary of all provided and required parking

Landscaping, Open Space, and Amenities

- ☒ Natural features on site including, but not limited to, wetlands, streams, ponds, springs, sinkholes, wells, rock outcroppings, excessive slopes, and forested areas
- ☒ Landscaped areas and buffers with details on proposed plantings, existing vegetation, and other features.
- ☒ The location and size of all common open space, parkland dedications, and dedications and reservations of land for public uses.
- ☒ Any amenity features and structures for private or public benefit.
- ☒ Location, dimension, and materials of fences and walls
- ☒ Tree Canopy retention

Utilities

- ☒ General layout and location of existing and proposed utilities and utility features including, but not limited to potable water, fire hydrants, sanitary sewer, storm sewer, and power and communication facilities.
- ☒ Acknowledgement from water, sewer, and power utility providers that the proposed development may be adequately served with existing infrastructure, or if improvements are required to adequately serve the development, a general statement of the improvements.

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PUD Specific Items

- ☒ Legal Description of Property
- ☒ Owner's Affidavit PROVIDED IN APPLICATION
- ☒ List of all variances requested
- ☒ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ☒ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.
- ☒ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ☒ Exterior lighting

If the application is deemed incomplete by the Zoning Administrator, a written request shall be made within ten days after the original submittal, for further information. In such case the application shall be held in abeyance until deemed complete for final review. No plan shall be formally presented for Planning Commission action until such plan is found complete, compliant with City standards, and ready for review.

Checklist Completed By:

Gray Harrison, P.E.		5/20/2024
Print Name	Signature	Date

Kimley»Horn

MEMORANDUM

To: City of Columbia

From: Gray Harrison, PE
Josh Rowland, PLA
Kimley-Horn and Associates, Inc.

Date: May 20, 2024

Subject: ***Honey Farm Crossing – Preliminary PUD Project Narrative***

This memorandum provides a summary of the landholder's interest in the land proposed to be developed as well as a statement of concurrence from all parties having a beneficial interest in the property.

PROJECT NARRATIVE

The developer (Forestar) is proposing a residential community featuring 174 town home dwelling units. The proposed zoning for the project assumes a base zoning of PUD. The residential units will include a mixture of 22' rear-load townhome units, and 26' rear-load townhome units. The community will incorporate a variety of active and passive amenity spaces for residents including a park and walking paths. This community will offer residents attractive elevations, open floor plans, and will be constructed from cementitious siding.

The community will have ample on-street parallel parking for guests. All driveways within the community will be privately owned and maintained and will be designed to meet the City's minimum parking lot and driveway design criteria. Easements for public utilities will be provided in driveways and alleys to serve each unit. The development proposes a total of 183 lots with 174 single family lots and 9 open space lots.

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PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

** 1 hard copy of all materials for submittal + PDF copy of submittal on USB thumb drive or CD*
Fold hard copy submittals larger than 8½"x11"

ADDRESS/LOCATION	2248 Nashville Highway, Columbia, TN 38401		
	TAX MAP: 051	GROUP:	PARCEL: 051 05800 000
SUMMARY OF NATURE OF REQUEST AND WORK	PUD preliminary master plan for 174 townhomes, associated infrastructure and amenities areas.		

REQUEST DATE FOR PRE-APPLICATION CONFERENCE	N/A	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Annexation ❑ Rezoning ❑ Sketch Plat – *Must be submitted at least two weeks prior to Preliminary Plat submittal* ❑ Preliminary Plat ❑ Final Plat ■ PUD Preliminary Master Plan + Checklist ❑ PUD Final Site Plan + Checklist ❑ Multi-Family Site Plan ❑ Other: _____ **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat* *Freedom Point Elevations*	Annexations/Rezoning: ❑ Written Legal Description copy ❑ Requested Zone Listed ❑ Compliance with Comprehensive Plan ❑ Annexation Permission Form ❑ Plans and/or Plats conforming to City standards Plats/PUDs: • Project Name (include Sections & Phases) Honey Farms Crossing • Total Number of Lots 183 lots • Total acreage 25.9 ac

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	Gray Harrison, P.E.	PHONE	(615) 564-2701
ADDRESS	4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067	EMAIL	Gray.Harrison@Kimley-Horn.com

PROPERTY OWNER NAME	EMG Honey Farm, LLC c/o Equitas Management Group	PHONE	(469) 585-7913
ADDRESS	6148 Lee Highway, Suite 300 Chattanooga, TN 37421	EMAIL	drew.smith@equitasmg.com

In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Gray Harrison, P.E.		05/16/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
EMG Honey Farm, LLC	Drew Smith Drew Smith (May 17, 2024 10:08 CDT)	05/17/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

STAFF USE ONLY

DOCKET NO.		FEE PAID	
RECEIPT NO.		REQUESTED AGENDA	

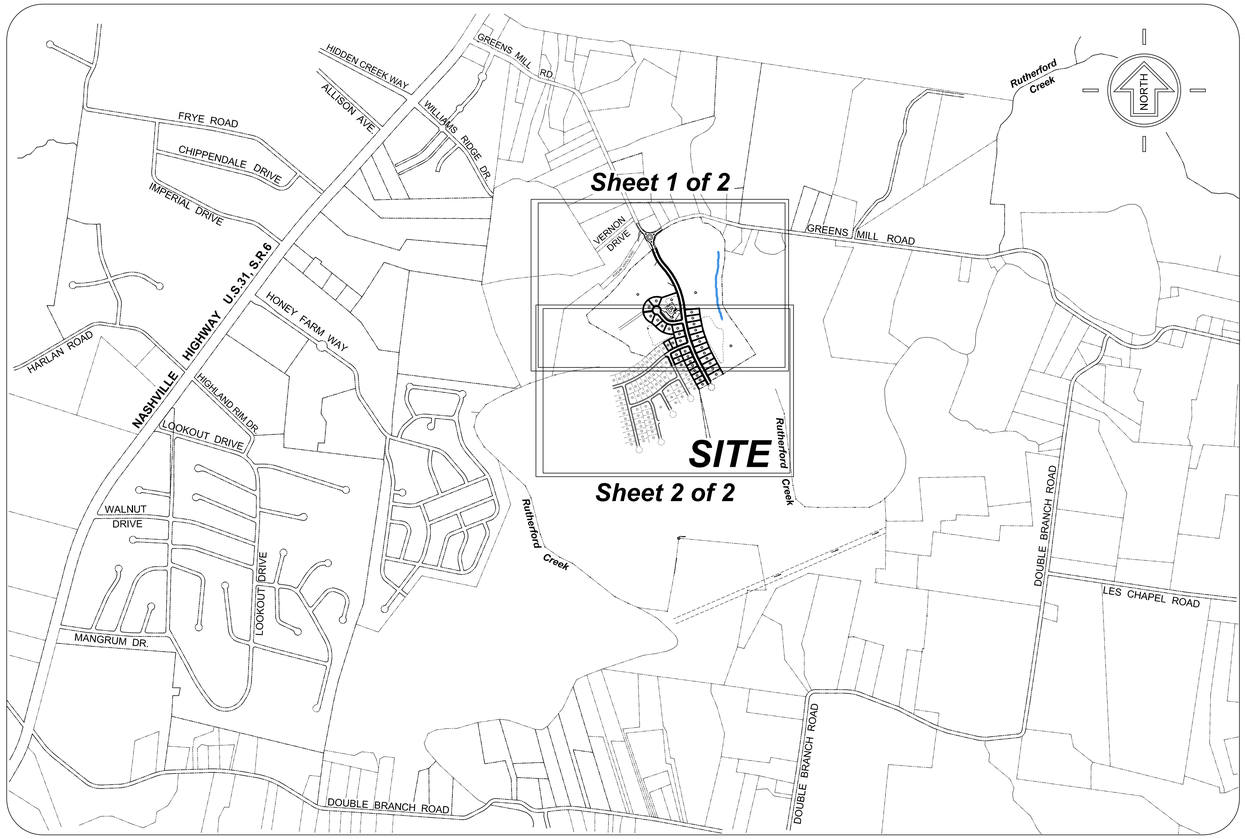
DATE NOTICES SENT TO ADJACENT PROPERTY OWNERS	
DATE OF PUBLIC NOTICES IN DAILY HERALD	

BOARD ACTION	

GENERAL NOTES:

1. THE PURPOSE OF THIS PLAT IS TO CREATE 100 BUILDABLE LOTS, 4 OPEN SPACE LOTS, DEDICATION OF RIGHT OF WAY AND EASEMENTS.
2. PROPERTY SHOWN HEREON IS PART OF PARCEL (55.00) ON MAURY COUNTY PROPERTY MAP 51.
3. BEARINGS SHOWN HEREON ARE BASED ON TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPZONE 4100, NAD 83 DATUM.
4. BEING PART OF THE SAME PROPERTY CONVEYED TO 2558 GREENS MILL, LLC AS OF RECORD IN BOOK R2799, PAGE 298 REGISTERS' OFFICE, MAURY COUNTY, TENNESSEE.
5. ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY MAP, A PORTION OF THIS PROPERTY IS LOCATED WITHIN AN AREA OF FLOOD INUNDATION AS SHOWN ON FEMA MAP NUMBER: 47119C0180E, DATED: 4/16/2007. CITY OF COLUMBIA NUMBER 475423 - PANEL 0180 - SUFFIX E FLOOD ZONES "AE" AND "X"
6. THIS PROPERTY IS CURRENTLY ZONED: RS 10.
7. WATER AND SANITARY SEWER SERVICES TO BE PROVIDED BY COLUMBIA PUBLIC UTILITIES.
8. THERE IS A 20' PUBLIC UTILITY & DRAINAGE EASEMENT ALONG THE REAR PROPERTY LINE AND ALONG ALL STREET R.O.W. UNLESS SHOWN OTHERWISE.
9. XXX INDICATES STREET ADDRESS.
10. ALL UTILITIES ARE TO BE UNDERGROUND.
11. NO MOBILE HOMES SHALL BE PERMITTED.
12. NO DRIVEWAY TO BE CONSTRUCTED OVER SANITARY SEWER SERVICE LINE.
13. FOR MINIMUM YARD LINES SEE THE TYPICAL LOT DETAILS.
14. ALL NOTES AND CERTIFICATES APPLY TO ALL SHEETS.
15. SIDEWALKS ARE 5' WIDE, UNLESS OTHERWISE NOTED.
16. EXISTING USE: VACANT, PROPOSED USE : ONE-FAMILY, DETACHED DWELLINGS
17. ALL OPEN SPACE TRACTS SHALL BE OWNED AND MAINTAINED BY THE LANDING AT GREENS MILL ROAD HOMEOWNERS ASSOCIATION.
18. ROADS, UTILITIES, AND OTHER FACILITIES HAVE BEEN FILED AS REQUIRED BY THE MAURY COUNTY SUBDIVISION REGULATIONS.
19. THIS SUBDIVISION IS SUBJECT TO THE TERMS AND CONDITIONS OF THE RECORDED STORMWATER INSPECTION AND MAINTENANCE AGREEMENT FOR THESE FACILITIES AS RECORDED IN BOOK ____, PAGE ____, R.O.M.C., TN.
20. SEE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR THE LANDING AT GREENS MILL ROAD, AS RECORDED IN BOOK _____, PAGE _____, REGISTERS' OFFICE FOR MAURY COUNTY, TENNESSEE.
21. A STREAM BUFFER AS SHOWN ON THIS PLAN IS TO BE A PERMANENT WATER QUALITY BUFFER IN ACCORDANCE WITH ARTICLE 6 SECTION 9 OF THE CITY OF COLUMBIA STORMWATER ORDINANCE. THIS STREAM BUFFER IS TO REMAIN IN A NATURAL VEGETATED STATE FREE OF OBSTRUCTIONS, STRUCTURES, AND INTRUSIONS. BUFFER IS TO BE A NO MOW BUFFER AREA, AND THE MAINTENANCE WITHIN STREAM BUFFERS TO BE LIMITED TO HAND OPERATED TOOLS AND BE PERFORMED IN ACCORDANCE WITH CURRENT CITY OF COLUMBIA STORMWATER ORDINANCE AND OR AT THE DIRECTION OF THE CITY OF COLUMBIA ENGINEERING DIVISION.
22. NO OBSTRUCTIONS OR ENCROACHMENTS WHICH IMPEDE THE FLOW OF STORMWATER SHALL BE PERMITTED WITHIN PUBLIC DRAINAGE EASEMENTS. THE CITY OF COLUMBIA IS NOT RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY ENCROACHMENTS THAT ARE DAMAGED OR REMOVED IN THE COURSE OF MAINTENANCE ACTIVITY WITHIN EASEMENTS AS REFERENCED IN THE COLUMBIA GENERAL MANAGEMENT CODE, CHAPTER 15, ARTICLE 1, SECTION 15-8.
23. THE FINAL PLAT SHOWN HEREON IS VESTED UNDER THE PREVIOUS ZONING CODE WITHIN ZONING ORDINANCE 3638 AS AN RS-10 PLANNED UNIT DEVELOPMENT.
23. THE FINAL PLAT SHOWN HEREON IS VESTED UNDER THE PREVIOUS ZONING CODE WITHIN ZONING ORDINANCE 3638 AS AN RS-10 PLANNED UNIT DEVELOPMENT.
24. THE AMENTITY CENTER AND ASSOCIATED PARKING WILL REQUIRE SEPERATE PERMIT AND SITE PLAN REVIEW.

TOTAL AREA: 2,940,359.84 SQUARE FEET OR 67.50 ACRES ±



LOCATION & KEY MAP
Scale 1" = 1000'

E-911 PROGRAM CERTIFICATION OF APPROVAL

This is to certify that this plat has been reviewed and is in compliance with the Maury County E-911 Program.

_____ (Date) _____ E-911 Director

CERTIFICATE OF APPROVAL OF PUBLIC SEWER SYSTEM

I hereby certify that the sewer system(s) outlined or indicated on the final subdivision plat entitled The Landing at Greens Mills Road - Phase 1 has / have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

_____ (Date) _____ Name, Title, and Agency or Authorized Approving Agent

CERTIFICATE OF APPROVAL OF PUBLIC WAYS OR BOND POSTING

I hereby certify; (1) that all designated public ways on this final subdivision plat have been installed in an acceptable manner and according to the specifications of the Maury County Subdivision Regulations, or (2) that a performance bond or other surety has been posted with the Planning Commission to guarantee completion of all required improvements in case of default.

_____ (Date) _____ Appropriate Governmental Representative

CERTIFICATE OF APPROVAL OF PUBLIC SEWER SYSTEM

I hereby certify that the sewer system(s) outlined or indicated on the final subdivision plat entitled The Landing at Greens Mill has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

_____ (Date) _____ Name, Title, and Agency or Authorized Approving Agent

CERTIFICATE FOR APPROVAL FOR RECORDING

I hereby certify that the subdivision plat shown hereon has been found to comply with the Maury County Subdivision Regulations, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission, and that it has been approved for recording in the office of the County Register.

_____, _____ _____ Date Secretary Maury County Regional Planning Commission

CERTIFICATE OF COMMON AREAS DEDICATION

2558 Greens Mill, LLC, in recording this plat has designated certain areas of land shown hereon as common areas intended for use by the homeowners within The Landing At Green Mills Road - Phase 1, for recreation and related activities. The above-described areas are not dedicated for use by the general public, but are dedicated to the common use of the homeowners within the named subdivision.

"Declaration of Covenants and Restrictions", applicable to the above named subdivision, is hereby incorporated and made part of this plat.

_____, _____, _____ Date Owner

CERTIFICATE OF SURVEY ACCURACY

I hereby certify that to the best of my knowledge, information, and belief, the subdivision plat represents a Category "1" Survey as defined by the minimum standards of precision of 1:10,000 and is true and correct. All monuments shown hereon have been placed as indicated. All side lot lines are at right angles or radial to a street line unless otherwise noted.

Last Revised: 5-17-2024
~~12-15-2023~~
_____ (Date) _____ James C. Terry, II, R.L.S. #2297

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I am (we are) the owners of the property shown and described hereon as evidenced in Book R2799, Page 298, Maury County Register's Office and I (we) adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, public easements, utilities, and other facilities have been filed.

_____ (Date) _____ (Owner)

_____ Title (If Acting for Partnership or Corporation)

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled The Landing at Greens Mill Road - Phase 1 has / have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

_____ (Date) _____ Name, Title, and Agency or Authorized Approving Agent

OWNER:
2558 Greens Mill, LLC
308 Letterman Road
Knoxville, TN 37919

DEVELOPER:
Safe Harbor Residential
105 Westpark Drive, Suite 365
Brentwood, TN 37027

SITE DATA:
Property Location / Address:
2558 Greens Mill Road
Columbia, TN 38401

ZONING: RS10 Dwg.Name: Landing-At-Greens-Mill-Ph1-COVER.dwg

REVISIONS:
1. By:MTG Date: 2-15-2024. Revise Sewer Easements.
2. By:MTG Date: 2-19-2024. Revise Phase Lines.
3. By:MTG Date: 4-9-2024. Add Street Names.
4. By:GT Date: 5-17-2024. Revise Per Planning Comments

Tennessee811 Know what's below. Call before you dig.

Prepared By:
JTA LAND SURVEYING, INC.
2603 Elm Hill Pike, Suite K - Nashville, TN. 37214
Phone: 615-490-6920

FINAL PLAT
THE LANDING AT GREENS MILL ROAD PHASE 1A

2558 GREENS MILL ROAD
Property Map # 51 - P/O Parcel (55.00)
CITY OF COLUMBIA,
MAURY COUNTY, TENNESSEE

Scale : 1" = 1000'

(See Revisions)
DATE: ~~DEC. 15, 2023~~
JOB NUMBER: 2023-507

SHEET 1 OF 3

TOTAL AREA THIS RECORDING = 2,940,359.84 S.F. or 67.50 Acres ±

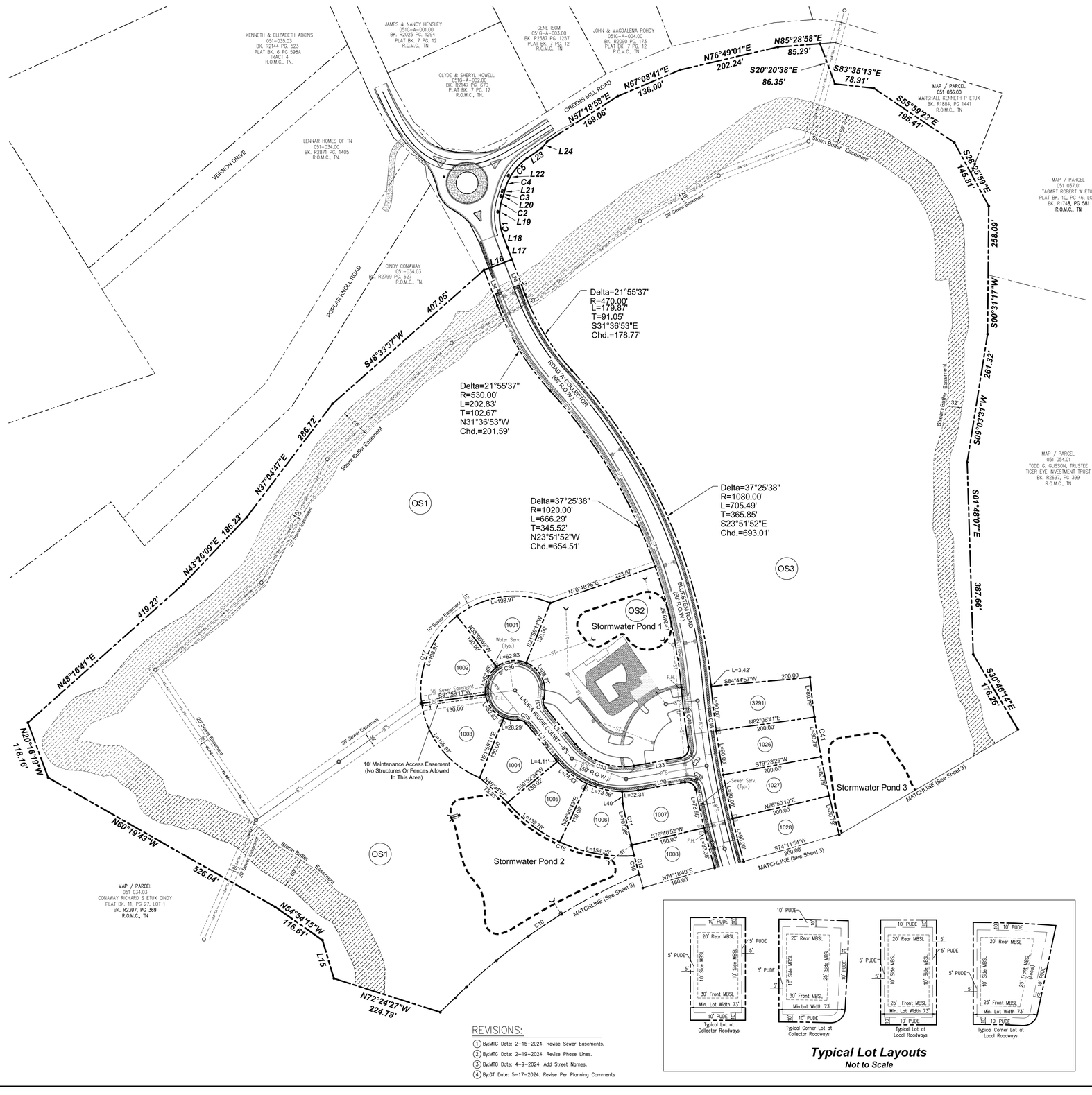
NORTH

(NAD83)

1" = 100'

0' 50' 100' 200'

GRAPHIC SCALE


KENNETH & ELIZABETH ADKINS
051-035.03
BK. R2144 PG. 523
PLAT BK. 6 PG. 598A
TRACT 4
R.O.M.C., TN.
JAMES & NANCY HENSLEY
051G-A-001.00
BK. R2025 PG. 1294
PLAT BK. 7 PG. 12
R.O.M.C., TN.
GENE ISOM
051G-A-003.00
BK. R2387 PG. 1257
PLAT BK. 7 PG. 12
R.O.M.C., TN.
JOHN & MAGDALENA ROHDY
051G-A-004.00
BK. R2090 PG. 173
PLAT BK. 7 PG. 12
R.O.M.C., TN.
CLYDE & SHERYL HOWELL
051G-A-002.00
BK. R2147 PG. 670
PLAT BK. 7 PG. 12
R.O.M.C., TN.
LENNAR HOMES OF TN
051-034.00
BK. R2871 PG. 1405
R.O.M.C., TN.
CINDY CONAWAY
051-034.03
R2799 PG. 627
R.O.M.C., TN.
MAP / PARCEL
051 036.00
MARSHALL KENNETH P ETUX
BK. R1884, PG 1441
R.O.M.C., TN
MAP / PARCEL
051 037.01
TAGART ROBERT W ETUX
PLAT BK. 10, PG 46, LOT2
BK. R1748, PG 581
R.O.M.C., TN
MAP / PARCEL
051 034.01
TODD G. GLISSON, TRUSTEE
TIGER EYE INVESTMENT TRUST
BK. R2697, PG 399
R.O.M.C., TN
MAP / PARCEL
051 034.03
CONAWAY RICHARD S ETUX CINDY
PLAT BK. 11, PG 27, LOT 1
BK. R2397, PG 369
R.O.M.C., TN
VERNON DRIVE
GREENS MILL ROAD
POPLAR KNOLL ROAD
ROAD A COLLECTOR (60' R.O.W.)
BLUEGRASS ROAD (60' R.O.W.)
LAURA RIDGE COURT (50' R.O.W.)
Storm Buffer Easement
20' Sewer Easement
30' Sewer Easement
10' Sewer Easement
10' Maintenance Access Easement (No Structures Or Fences Allowed In This Area)
Water Serv. (Typ.)
Sewer Serv. (Typ.)
Stormwater Pond 1
Stormwater Pond 2
Stormwater Pond 3
OS1
OS2
OS3
MATCHLINE (See Sheet 3)
N69°20'56"E 60.00'
N85°28'58"E 85.29'
N76°49'01"E 202.24'
N67°08'41"E 136.00'
N57°18'58"E 169.06'
S20°20'38"E 86.35'
S83°35'13"E 78.91'
S65°59'23"E 195.41'
S28°35'59"E 145.61'
S00°31'17"W 258.09'
S09°03'17"W 261.32'
S01°48'07"E 387.66'
S00°46'14"E 176.26'
S48°33'37"W 407.05'
N37°04'47"E 286.72'
N43°26'09"E 186.23'
N48°16'41"E 419.23'
N20°16'19"W 118.16'
N60°19'43"W 526.04'
N54°54'15"W 116.61'
N72°24'27"W 224.78'
Delta=21°55'37"
R=470.00'
L=179.87'
T=91.05'
S31°36'53"E
Chd.=178.77'
Delta=21°55'37"
R=530.00'
L=202.83'
T=102.67'
N31°36'53"W
Chd.=201.59'
Delta=37°25'38"
R=1020.00'
L=666.29'
T=345.52'
N23°51'52"W
Chd.=654.51'
Delta=37°25'38"
R=1080.00'
L=705.49'
T=365.85'
S23°51'52"E
Chd.=693.01'
N70°48'26"E 223.67'
L=198.97'
L=62.83'
L=198.97'
L=28.29'
L=4.11'
L=73.56'
L=44.43'
L=32.31'
L=132.28'
L=154.25'
L=3.42'
S84°44'57"W 200.00'
N82°06'41"E 200.00'
S79°26'25"W 200.00'
N76°50'10"E 200.00'
S74°11'54"W 200.00'
N74°10'40"E 150.00'
S76°40'52"W 150.00'
S81°59'11"W 130.00'
S21°59'11"W 130.00'
N21°59'11"E 130.00'
S59°32'04"W 130.00'
N30°27'07"E 130.00'
N24°46'05"E 130.00'
L=196.97'
L=196.97'
L=198.97'
L=198.97'
L=90.00'
L=90.00'
L=90.00

TOTAL AREA THIS RECORDING = 2,940,359.84 S.F. or 67.50 Acres ±

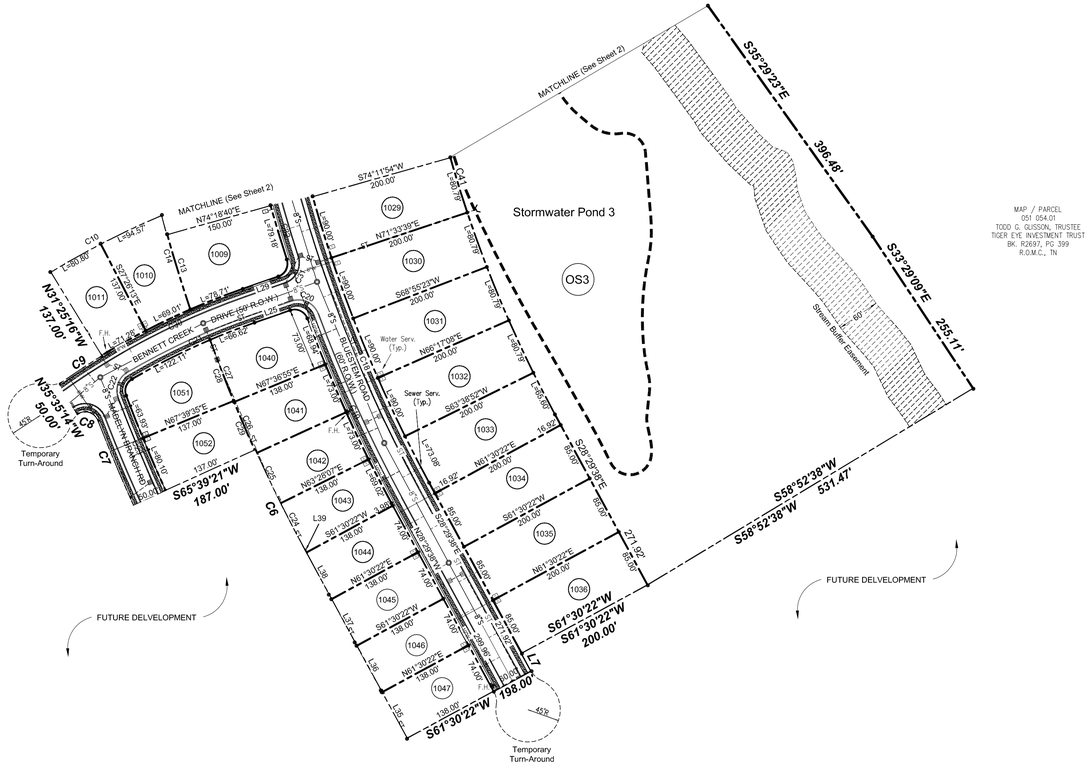
NORTH

(NAD83)

1" = 100'

0' 50' 100' 200'

GRAPHIC SCALE



CURVE TABLE						
CURVE	DELTA	RADIUS	TANGENT	LENGTH	CHD BEARING	CHORD
C1	23°39'02"	115.00'	24.08'	47.47'	S08°21'52"E	47.13'
C2	15°29'22"	115.00'	15.64'	31.09'	S12°07'46"W	30.99'
C3	4°47'41"	77.00'	3.22'	6.44'	N16°50'16"E	6.44'
C4	15°23'16"	115.00'	15.54'	30.89'	S21°56'26"W	30.79'
C5	23°56'55"	115.00'	24.39'	48.07'	S42°31'42"W	47.72'
C6	04°08'59"	2153.00'	78.00'	155.93'	N26°25'09"W	155.90'
C7	03°08'27"	2340.00'	64.15'	128.27'	N22°46'26"W	128.26'
C8	104°27'39"	19.00'	24.52'	34.64'	N73°26'02"W	30.04'
C9	04°14'22"	1025.00'	37.94'	75.84'	N56°27'33"E	75.83'
C10	08°38'50"	1162.00'	87.85'	175.37'	N62°54'09"E	175.20'
C11	2°11'22"	2165.00'	42.68'	85.35'	S12°11'22"E	85.34'
C12	2°22'12"	2165.00'	44.78'	89.56'	S14°30'14"E	89.55'
C13	2°54'34"	2165.00'	54.98'	109.94'	S17°08'37"E	109.92'
C14	3°38'56"	2165.00'	68.96'	137.88'	S16°46'26"E	137.86'
C15	1°03'01"	2165.00'	19.84'	39.69'	S14°25'27"E	39.68'
C16	53°50'09"	305.00'	155.13'	287.03'	S67°11'16"E	276.55'
C17	180°00'00"	190.00'	INFINITE	596.90'	S21°59'11"W	380.00'
C18	23°20'35"	1955.00'	403.85'	796.49'	S16°49'20"E	790.99'
C19	8°04'28"	2015.00'	142.22'	283.96'	S24°27'24"E	283.73'
C20	88°45'38"	19.00'	18.59'	29.43'	N64°47'58"W	26.58'
C21	11°05'26"	975.00'	94.66'	188.73'	S65°16'29"W	188.43'
C22	80°28'12"	19.00'	16.08'	26.68'	S19°29'40"W	24.55'
C23	7°45'11"	2290.00'	155.18'	309.88'	S24°37'02"E	309.64'
C24	1°57'45"	2153.00'	36.87'	73.74'	S27°30'45"E	73.74'
C25	2°04'24"	2153.00'	38.96'	77.91'	S25°29'41"E	77.91'
C26	2°04'24"	2153.00'	38.96'	77.91'	S23°25'17"E	77.91'
C27	2°28'44"	2153.00'	46.58'	93.14'	S21°08'43"E	93.14'
C28	2°26'04"	2153.00'	45.75'	91.48'	S21°07'23"E	91.47'
C29	2°00'14"	2153.00'	37.66'	75.30'	S23°20'32"E	75.30'
C30	12°14'28"	1025.00'	109.91'	218.99'	N64°41'58"E	218.57'
C31	88°45'38"	19.00'	18.59'	29.43'	N26°26'23"E	26.58'
C32	6°52'03"	2015.00'	120.90'	241.52'	S14°30'24"E	241.38'
C33	88°45'38"	19.00'	18.59'	29.43'	N55°27'11"W	26.58'
C34	60°22'34"	175.00'	101.80'	184.41'	S69°38'43"E	175.99'
C35	56°09'15"	19.00'	10.14'	18.62'	N67°32'03"W	17.89'
C36	292°18'29"	60.00'	40.24'	306.10'	S50°32'34"W	66.84'
C37	56°09'15"	19.00'	10.14'	18.62'	S11°22'49"E	17.89'
C38	60°22'34"	125.00'	72.72'	131.72'	S69°38'43"E	125.71'
C39	88°45'38"	19.00'	18.59'	29.43'	N35°47'11"E	26.58'
C40	03°26'35"	2015.00'	60.56'	121.08'	S06°52'20"E	121.07'
C41	23°14'34"	1755.00'	360.93'	711.94'	S16°52'21"E	707.07'

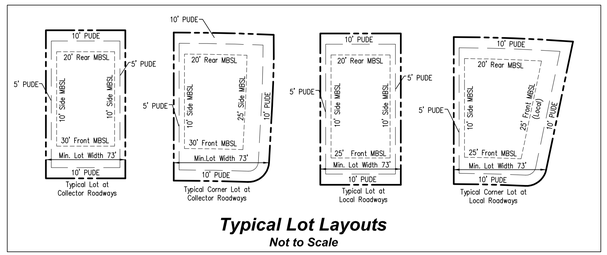
LINE TABLE		
LINE	BEARING	LENGTH
L16	N69°20'56"E	60.00'
L17	N20°39'04"W	26.09'
L18	N20°38'34"W	25.14'
L19	N03°55'22"E	1.85'
L20	N19°53'25"E	2.30'
L21	N13°50'52"E	3.22'
L22	N30°05'40"E	1.85'
L23	N55°12'21"E	36.94'
L24	N39°03'31"E	17.26'
L25	N70°49'12"E	52.74'
L29	S70°49'12"W	52.74'
L30	S80°10'00"W	95.81'
L31	N39°27'26"W	95.39'
L32	S39°27'26"E	95.39'
L33	N80°10'00"E	95.81'
L34	N20°39'04"W	75.86'
L35	N28°29'38"W	74.00'
L36	N28°29'38"W	74.00'
L37	N28°29'38"W	74.00'
L38	N28°29'38"W	74.00'
L39	N28°29'38"W	3.96'
L40	S02°42'21"E	24.51'

AREA SUMMARY		
LOT	SQ. FT.	ACREAGE
1001	17,017	0.39
1002	17,017	0.39
1003	17,017	0.39
1004	14,912	0.34
1005	13,469	0.31
1006	14,496	0.33
1007	15,290	0.35
1008	12,968	0.30
1009	15,357	0.35
1010	11,104	0.25
1011	10,417	0.24
1012	10,417	0.24
1013	10,417	0.24
1014	10,417	0.24
1015	10,066	0.23
1016	10,422	0.24
1017	10,422	0.24
1018	10,422	0.24
1019	10,422	0.24
1020	10,422	0.24
1021	10,422	0.24
1022	10,422	0.24
1023	10,415	0.24
1026	17,079	0.39
1027	17,079	0.39
1028	17,079	0.39

AREA SUMMARY		
LOT	SQ. FT.	ACREAGE
1029	17,079	0.39
1030	17,079	0.39
1031	17,079	0.39
1032	17,079	0.39
1033	17,252	0.40
1034	17,000	0.39
1035	17,000	0.39
1036	17,000	0.39
1040	12,511	0.29
1041	10,407	0.24
1042	10,407	0.24
1043	10,397	0.24
1044	10,212	0.23
1045	10,212	0.23
1046	10,212	0.23
1047	10,212	0.23
1051	11,912	0.27
1052	10,645	0.24
1053	10,645	0.24
1054	10,645	0.24
1055	10,428	0.24
1056	10,412	0.24
1057	10,412	0.24
1058	10,412	0.24
1063	14,209	0.33
1064	10,242	0.24

AREA SUMMARY		
LOT	SQ. FT.	ACREAGE
1065	10,325	0.24
1066	10,325	0.24
1067	10,325	0.24
1068	10,325	0.24
1069	10,325	0.24
1070	10,325	0.24
1071	13,240	0.30
1072	13,199	0.30
1073	11,412	0.26
1074	11,614	0.27
1075	11,632	0.27
1076	11,468	0.26
1077	11,118	0.26
1078	10,741	0.25
1079	11,609	0.27
1080	19,233	0.44
1081	13,477	0.31
1082	11,692	0.27
1083	14,621	0.34
1084	15,013	0.34
1085	11,805	0.27
1086	14,553	0.33
1104	11,400	0.26
1105	10,001	0.23
1106	10,001	0.23
1107	10,001	0.23

AREA SUMMARY		
LOT	SQ. FT.	ACREAGE
1108	10,001	0.23
1109	10,001	0.23
1110	12,377	0.28
1111	12,950	0.30
1112	10,138	0.23
1113	10,138	0.23
1114	10,138	0.23
1115	10,138	0.23
1116	10,138	0.23
1117	10,530	0.24
1121	10,575	0.24
1122	10,575	0.24
1123	10,575	0.24
1124	10,575	0.24
1125	10,575	0.24
1126	10,575	0.24
1127	10,575	0.24
1128	10,575	0.24
1129	10,575	0.24
1130	10,575	0.24
1131	14,369	0.33
3291	17,079	0.39
OS1	981,474	22.53
OS2	93,107	2.14
OS3	1,651,664	37.92
OS5	49,797	1.14



Typical Lot Layouts
Not to Scale

LEGEND:

IP(O)○	Existing Iron Pipe – IP(O)
IR(O)○	Existing Iron Rod – IR(O)
IR(N)●	Iron Rod (New) – IR(N)
	Sanitary Manhole
	Fire Hydrant (F.H.)
	Catch Basin
	Storm Manhole
	Concrete Headwall
PUDE	Public Utility & Drainage Easement
MBSL	Minimum Building Setback Line
R.O.M.C.	Registers' Office Maury County

Prepared By:
JTA
LAND SURVEYING, INC.
2403 Elm Hill Pike, Suite K · Nashville, TN. 37214
Phone: 615-490-0920

JAMES G. TERRY
REGISTERED LAND SURVEYOR
No. 2236
STATE OF TENNESSEE
5-17-24

REVISIONS:

1. By:MTG Date: 2-15-2024. Revise Sewer Easements.
2. By:MTG Date: 2-19-2024. Revise Phase Lines.
3. By:MTG Date: 4-9-2024. Add Street Names.
4. By:GT Date: 5-17-2024. Revise Per Planning Comments

FINAL PLAT
THE LANDING AT GREENS MILL ROAD
PHASE 1A
GREEN MILLS ROAD
Property Map # 51 - Parcel (55.00)

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

DRAWN BY: MTG, TMF, RR

Scale : 1" = 100'

(See Revisions)
DATE: ~~DECEMBER 15, 2023~~

Job No. 2023-507

SHEET 3 OF 3

May 20, 2024

City of Columbia
Land Disturbance Permit Review
700 N Garden Street
Columbia, TN 38401

RE: Greens Mill Road – Phase 1A – Final Plat

Below are our responses to comments received on January 8, 2024. We believe we have satisfied all comments, but if you have additional concerns or questions, please do not hesitate to contact us. Our responses are as follows:

COMMENTS:

Planning

1. Planning staff does not believe that the required infrastructure can be completed prior to the May resubmittal deadline. The applicant may withdraw the request and apply again when the improvements are closer to completion. Doing so will allow the Final PUD Master Plan/Preliminary Plat revisions to precede the first phase Final Plat through the development review process.

   Response: The required infrastructure is to be complete within a week of this submittal. The offsite improvements and all required infrastructure will be complete before the 06/12 meeting.

2. The lead staff person for this case is Planner Austin Brass, AICP; he will prepare the staff report for this item. Please contact abrass@columbiatn.com with questions about the development review process or technical comments. The lead planner should be copied on all communication with other city staff.

   Response: Noted.

3. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to the Planning Commission should be included in your resubmittal. 8.3.7; 8.5.4

   Response: This comment response letter will serve as the detailed letter addressing each comment along with the revised plans which will be included with this submittal.

4. If Development Services receives a complete and timely resubmittal responsive to all comments and conditions on or before April 15th, this item will be forwarded to the Planning Commission. If a complete and responsive resubmittal is not received by April 15th, this item will automatically be added to the May Development Review Committee agenda for additional review. If the application remains incomplete on May 20th, the project will be closed.

   Response: Noted.

5. Please indicate whether the name of the development is "Landing at Greens Mill" or "Landing at Green Mills" and correct documents accordingly.

   Response: The correct name of this development is "Landing at Greens Mill". All plans and documents submitted will have this name.

6. All necessary infrastructure, including the roundabout and water line extensions, must be complete and functional at the time of resubmittal. "Complete and functional" shall be determined by the City Engineer.

   Response: See response to comment #1. There are ongoing discussions about the necessary infrastructure including the roundabout and water line extensions being completed within the week of this submittal. This will be completed and functional before the 06/12 meeting.

7. This phase is being submitted in accordance to an approved final PUD master plan and preliminary plat this includes a subsequent item of revision for the entirety of the final PUD master plan on this (April 2024) Planning Commission agenda with case 24-0146.

   Response: Noted.

8. This final plat is not within a phase that is being proposed with changes that include roadway exclusions and inclusions and reconfiguration of lots in case 24-0146 within the southern half of the development site.

   Response: Noted.

9. Provide note indicating that this final plat is vested under the previous zoning code within Zoning Ordinance 3638 as an RS-10 Planned Unit Development.

   Response: This note has been added to the plans.

10. Provide clarity for Lots 1043, 1040, 1006 to indicates lot widths have a minimum of 73' per approved lot standards in the PUD master plan.

    Response: Adjustments have been made to these lots to ensure a minimum of 73' lot width.

11. Amenity center and associated parking will require separate permit and site plan review.

    Response: Noted.

12. Correct phase lines in the final PUD master plan to reflect this final plat that is dividing phase 1 and phase 2.

    Response: Phase lines have been corrected for the Final PUD Master Plan to reflect what is shown in this Final Plat submittal for Phase 1A.

13. Are current roadways installed to provide connectivity and circulation?

    Response: Yes, current roadways have been installed.

14. Provide FEMA panel note indicating what zone this subject plat lies within.

    Response: This note has been added to the plan set.

15. Provide specific Road names on Plat.

    Response: Specific road names have been added to these plans.

16. Clarify 10' PUDE on rears and 5' on sides.

    Response: The typical lot layouts have been corrected to clarify 10' PUDE on rears and 5' PUDE on sides.

Engineering

17. Provide MOU with all parties involved in improvements at the Greens Mill/Nashville Hwy intersection.

    Response: Noted.

18. Conaway driveway to be relocated per field locations.

    Response: Noted.

19. Binder and curbing to be installed by resubmittal date. Roundabout, bridge, and appurtenances to be completed by resubmittal date.

    Response: See response to comment #1 and comment #6.

20. Surety provided ($1,040,000).

    Response: Noted.

21. Provide all required testing and reports data.

    Response: This information will be provided once offsite improvements are complete.

22. Record stormwater maintenance agreement by resubmittal date.

    Response: Stormwater maintenance agreement will be recorded by the resubmittal deadline.

23. Temporary turnarounds shall be installed per ESS.

    Response: Temporary turnarounds will be shown in all necessary locations on the plans.

24. E-911 approved road names should be labeled on the final plat.

    Response: These road names are labelled on the final plat.

Wastewater

25. The maintenance access easement between lots 1002 and 1003 per email comments has not been added in. There has to be a 10' maintenance access easement for access to the sewer infrastructure behind these lots. There cannot be anything built in this easement, including fencing.

    Response: This 10' access easement has been added to the plans.

Fire

26. All dead-end roads over 150' will need an approved temporary turnaround, please show on plans.

    Response: A temporary turnaround has been added in every necessary location on the plans.

ATT

27. AT&T plans to serve.

    Response: Noted.

Columbia Power

28. Columbia Power System has an existing power line near your proposed development. We are willing to serve this commercial development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

    Response: Noted.

29. It's our understanding this project will be pushed to next month. Complete any remaining infrastructure, conduct bacteria and pressure testing by the resubmittal deadline. Be prepared to deed over infrastructure to CPWS at time of plat signing. Water system must be active at time of Final Plat approval. Water system must be active.

    Response: Noted.

Maury County Schools

30. Contact Maury County 911 for any road names to be reserved.

    Response: Noted.

We believe that all comments have been addressed. If you have any questions or need additional information, please do not hesitate to contact me at adam@crunkeng.com or 615-873-1795.

Sincerely,



Adam Crunk, PE
Crunk Engineering LLC

TROTWOOD FOSTER SUBDIVISION

SITE DEVELOPMENT PLAN & PRELIMINARY PLAT

City of Columbia, Maury County, Tennessee

Map 112, Parcel 018.03

ENGINEER:
T-SQUARE ENGINEERING
ALLISON COROLLA, PE
111 SOUTHEAST PARKWAY COURT
FRANKLIN, TN 37064
(615)678-8212

SURVEYOR:
T-SQUARE SURVEYING
111 SOUTHEAST PARKWAY COURT
FRANKLIN, TN 37064
(615)678-8212

DEVELOPER:
NELSON CROWE
NELSON@FORTUNALLC.NET

WATER:
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TN 38401
(931)388-4833

POWER:
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TN 38401
(931)388-4833

SEWER:
COLUMBIA WASTEWATER
1244 TREATMENT PLANT ROAD
COLUMBIA, TN 38401
(931)560-1001



SITE VICINITY MAP
N.T.S.

N

Sheet Schedule

C-0.0	COVER SHEET
C-1.0	EXISTING CONDITIONS
C-2.0	SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
C-2.1	DETAILED SITE PLAN
C-2.2	DETAILED SITE PLAN
C-2.3	DETAILED SITE PLAN
C-2.4	DETAILED SITE PLAN
C-2.5	PARCEL TABLES
C-2.6	PARCEL TABLES
C-2.7	CIVIC SPACE PLAN
C-2.8	SITE DETAILS
C-2.9	SITE DETAILS
C-2.10	RESOURCE PROTECTION PLAN
C-3.0	INITIAL EROSION CONTROL PLAN
C-3.1	TEMPORARY EROSION CONTROL PLAN
C-3.2	FINAL EROSION CONTROL PLAN
C-3.3	EROSION CONTROL DETAILS
C-5.0	GRADING PLAN
C-5.1	DRAINAGE PLAN
C-5.2	GRADING & DRAINAGE DETAILS
C-6.0	FOSTER LANE PLAN AND PROFILE
C-6.1	ALPHA AVENUE & BETA BEND PLAN AND PROFILE
C-6.2	BETA BEND PLAN AND PROFILE
C-6.3	BETA BEND PLAN AND PROFILE
C-6.4	GAMMA GROVE PLAN AND PROFILE
C-6.5	GAMMA GROVE & DELTA DRIVE PLAN AND PROFILE
C-6.6	DELTA DRIVE & HOLLYBERRY DRIVE PLAN & PROFILE
C-6.7	EPSILON PASS PLAN & PROFILE
C-7.0	UTILITY PLAN
C-7.1	UTILITY PLAN

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

COVER SHEET
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED ENGINEER
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-0.0

T-SQUARE ENGINEERING

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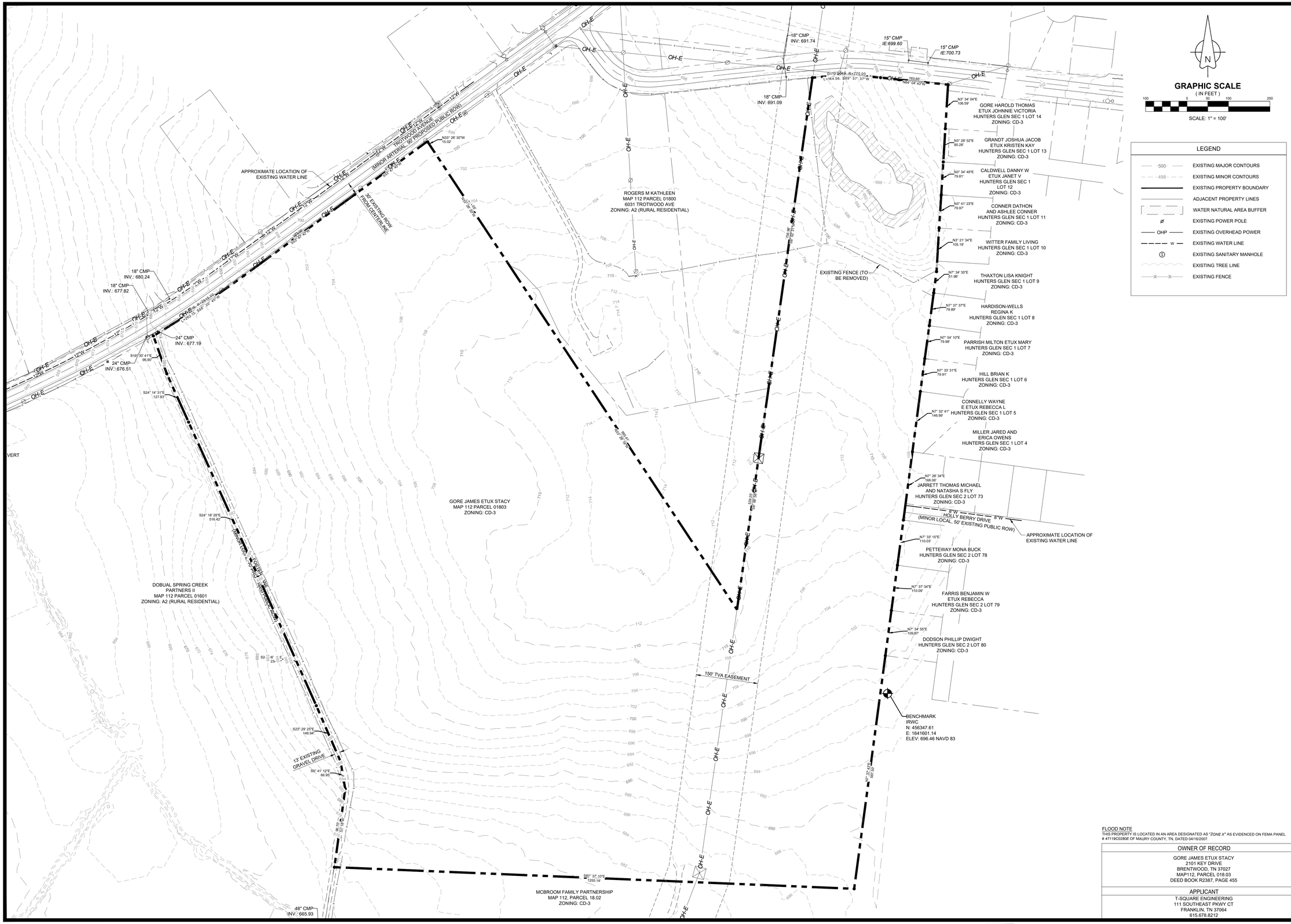

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0280E OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

EXISTING CONDITIONS

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED PROFESSIONAL ENGINEER
AGRICULTURE
No. 127389
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-1.0

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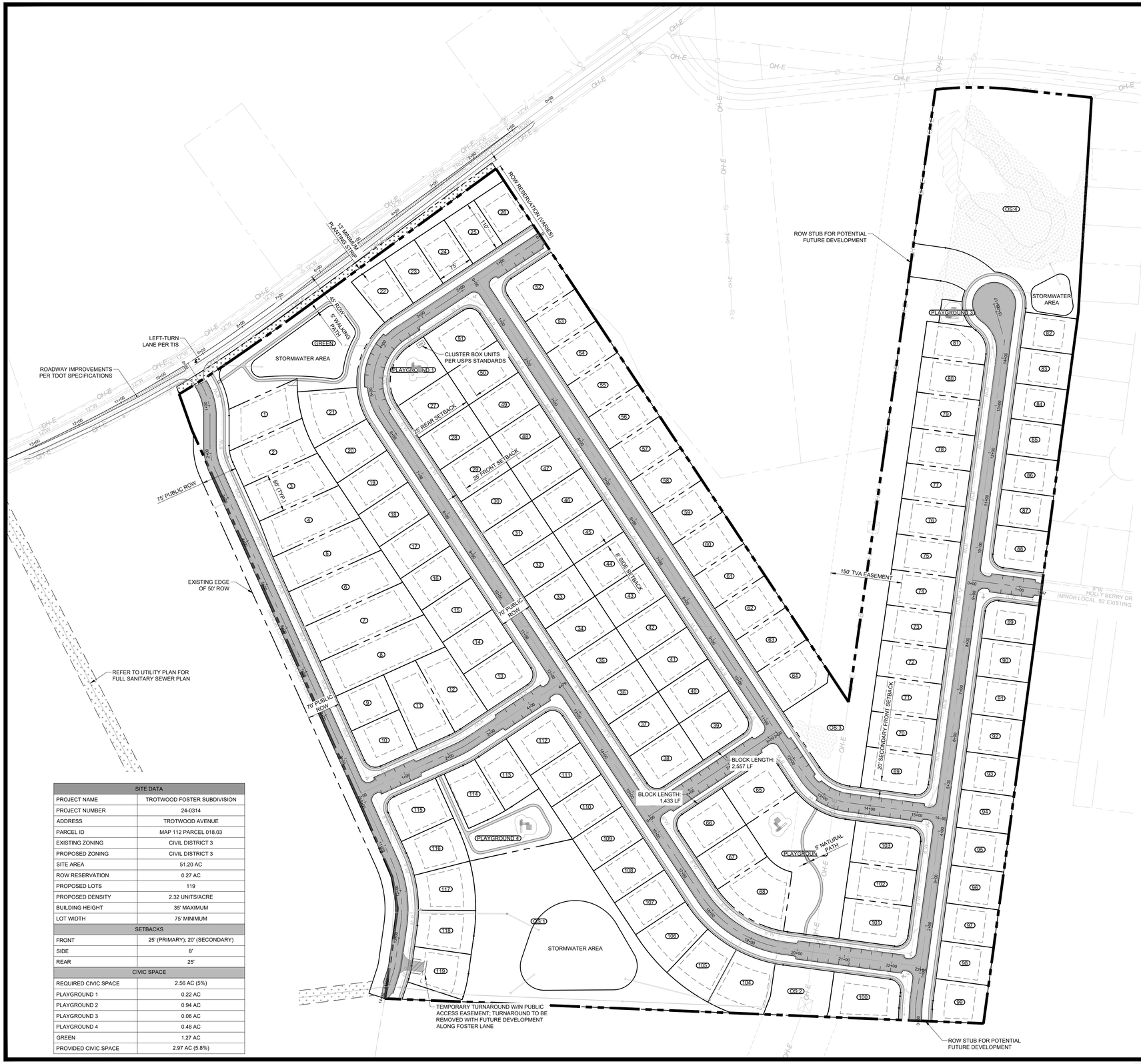


GRAPHIC SCALE

(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

- PROPOSED LOT LINES
- (00) PROPOSED LOT NUMBER
- PROPOSED BUILDING SETBACK
- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL
- PROPOSED STORM MANHOLE

NOTES

- ALL HOMES TO HAVE A 2-CAR GARAGE, MEETING PARKING REQUIREMENTS
- PLAYGROUND SETUP SHOWN FOR GRAPHIC PURPOSES ONLY; FULL PLAYGROUND DIMENSIONS AND DETAILS WILL BE PROVIDED WITH CONSTRUCTION PLANS

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIL DISTRICT 3
PROPOSED ZONING	CIVIL DISTRICT 3
SITE AREA	51.20 AC
ROW RESERVATION	0.27 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.32 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	75' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.56 AC (5%)
PLAYGROUND 1	0.22 AC
PLAYGROUND 2	0.94 AC
PLAYGROUND 3	0.06 AC
PLAYGROUND 4	0.48 AC
GREEN	1.27 AC
PROVIDED CIVIC SPACE	2.97 AC (5.8%)

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	12804.80	0.29
2	13430.58	0.31
3	14079.58	0.32
4	15313.77	0.35
5	16548.35	0.38
6	17582.93	0.40
7	18617.51	0.43
8	19652.09	0.45
9	8800.00	0.20
10	9985.87	0.23
11	13762.93	0.32
12	12525.30	0.29
13	11365.87	0.26
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10345.84	0.24

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	12122.76	0.28
22	8592.58	0.20
23	8250.00	0.19
24	8250.00	0.19
25	8250.00	0.19
26	8250.00	0.19
27	10000.00	0.23
28	10000.00	0.23
29	10000.00	0.23
30	10000.00	0.23
31	10000.00	0.23
32	10000.00	0.23
33	10000.00	0.23
34	10000.00	0.23
35	10000.00	0.23
36	10000.00	0.23
37	10000.00	0.23
38	11365.87	0.26
39	11365.87	0.26
40	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	10000.00	0.23
42	10000.00	0.23
43	10000.00	0.23
44	10000.00	0.23
45	10000.00	0.23
46	10000.00	0.23
47	10000.00	0.23
48	10000.00	0.23
49	10000.00	0.23
50	10000.00	0.23
51	11365.87	0.26
52	11457.47	0.26
53	10079.96	0.23
54	10080.00	0.23
55	10080.00	0.23
56	10080.00	0.23
57	10080.00	0.23
58	10080.00	0.23
59	10080.00	0.23
60	10080.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10080.00	0.23
62	10080.00	0.23
63	10080.00	0.23
64	12465.59	0.29
65	11369.90	0.26
66	11365.87	0.26
67	10000.37	0.23
68	14422.08	0.33
69	12027.64	0.28
70	10432.47	0.24
71	10384.49	0.24
72	10336.52	0.24
73	10288.54	0.24
74	10240.57	0.24
75	10192.59	0.23
76	10144.83	0.23
77	10097.37	0.23
78	10049.91	0.23
79	10002.45	0.23
80	9954.99	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	9366.26	0.22
82	8278.50	0.19
83	8276.94	0.19
84	8256.69	0.19
85	8256.52	0.19
86	8264.41	0.19
87	8273.02	0.19
88	9478.37	0.22
89	8964.43	0.21
90	8872.47	0.20
91	8873.37	0.20
92	8877.86	0.20
93	8880.00	0.20
94	8880.00	0.20
95	8880.00	0.20
96	8880.00	0.20
97	8880.00	0.20
98	8880.00	0.20
99	9383.00	0.22
100	12760.47	0.29

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	12265.09	0.28
102	10778.67	0.25
103	12144.14	0.28
104	12683.29	0.29
105	11241.02	0.26
106	11109.66	0.26
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	11365.87	0.26
113	10204.71	0.23
114	9806.89	0.23
115	10900.72	0.25
116	10344.29	0.24
117	10713.74	0.25
118	10162.14	0.23
119	10353.56	0.24
GREEN	55150.94	1.27

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
OS:1	116419.49	2.67
OS:2	12840.08	0.29
OS:3	73454.60	1.69
OS:4	134414.15	3.09
PLAYGROUND 1	9761.73	0.22
PLAYGROUND 2	41149.03	0.94
PLAYGROUND 3	2580.09	0.06
PLAYGROUND 4	20705.85	0.48

FLOOD NOTE

THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0280E OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD

GORE JAMES ETUX STACY
2101 KEY DRIVE
BRENTWOOD, TN 37027
MAP112, PARCEL 018.03
DEED BOOK R2387, PAGE 455

APPLICANT

T-SQUARE ENGINEERING
111 SOUTHEAST PKWY CT
FRANKLIN, TN 37064
615.678.8212

REVISIONS		
NO.	DATE	

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

SITE DEVELOPMENT PLAN & PRELIMINARY PLAT

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127395
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.0

T-SQUARE ENGINEERING

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIL DISTRICT 3
PROPOSED ZONING	CIVIL DISTRICT 3
SITE AREA	51.20 AC
ROW RESERVATION	0.27 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.32 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	75' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.56 AC (5%)
PLAYGROUND 1	0.22 AC
PLAYGROUND 2	0.94 AC
PLAYGROUND 3	0.06 AC
PLAYGROUND 4	0.48 AC
GREEN	1.27 AC
PROVIDED CIVIC SPACE	2.97 AC (5.8%)





LEGEND	
	PROPOSED LOT LINES
00	PROPOSED LOT NUMBER
	PROPOSED BUILDING SETBACK
	PROPOSED ACCESS EASEMENT
	PROPOSED DRAINAGE EASEMENT
	PROPOSED UTILITY EASEMENT
	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	PROPOSED STORM MANHOLE

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	12804.80	0.29
2	13430.58	0.31
3	14079.58	0.32
4	15313.77	0.35
5	16548.35	0.38
6	17582.93	0.40
7	18617.51	0.43
8	19652.09	0.45
9	8800.00	0.20
10	9985.87	0.23
11	13762.93	0.32
12	12525.30	0.29
13	11365.87	0.26
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10345.84	0.24

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	12122.76	0.28
22	8592.58	0.20
23	8250.00	0.19
24	8250.00	0.19
25	8250.00	0.19
26	8250.00	0.19
27	10000.00	0.23
28	10000.00	0.23
29	10000.00	0.23
30	10000.00	0.23
31	10000.00	0.23
32	10000.00	0.23
33	10000.00	0.23
34	10000.00	0.23
35	10000.00	0.23
36	10000.00	0.23
37	10000.00	0.23
38	11365.87	0.26
39	11365.87	0.26
40	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	10000.00	0.23
42	10000.00	0.23
43	10000.00	0.23
44	10000.00	0.23
45	10000.00	0.23
46	10000.00	0.23
47	10000.00	0.23
48	10000.00	0.23
49	10000.00	0.23
50	10000.00	0.23
51	11365.87	0.26
52	11457.47	0.26
53	10079.96	0.23
54	10080.00	0.23
55	10080.00	0.23
56	10080.00	0.23
57	10080.00	0.23
58	10080.00	0.23
59	10080.00	0.23
60	10080.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10080.00	0.23
62	10080.00	0.23
63	10080.00	0.23
64	12465.59	0.29
65	11369.90	0.26
66	11365.87	0.26
67	10000.37	0.23
68	14422.08	0.33
69	12027.64	0.28
70	10432.47	0.24
71	10384.49	0.24
72	10336.52	0.24
73	10288.54	0.24
74	10240.57	0.24
75	10192.59	0.23
76	10144.83	0.23
77	10097.37	0.23
78	10049.91	0.23
79	10002.45	0.23
80	9954.99	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	9366.26	0.22
82	8278.50	0.19
83	8276.94	0.19
84	8256.69	0.19
85	8256.52	0.19
86	8264.41	0.19
87	8273.02	0.19
88	9478.37	0.22
89	8964.43	0.21
90	8872.47	0.20
91	8873.37	0.20
92	8877.86	0.20
93	8880.00	0.20
94	8880.00	0.20
95	8880.00	0.20
96	8880.00	0.20
97	8880.00	0.20
98	8880.00	0.20
99	9383.00	0.22
100	12760.47	0.29

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	12265.09	0.28
102	10778.67	0.25
103	12144.14	0.28
104	12683.29	0.29
105	11241.02	0.26
106	11109.66	0.26
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	11365.87	0.26
113	10204.71	0.23
114	9806.89	0.23
115	10900.72	0.25
116	10344.29	0.24
117	10713.74	0.25
118	10162.14	0.23
119	10353.56	0.24
GREEN	55150.94	1.27

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
OS:1	116419.49	2.67
OS:2	12840.08	0.29
OS:3	73454.60	1.69
OS:4	134414.15	3.09
PLAYGROUND 1	9761.73	0.22
PLAYGROUND 2	41149.03	0.94
PLAYGROUND 3	2580.09	0.06
PLAYGROUND 4	20705.85	0.48

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD

GORE JAMES ETUX STACY
2101 KEY DRIVE
BRENTWOOD, TN 37027
MAP112, PARCEL 018.03
DEED BOOK R2387, PAGE 455

APPLICANT

T-SQUARE ENGINEERING
111 SOUTHEAST PKWY CT
FRANKLIN, TN 37064
615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED LANDSCAPE ARCHITECT
No. 127369
STATE OF TENNESSEE
05/20/2024

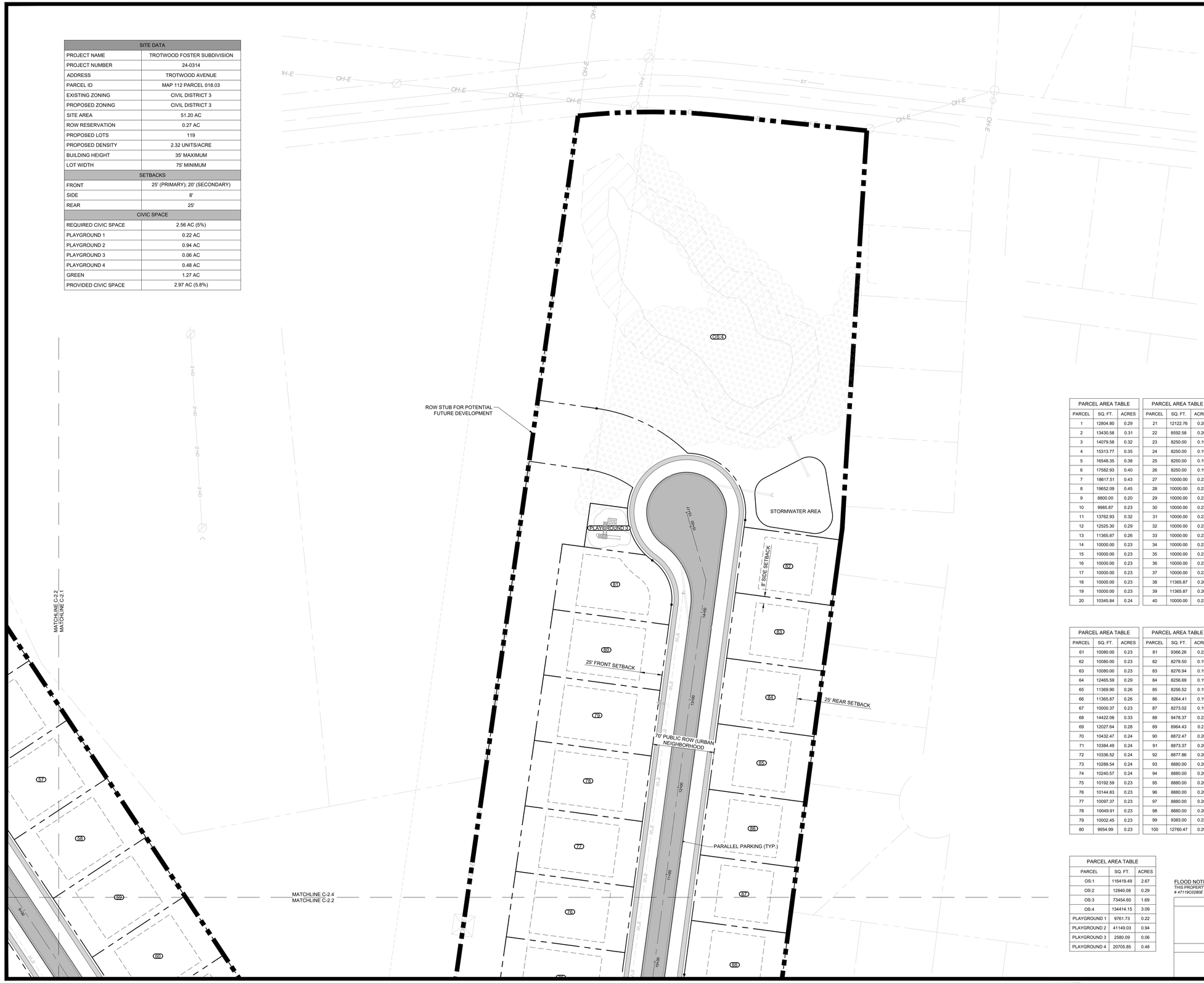
PROJECT
24-0314

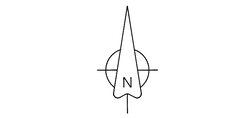
SHEET
C-2.1

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowe)\Production\24-0314 1- Site Plan.dwg, 5/20/2024 1:35:04 PM

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIL DISTRICT 3
PROPOSED ZONING	CIVIL DISTRICT 3
SITE AREA	51.20 AC
ROW RESERVATION	0.27 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.32 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	75' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.56 AC (5%)
PLAYGROUND 1	0.22 AC
PLAYGROUND 2	0.94 AC
PLAYGROUND 3	0.06 AC
PLAYGROUND 4	0.48 AC
GREEN	1.27 AC
PROVIDED CIVIC SPACE	2.97 AC (5.8%)





GRAPHIC SCALE
(IN FEET)

50 0 25 50 100

SCALE: 1" = 50'

LEGEND	
	PROPOSED LOT LINES
00	PROPOSED LOT NUMBER
	PROPOSED BUILDING SETBACK
	PROPOSED ACCESS EASEMENT
	PROPOSED DRAINAGE EASEMENT
	PROPOSED UTILITY EASEMENT
	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	PROPOSED STORM MANHOLE

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	12804.80	0.29
2	13430.58	0.31
3	14079.58	0.32
4	15313.77	0.35
5	16548.35	0.38
6	17582.93	0.40
7	18617.51	0.43
8	19652.09	0.45
9	8800.00	0.20
10	9985.87	0.23
11	13762.93	0.32
12	12525.30	0.29
13	11365.87	0.26
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10345.84	0.24

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	12122.76	0.28
22	8592.58	0.20
23	8250.00	0.19
24	8250.00	0.19
25	8250.00	0.19
26	8250.00	0.19
27	10000.00	0.23
28	10000.00	0.23
29	10000.00	0.23
30	10000.00	0.23
31	10000.00	0.23
32	10000.00	0.23
33	10000.00	0.23
34	10000.00	0.23
35	10000.00	0.23
36	10000.00	0.23
37	10000.00	0.23
38	11365.87	0.26
39	11365.87	0.26
40	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	10000.00	0.23
42	10000.00	0.23
43	10000.00	0.23
44	10000.00	0.23
45	10000.00	0.23
46	10000.00	0.23
47	10000.00	0.23
48	10000.00	0.23
49	10000.00	0.23
50	10000.00	0.23
51	11365.87	0.26
52	11457.47	0.26
53	10079.96	0.23
54	10080.00	0.23
55	10080.00	0.23
56	10080.00	0.23
57	10080.00	0.23
58	10080.00	0.23
59	10080.00	0.23
60	10080.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10080.00	0.23
62	10080.00	0.23
63	10080.00	0.23
64	12465.59	0.29
65	11369.90	0.26
66	11365.87	0.26
67	10000.37	0.23
68	14422.08	0.33
69	12027.64	0.28
70	10432.47	0.24
71	10384.49	0.24
72	10336.52	0.24
73	10288.54	0.24
74	10240.57	0.24
75	10192.59	0.23
76	10144.83	0.23
77	10097.37	0.23
78	10049.91	0.23
79	10002.45	0.23
80	9954.99	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	9366.26	0.22
82	8278.50	0.19
83	8276.94	0.19
84	8256.69	0.19
85	8256.52	0.19
86	8264.41	0.19
87	8273.02	0.19
88	9478.37	0.22
89	8964.43	0.21
90	8872.47	0.20
91	8873.37	0.20
92	8877.86	0.20
93	8880.00	0.20
94	8880.00	0.20
95	8880.00	0.20
96	8880.00	0.20
97	8880.00	0.20
98	8880.00	0.20
99	9383.00	0.22
100	12760.47	0.29

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	12265.09	0.28
102	10778.67	0.25
103	12144.14	0.28
104	12683.29	0.29
105	11241.02	0.26
106	11109.66	0.26
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	11365.87	0.26
113	10204.71	0.23
114	9806.89	0.23
115	10900.72	0.25
116	10344.29	0.24
117	10713.74	0.25
118	10162.14	0.23
119	10353.56	0.24
GREEN	55150.94	1.27

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
OS:1	116419.49	2.67
OS:2	12840.08	0.29
OS:3	73454.60	1.69
OS:4	134414.15	3.09
PLAYGROUND 1	9761.73	0.22
PLAYGROUND 2	41149.03	0.94
PLAYGROUND 3	2580.09	0.06
PLAYGROUND 4	20705.85	0.48

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CROWE
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.2

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Roig & Nelson Crowe)\Production\24-0314 1- Site Plan.dwg, 5/20/2024 1:35:19 PM

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIL DISTRICT 3
PROPOSED ZONING	CIVIL DISTRICT 3
SITE AREA	51.20 AC
ROW RESERVATION	0.27 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.32 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	75' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.56 AC (5%)
PLAYGROUND 1	0.22 AC
PLAYGROUND 2	0.94 AC
PLAYGROUND 3	0.06 AC
PLAYGROUND 4	0.48 AC
GREEN	1.27 AC
PROVIDED CIVIC SPACE	2.97 AC (5.8%)



N

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
SCALE: 1" = 50'

LEGEND

- PROPOSED LOT LINES
- (100) PROPOSED LOT NUMBER
- PROPOSED BUILDING SETBACK
- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL
- PROPOSED STORM MANHOLE

NOTES
* ALL HOMES TO HAVE A 2-CAR GARAGE, MEETING PARKING REQUIREMENTS

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	12804.80	0.29
2	13430.58	0.31
3	14079.58	0.32
4	15313.77	0.35
5	16548.35	0.38
6	17582.93	0.40
7	18617.51	0.43
8	19652.09	0.45
9	8800.00	0.20
10	9985.87	0.23
11	13762.93	0.32
12	12525.30	0.29
13	11365.87	0.26
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10345.84	0.24

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	12122.76	0.28
22	8592.58	0.20
23	8250.00	0.19
24	8250.00	0.19
25	8250.00	0.19
26	8250.00	0.19
27	10000.00	0.23
28	10000.00	0.23
29	10000.00	0.23
30	10000.00	0.23
31	10000.00	0.23
32	10000.00	0.23
33	10000.00	0.23
34	10000.00	0.23
35	10000.00	0.23
36	10000.00	0.23
37	10000.00	0.23
38	11365.87	0.26
39	11365.87	0.26
40	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	10000.00	0.23
42	10000.00	0.23
43	10000.00	0.23
44	10000.00	0.23
45	10000.00	0.23
46	10000.00	0.23
47	10000.00	0.23
48	10000.00	0.23
49	10000.00	0.23
50	10000.00	0.23
51	11365.87	0.26
52	11457.47	0.26
53	10079.96	0.23
54	10080.00	0.23
55	10080.00	0.23
56	10080.00	0.23
57	10080.00	0.23
58	10080.00	0.23
59	10080.00	0.23
60	10080.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10080.00	0.23
62	10080.00	0.23
63	10080.00	0.23
64	12465.59	0.29
65	11369.90	0.26
66	11365.87	0.26
67	10000.37	0.23
68	14422.08	0.33
69	12027.64	0.28
70	10432.47	0.24
71	10384.49	0.24
72	10336.52	0.24
73	10288.54	0.24
74	10240.57	0.24
75	10192.59	0.23
76	10144.83	0.23
77	10097.37	0.23
78	10049.91	0.23
79	10002.45	0.23
80	9954.99	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	9366.26	0.22
82	8278.50	0.19
83	8276.94	0.19
84	8256.69	0.19
85	8256.52	0.19
86	8264.41	0.19
87	8273.02	0.19
88	9478.37	0.22
89	8964.43	0.21
90	8872.47	0.20
91	8873.37	0.20
92	8877.86	0.20
93	8880.00	0.20
94	8880.00	0.20
95	8880.00	0.20
96	8880.00	0.20
97	8880.00	0.20
98	8880.00	0.20
99	9383.00	0.22
100	12760.47	0.29

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	12265.09	0.28
102	10778.67	0.25
103	12144.14	0.28
104	12683.29	0.29
105	11241.02	0.26
106	11109.66	0.26
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	11365.87	0.26
113	10204.71	0.23
114	9806.89	0.23
115	10900.72	0.25
116	10344.29	0.24
117	10713.74	0.25
118	10162.14	0.23
119	10353.56	0.24
GREEN	55150.94	1.27

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
OS:1	116419.49	2.67
OS:2	12840.08	0.29
OS:3	73454.60	1.69
OS:4	134414.15	3.09
PLAYGROUND 1	9761.73	0.22
PLAYGROUND 2	41149.03	0.94
PLAYGROUND 3	2580.09	0.06
PLAYGROUND 4	20705.85	0.48

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0280E OF MAURY COUNTY, TN. DATED 04/16/2007.

OWNER OF RECORD

GORE JAMES ETUX STACY
2101 KEY DRIVE
BRENTWOOD, TN 37027
MAP112, PARCEL 018.03
DEED BOOK R2387, PAGE 455

APPLICANT

T-SQUARE ENGINEERING
111 SOUTHEAST PKWY CT
FRANKLIN, TN 37064
615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED
No. 127369
STATE OF TENNESSEE
05/20/2024

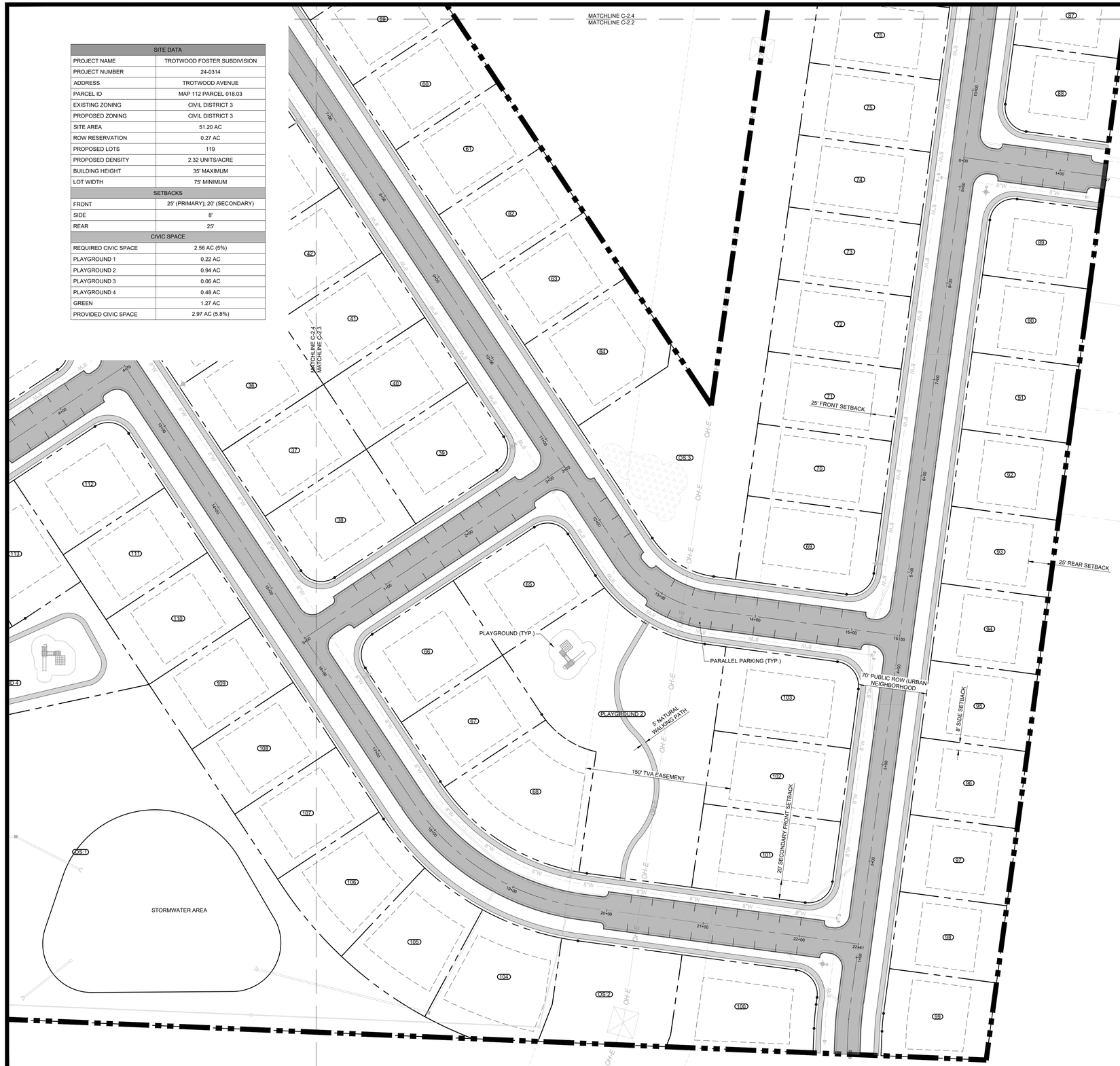
PROJECT
24-0314

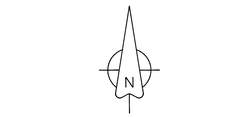
SHEET
C-2.3

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue – Tyler Roig & Nelson Crowe)\Production\24-0314 1- Site Plan.dwg, 5/20/2024 1:35:30 PM

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIL DISTRICT 3
PROPOSED ZONING	CIVIL DISTRICT 3
SITE AREA	51.20 AC
ROW RESERVATION	0.27 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.32 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	75' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.56 AC (5%)
PLAYGROUND 1	0.22 AC
PLAYGROUND 2	0.94 AC
PLAYGROUND 3	0.06 AC
PLAYGROUND 4	0.48 AC
GREEN	1.27 AC
PROVIDED CIVIC SPACE	2.97 AC (5.8%)





LEGEND	
	PROPOSED LOT LINES
(00)	PROPOSED LOT NUMBER
	PROPOSED BUILDING SETBACK
	PROPOSED ACCESS EASEMENT
	PROPOSED DRAINAGE EASEMENT
	PROPOSED UTILITY EASEMENT
W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
S	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	PROPOSED STORM MANHOLE

NOTES
* ALL HOMES TO HAVE A 2-CAR GARAGE, MEETING PARKING REQUIREMENTS

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
1	12804.80	0.29
2	13430.58	0.31
3	14079.58	0.32
4	15313.77	0.35
5	16548.35	0.38
6	17582.93	0.40
7	18617.51	0.43
8	19652.09	0.45
9	8800.00	0.20
10	9985.87	0.23
11	13762.93	0.32
12	12525.30	0.29
13	11365.87	0.26
14	10000.00	0.23
15	10000.00	0.23
16	10000.00	0.23
17	10000.00	0.23
18	10000.00	0.23
19	10000.00	0.23
20	10345.84	0.24

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
21	12122.76	0.28
22	8592.58	0.20
23	8250.00	0.19
24	8250.00	0.19
25	8250.00	0.19
26	8250.00	0.19
27	10000.00	0.23
28	10000.00	0.23
29	10000.00	0.23
30	10000.00	0.23
31	10000.00	0.23
32	10000.00	0.23
33	10000.00	0.23
34	10000.00	0.23
35	10000.00	0.23
36	10000.00	0.23
37	10000.00	0.23
38	11365.87	0.26
39	11365.87	0.26
40	10000.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
41	10000.00	0.23
42	10000.00	0.23
43	10000.00	0.23
44	10000.00	0.23
45	10000.00	0.23
46	10000.00	0.23
47	10000.00	0.23
48	10000.00	0.23
49	10000.00	0.23
50	10000.00	0.23
51	11365.87	0.26
52	11457.47	0.26
53	10079.96	0.23
54	10080.00	0.23
55	10080.00	0.23
56	10080.00	0.23
57	10080.00	0.23
58	10080.00	0.23
59	10080.00	0.23
60	10080.00	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
61	10080.00	0.23
62	10080.00	0.23
63	10080.00	0.23
64	12465.59	0.29
65	11369.90	0.26
66	11365.87	0.26
67	10000.37	0.23
68	14422.08	0.33
69	12027.64	0.28
70	10432.47	0.24
71	10384.49	0.24
72	10336.52	0.24
73	10288.54	0.24
74	10240.57	0.24
75	10192.59	0.23
76	10144.83	0.23
77	10097.37	0.23
78	10049.91	0.23
79	10002.45	0.23
80	9954.99	0.23

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
81	9366.26	0.22
82	8278.50	0.19
83	8276.94	0.19
84	8256.69	0.19
85	8256.52	0.19
86	8264.41	0.19
87	8273.02	0.19
88	9478.37	0.22
89	8964.43	0.21
90	8872.47	0.20
91	8873.37	0.20
92	8877.86	0.20
93	8880.00	0.20
94	8880.00	0.20
95	8880.00	0.20
96	8880.00	0.20
97	8880.00	0.20
98	8880.00	0.20
99	9383.00	0.22
100	12760.47	0.29

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
101	12265.09	0.28
102	10778.67	0.25
103	12144.14	0.28
104	12683.29	0.29
105	11241.02	0.26
106	11109.66	0.26
107	10000.00	0.23
108	10000.00	0.23
109	10000.00	0.23
110	10000.00	0.23
111	10000.00	0.23
112	11365.87	0.26
113	10204.71	0.23
114	9806.89	0.23
115	10900.72	0.25
116	10344.29	0.24
117	10713.74	0.25
118	10162.14	0.23
119	10353.56	0.24
GREEN	55150.94	1.27

PARCEL AREA TABLE		
PARCEL	SQ. FT.	ACRES
OS:1	116419.49	2.67
OS:2	12840.08	0.29
OS:3	73454.60	1.69
OS:4	134414.15	3.09
PLAYGROUND 1	9761.73	0.22
PLAYGROUND 2	41149.03	0.94
PLAYGROUND 3	2580.09	0.06
PLAYGROUND 4	20705.85	0.48

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD

GORE JAMES ETUX STACY
2101 KEY DRIVE
BRENTWOOD, TN 37027
MAP112, PARCEL 018.03
DEED BOOK R2387, PAGE 455

APPLICANT

T-SQUARE ENGINEERING
111 SOUTHEAST PKWY CT
FRANKLIN, TN 37064
615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DETAILED SITE PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED LANDSCAPE ARCHITECT
No. 12705
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.4

T-SQUARE ENGINEERING

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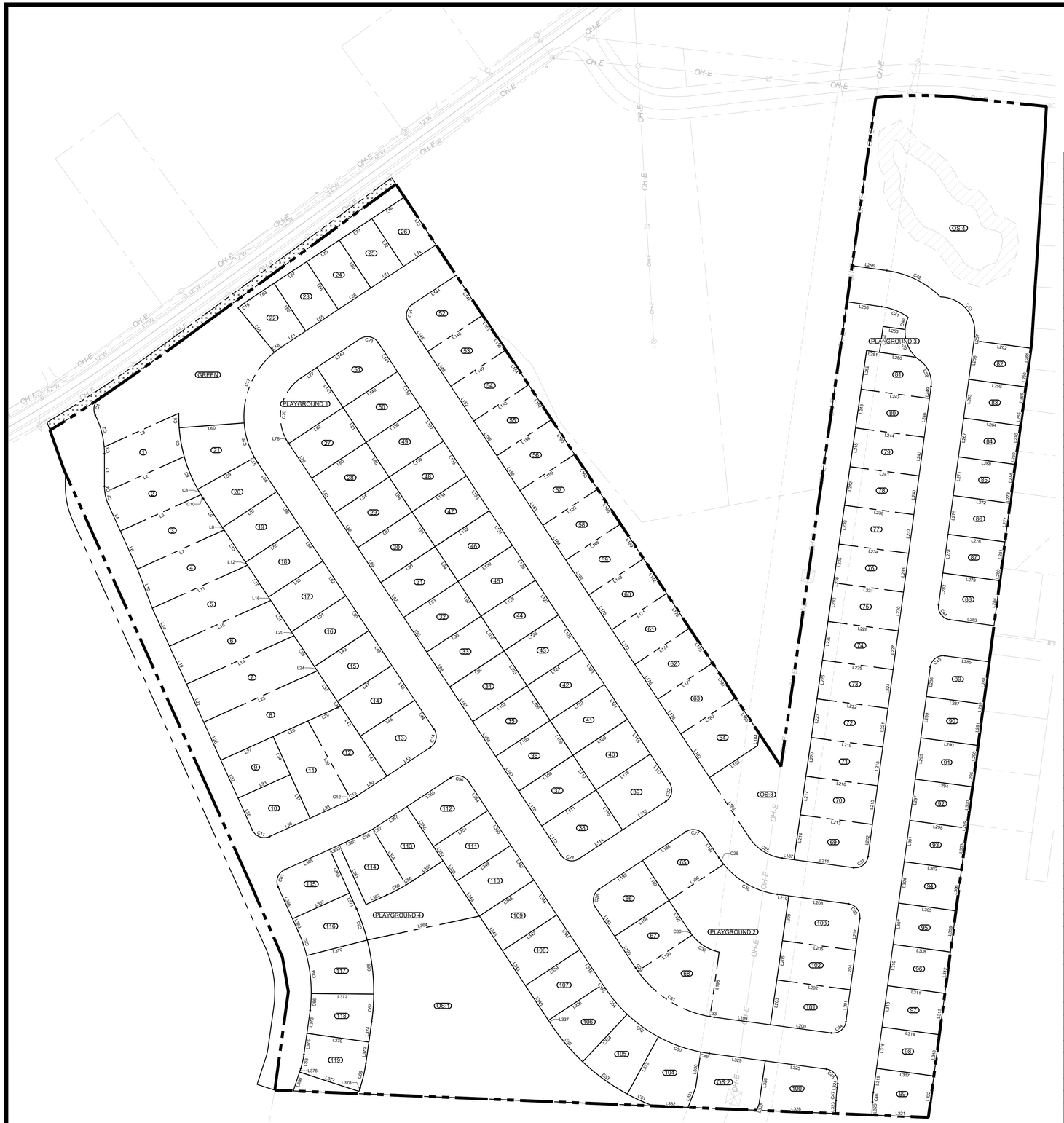

N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

Parcel Line Table		
Line #	Length	Direction
L1	62.85	S0° 01' 26.00"E
L2	167.06	S65° 42' 38.06"W
L3	157.11	N65° 42' 38.06"E
L4	55.81	S24° 17' 21.94"E
L5	169.66	S65° 42' 38.06"W
L6	80.00	S24° 17' 21.94"E
L7	182.46	S65° 42' 38.06"W
L8	5.82	S33° 28' 19.35"E
L9	66.41	N33° 28' 19.35"W
L10	80.16	S20° 42' 47.14"E
L11	200.39	S65° 42' 38.06"W
L12	6.86	N33° 28' 19.35"W
L13	74.18	N33° 28' 19.35"W
L14	80.00	S24° 17' 21.94"E
L15	213.32	S65° 42' 38.06"W
L16	7.89	N33° 28' 19.35"W
L17	73.14	S33° 28' 19.35"E
L18	80.00	S24° 17' 21.94"E
L19	226.25	S65° 42' 38.06"W
L20	8.93	N33° 28' 19.35"W
L21	72.11	N33° 28' 19.35"W
L22	80.00	S24° 17' 21.94"E
L23	239.18	S65° 42' 38.06"W
L24	9.97	N33° 28' 19.35"W
L25	71.07	N33° 28' 19.35"W
L26	80.00	S24° 17' 21.94"E
L27	110.00	S65° 42' 38.06"W
L28	73.12	S65° 42' 38.06"W
L29	68.99	S65° 42' 38.06"W
L30	11.01	N33° 28' 19.35"W
L31	70.03	N33° 28' 19.35"W
L32	80.00	S24° 17' 21.94"E
L33	110.00	N65° 42' 38.06"E
L34	80.00	N24° 17' 21.94"W
L35	67.00	S24° 17' 21.94"E
L36	85.00	N65° 42' 38.06"E
L37	92.00	N24° 17' 21.94"W
L38	73.69	N65° 42' 38.06"E
L39	172.02	N28° 52' 50.65"W
L40	68.67	N56° 31' 40.65"E
L41	92.00	N33° 28' 19.35"W
L42	68.99	N33° 28' 19.35"W
L43	100.00	N56° 31' 40.65"E
L44	67.00	N33° 28' 19.35"W
L45	125.00	S56° 31' 40.65"W
L46	80.00	N33° 28' 19.35"W
L47	125.00	S56° 31' 40.65"W
L48	80.00	N33° 28' 19.35"W
L49	125.00	S56° 31' 40.65"W
L50	80.00	N33° 28' 19.35"W
L51	125.00	S56° 31' 40.65"W
L52	80.00	N33° 28' 19.35"W
L53	125.00	S56° 31' 40.65"W
L54	80.00	N33° 28' 19.35"W
L55	125.00	S56° 31' 40.65"W
L56	80.00	N33° 28' 19.35"W
L57	125.00	S56° 31' 40.65"W
L58	66.41	N33° 28' 19.35"W
L59	125.00	S60° 44' 20.04"W
L60	125.00	S85° 42' 45.65"W
L61	55.99	N56° 31' 40.65"E
L62	110.00	N33° 28' 19.35"W
L63	55.99	N56° 31' 40.65"E
L64	110.00	S39° 22' 04.98"E
L65	75.00	N56° 31' 40.65"E
L66	110.00	N33° 28' 19.35"W
L67	75.00	S56° 31' 40.65"W
L68	75.00	N56° 31' 40.65"E
L69	110.00	N33° 28' 19.35"W
L70	75.00	S56° 31' 40.65"W
L71	75.00	N56° 31' 40.65"E
L72	110.00	N33° 28' 19.35"W
L73	75.00	S56° 31' 40.65"W
L74	75.00	N56° 31' 40.65"E
L75	110.00	N33° 28' 19.35"W
L76	75.00	S56° 31' 40.65"W
L77	35.00	S56° 31' 40.65"W

Parcel Line Table		
Line #	Length	Direction
L78	2.00	S33° 28' 19.35"E
L79	80.00	S33° 28' 19.35"E
L80	125.00	S56° 31' 40.65"W
L81	80.00	N33° 28' 19.35"W
L82	125.00	S56° 31' 40.65"W
L83	80.00	S33° 28' 19.35"E
L84	125.00	S56° 31' 40.65"W
L85	80.00	N33° 28' 19.35"W
L86	80.00	S33° 28' 19.35"E
L87	125.00	S56° 31' 40.65"W
L88	80.00	N33° 28' 19.35"W
L89	80.00	S33° 28' 19.35"E
L90	125.00	S56° 31' 40.65"W
L91	80.00	N33° 28' 19.35"W
L92	80.00	S33° 28' 19.35"E
L93	125.00	S56° 31' 40.65"W
L94	80.00	N33° 28' 19.35"W
L95	80.00	S33° 28' 19.35"E
L96	125.00	S56° 31' 40.65"W
L97	80.00	N33° 28' 19.35"W
L98	80.00	S33° 28' 19.35"E
L99	125.00	S56° 31' 40.65"W
L100	80.00	N33° 28' 19.35"W
L101	80.00	S33° 28' 19.35"E
L102	125.00	S56° 31' 40.65"W
L103	80.00	N33° 28' 19.35"W
L104	80.00	S33° 28' 19.35"E
L105	125.00	S56° 31' 40.65"W
L106	80.00	N33° 28' 19.35"W
L107	80.00	S33° 28' 19.35"E
L108	125.00	S56° 31' 40.65"W
L109	80.00	N33° 28' 19.35"W
L110	80.00	S33° 28' 19.35"E
L111	125.00	S56° 31' 40.65"W
L112	80.00	N33° 28' 19.35"W
L113	67.00	S33° 28' 19.35"E
L114	100.00	N56° 31' 40.65"E
L115	92.00	N33° 28' 19.35"W
L116	100.00	N56° 31' 40.65"E
L117	67.00	N33° 28' 19.35"W
L118	125.00	S56° 31' 40.65"W
L119	80.00	N33° 28' 19.35"W
L120	125.00	S56° 31' 40.65"W
L121	80.00	N33° 28' 19.35"W
L122	125.00	S56° 31' 40.65"W
L123	80.00	N33° 28' 19.35"W
L124	125.00	S56° 31' 40.65"W
L125	80.00	N33° 28' 19.35"W
L126	125.00	S56° 31' 40.65"W
L127	80.00	N33° 28' 19.35"W
L128	125.00	S56° 31' 40.65"W
L129	80.00	N33° 28' 19.35"W
L130	125.00	S56° 31' 40.65"W
L131	80.00	N33° 28' 19.35"W
L132	125.00	S56° 31' 40.65"W
L133	80.00	N33° 28' 19.35"W
L134	125.00	S56° 31' 40.65"W
L135	80.00	N33° 28' 19.35"W
L136	125.00	S56° 31' 40.65"W
L137	80.00	N33° 28' 19.35"W
L138	125.00	S56° 31' 40.65"W
L139	80.00	N33° 28' 19.35"W
L140	125.00	S56° 31' 40.65"W
L141	67.00	N33° 28' 19.35"W
L142	100.00	S56° 31' 40.65"W
L143	92.00	N33° 28' 19.35"W
L144	100.99	S56° 31' 40.65"W
L145	67.00	S33° 28' 19.35"E
L146	126.00	S56° 31' 40.65"W
L147	92.00	N33° 28' 29.62"W
L148	80.00	S33° 28' 19.35"E
L149	126.00	S56° 31' 40.65"W
L150	37.49	N33° 28' 19.35"W
L151	42.51	N33° 28' 29.62"W
L152	80.00	S33° 28' 19.35"E
L153	126.00	S56° 31' 40.65"W
L154	80.00	N33° 28' 19.35"W

Parcel Line Table		
Line #	Length	Direction
L155	80.00	S33° 28' 19.35"E
L156	126.00	S56° 31' 40.65"W
L157	80.00	N33° 28' 19.35"W
L158	80.00	S33° 28' 19.35"E
L159	126.00	S56° 31' 40.65"W
L160	80.00	N33° 28' 19.35"W
L161	80.00	S33° 28' 19.35"E
L162	126.00	S56° 31' 40.65"W
L163	80.00	N33° 28' 19.35"W
L164	80.00	S33° 28' 19.35"E
L165	126.00	S56° 31' 40.65"W
L166	80.00	N33° 28' 19.35"W
L167	80.00	S33° 28' 19.35"E
L168	126.00	S56° 31' 40.65"W
L169	80.00	N33° 28' 19.35"W
L170	80.00	S33° 28' 19.35"E
L171	126.00	S56° 31' 40.65"W
L172	80.00	N33° 28' 19.35"W
L173	80.00	S33° 28' 19.35"E
L174	126.00	S56° 31' 40.65"W
L175	80.00	N33° 28' 19.35"W
L176	80.00	S33° 28' 19.35"E
L177	126.00	S56° 31' 40.65"W
L178	80.00	N33° 28' 19.35"W
L179	80.00	S33° 28' 19.35"E
L180	126.00	N56° 31' 40.65"E
L181	80.00	N33° 28' 19.35"W
L182	100.00	N33° 28' 19.35"W
L183	110.55	S56° 31' 40.65"W
L184	23.27	S8° 07' 02.03"W
L185	82.60	S33° 28' 19.35"E
L186	138.32	S33° 28' 19.35"E
L187	22.79	S82° 22' 17.17"E
L188	100.00	S56° 31' 40.65"W
L189	92.00	N33° 28' 19.35"W
L190	125.77	N56° 31' 40.65"E
L191	51.32	N33° 28' 19.35"W
L192	100.00	S56° 31' 40.65"W
L193	67.00	S33° 28' 19.35"E
L194	125.00	N56° 31' 40.65"E
L195	72.98	N33° 28' 19.35"W
L196	125.16	S56° 31' 40.65"W
L197	72.98	N33° 28' 19.35"W
L198	125.13	N8° 07' 02.03"E
L199	108.72	N82° 22' 17.17"W
L200	117.89	S82° 22' 17.17"E
L201	62.00	N7° 37' 42.83"E
L202	142.15	N82° 22' 17.17"W
L203	87.00	S8° 07' 02.03"W
L204	76.00	N7° 37' 42.83"E
L205	141.50	N82° 22' 17.17"W
L206	76.00	S8° 07' 02.03"W
L207	62.00	N7° 37' 42.83"E
L208	115.76	N82° 22' 17.17"W
L209	87.00	S8° 07' 02.03"W
L210	22.20	S82° 22' 17.17"E
L211	115.16	S82° 22' 17.17"E
L212	62.00	N7° 37' 42.83"E
L213	139.42	N82° 22' 17.17"W
L214	87.00	S8° 07' 02.03"W
L215	75.00	N7° 37' 42.83"E
L216	138.78	N82° 22' 17.17"W
L217	75.00	S8° 07' 02.03"W
L218	75.00	N7° 37' 42.83"E
L219	138.14	N82° 22' 17.17"W
L220	75.00	S8° 07' 02.03"W
L221	75.00	N7° 37' 42.83"E
L222	137.50	N82° 22' 17.17"W
L223	75.00	S8° 07' 02.03"W
L224	75.00	N7° 37' 42.83"E
L225	136.86	N82° 22' 17.17"W
L226	75.00	S8° 07' 02.03"W
L227	75.00	N7° 37' 42.83"E
L228	136.22	N82° 22' 17.17"W
L229	75.00	S8° 07' 02.03"W
L230	75.00	N7° 37' 42.83"E
L231	135.58	N82° 22' 17.17"W

Parcel Line Table		
Line #	Length	Direction
L232	75.00	S8° 07' 02.03"W
L233	75.00	N7° 37' 42.83"E
L234	134.95	N82° 22' 17.17"W
L235	68.99	S8° 06' 43.14"W
L236	6.01	S8° 07' 02.03"W
L237	75.00	N7° 37' 42.83"E
L238	134.32	N82° 22' 17.17"W
L239	75.00	S8° 06' 43.14"W
L240	75.00	N7° 37' 42.83"E
L241	133.68	N82° 22' 17.17"W
L242	75.00	S8° 06' 43.14"W
L243	75.00	N7° 37' 42.83"E
L244	133.05	N82° 22' 17.17"W
L245	75.00	S8° 06' 43.14"W
L246	75.00	N7° 37' 42.83"E
L247	132.42	S82° 22' 17.17"E
L248	75.00	S8° 06' 43.14"W
L249	23.17	N7° 37' 42.83"E
L250	70.54	N82° 22' 17.17"W
L251	25.00	N82° 22' 17.17"W
L252	75.00	S8° 06' 43.14"W
L253	42.50	S82° 22' 17.17"E
L254	50.00	N8° 06' 43.14"E
L255	67.32	N81° 57' 29.30"W
L256	67.32	S81° 57' 29.30"E
L257	8.00	S7° 37' 42.83"W
L258	75.00	N7° 37' 42.83"E
L259	110.39	N82° 22' 17.17"W
L260	36.33	S7° 37' 36.91"W
L261	38.67	S7° 34' 35.40"W
L262	110.35	S82° 22' 17.17"E
L263	75.00	N7° 37' 42.83"E
L264	110.24	N82° 22' 17.17"W
L265	31.44	S7° 54' 10.32"W
L266	43.56	S7° 37' 36.91"W
L267	75.00	S7° 37' 42.83"W
L268	110.04	N82° 22' 17.17"W
L269	26.46	N7° 33' 31.43"E
L270	48.54	N7° 54' 10.32"E
L271	75.00	S7° 37' 42.83"W
L272	110.14	N82° 22' 17.17"W
L273	21.55	N7° 32' 40.54"E
L274	53.45	N7° 33' 31.43"E
L275	75.00	S7° 37' 42.83"W
L276	110.25	N82° 22' 17.17"W
L277	75.00	N7° 32' 40.54"E
L278	75.00	S7° 37' 42.83"W
L279	110.36	N82° 22' 17.17"W
L280	24.56	N7° 32' 23.18"E
L281	50.44	N7° 32' 40.54"E
L282	62.00	S7° 37' 42.83"W
L283	85.62	S82° 22' 17.17"E
L284	87.00	N7° 27' 29.36"E
L285	85.78	N82° 22' 17.17"W
L286	57.09	S7° 37' 42.83"W
L287	110.89	N82° 22' 17.17"W
L288	82.09	N7° 33' 14.67"E
L289	80.00	S7° 37' 42.83"W
L290	110.91	N82° 22' 17.17"W
L291	67.56	N7° 37' 34.37"E
L292	12.44	N7° 33' 14.67"E
L293	80.00	S7° 37' 42.83"W
L294	110.94	N82° 22' 17.17"W
L295	37.47	N7° 34' 54.86"E
L296	42.53	N7° 37' 34.37"E
L297	80.00	S7° 37' 42.83"W
L298	111.00	N82° 22' 17.17"W
L299	7.50	N7° 37' 42.83"E
L300	72.50	N7° 34' 54.86"E
L301	80.00	S7° 37' 42.83"W
L302	111.00	N82° 22' 17.17"W
L303	80.00	N7° 37' 42.83"E
L304	80.00	S7° 37' 42.83"W
L305	111.00	N82° 22' 17.17"W
L306	80.00	N7° 37' 42.83"E
L307	80.00	S7° 37' 42.83"W
L308	111.00	N82° 22' 17.17"W

Parcel Line Table		
Line #	Length	Direction
L309	80.00	N7° 37' 42.83"E
L310	80.00	S7° 37' 42.83"W
L311	111.00	N82° 22' 17.17"W
L312	80.00	N7° 37' 42.83"E
L313	80.00	S7° 37' 42.83"W
L314	111.00	N82° 22' 17.17"W
L315	80.00	N7° 37' 42.83"E
L316	80.00	S7° 37' 42.83"W
L317	111.00	N82° 22' 17.17"W
L318	80.00	N7° 37' 42.83"E
L319	46.52	S7° 37' 42.83"W
L320	25.10	S2° 22' 50.03"W
L321	108.32	S87° 37' 09.97"E
L322	80.00	N7° 37' 42.83"E
L323	25.10	N2° 22' 50.03"E
L324	7.31	N7° 37' 42.83"E
L325	118.49	N82° 22' 17.17"W
L326	83.35	S8° 07' 02.03"W
L327	12.94	S20° 59' 59.93"W
L328	151.26	S87° 37' 09.97"E
L329	108.13	S82° 22' 17.17"E
L330	68.67	N8° 07' 02.03"E
L331	40.94	N20° 59' 59.93"E
L332	67.11	S87° 37' 09.97"E
L333	125.00	S28° 27' 30.61"W
L334	125.00	S43° 17' 09.06"W
L335	8.56	N33° 28' 19.35"W
L336	125.00	S56° 31' 40.65"W
L337	8.56	S33° 28' 19.35"E
L338	80.00	N33° 28' 19.35"W
L339	125.00	S56° 31' 40.65"W
L340	80.00	S33° 28' 19.35"E
L341	80.00	N33° 28' 19.35"W
L342	125.00	S56° 31' 40.65"W
L343	80.00	S33° 28' 19.35"E
L344	80.00	N33° 28' 19.35"W
L345	125.00	S56° 31' 40.65"W
L346	80.00	S33° 28' 19.35"E
L347	80.00	N33° 28' 19.35"W
L348	125.00	S56° 31' 40.65"W
L349	80.00	S33° 28' 19.35"E
L350	80.00	N33° 28' 19.35"W
L351	125.00	S56° 31' 40.65"W
L352	33.00	S33° 28' 19.35"E
L353	47.00	S33° 28' 19.35"E
L354	67.00	N33° 28' 19.35"W
L355	100.00	S56° 31' 40.65"W
L356	92.00	S33° 28' 19.35"E
L357	68.67	S56° 31' 40.65"W
L358	125.00	S30° 58' 29.09"E
L359	68.67	N56° 31' 40.65"E
L360	43.74	S65° 42' 38.06"W
L361	125.00	S24° 17' 21.94"E
L362	43.74	N65° 42' 38.06"E
L363	20.00	N65° 42' 38.06"E
L364	220.26	N77° 54' 03.49"E
L365	94.94	N65° 42' 38.06"E
L366	67.00	N24° 17' 21.94"W
L367	119.94	S65° 42' 38.06"W
L368	92.00	N24° 17' 21.94"W
L369	26.26	S24° 17' 21.94"E
L370	119.98	S81° 57' 41.90"E
L370	120.00	S75° 40' 03.22"W
L371	33.00	N24° 17' 21.94"W
L372	120.00	N89° 30' 18.33"W
L373	44.42	S7° 56' 52.21"W
L374	39.26	N8° 02' 18.10"E
L375	40.77	N8° 04' 17.18"E
L376	7.25	N18° 02' 50.81"E
L377	120.00	S71° 57' 09.17"E
L378	7.24	N18° 02' 50.83"E
L379	79.87	N8° 02' 18.10"E
L380	38.11	N18° 02' 50.83"E

REVISIONS			
NO.	DATE		

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

PARCEL TABLES

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

ALLISON B. COROA
REGISTERED ENGINEER
No. 127399
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.5

T-SQUARE ENGINEERING

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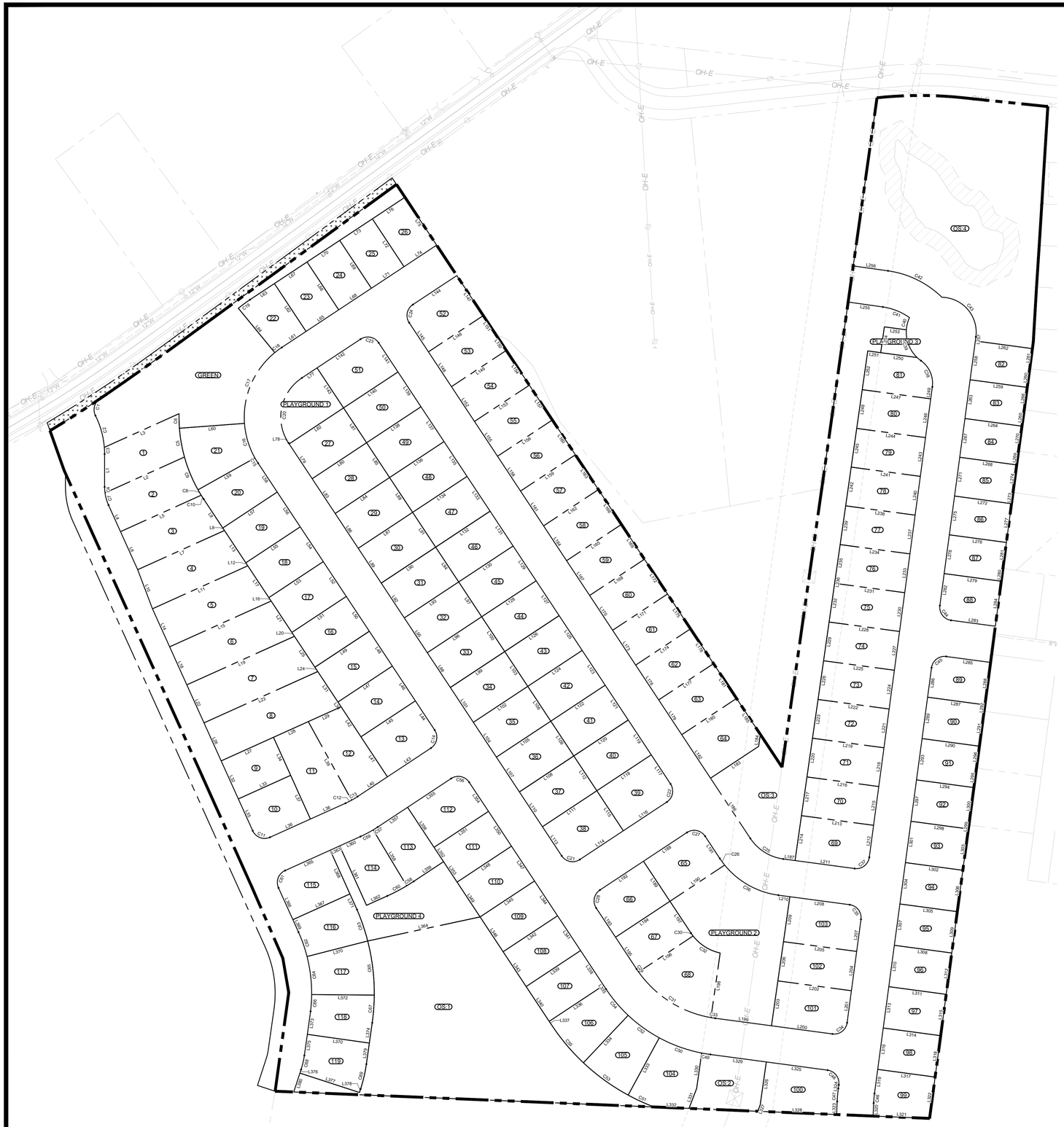

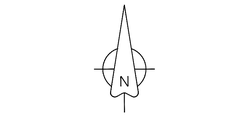

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	36.01	25.00	82.53	S14° 35' 41"W	32.98
C2	63.83	165.00	22.16	S15° 35' 14"E	63.43
C3	12.90	165.00	4.48	S2° 15' 52"E	12.90
C4	11.47	85.00	7.73	S3° 53' 23"E	11.46
C5	56.11	285.00	11.28	N9° 55' 40"W	56.02
C6	27.92	285.00	5.61	N1° 28' 50"W	27.91
C7	24.53	85.00	16.54	S16° 01' 19"E	24.45
C8	12.16	285.00	2.44	N30° 29' 00"W	12.16
C9	68.11	285.00	13.69	S22° 24' 53"E	67.95
C10	8.79	285.00	1.77	N32° 35' 20"W	8.79
C11	39.27	25.00	90.00	S69° 17' 22"E	35.36
C12	13.22	165.00	4.59	N63° 24' 53"E	13.22
C13	13.22	165.00	4.59	N58° 49' 25"E	13.22
C14	39.27	25.00	90.00	N11° 31' 41"E	35.36
C15	11.76	160.00	4.21	N31° 22' 00"W	11.76
C16	69.74	160.00	24.97	N16° 46' 27"W	69.19
C17	153.36	160.00	54.92	N23° 10' 20"E	147.56
C18	16.46	160.00	5.90	N53° 34' 48"E	16.46
C19	27.78	270.00	5.90	S53° 34' 48"W	27.77
C20	141.37	90.00	90.00	S11° 31' 41"W	127.28
C21	39.27	25.00	90.00	S78° 28' 19"E	35.36
C22	39.27	25.00	90.00	N11° 31' 41"E	35.36
C23	39.27	25.00	90.00	N78° 28' 19"W	35.36
C24	39.27	25.00	90.00	S11° 31' 41"W	35.36
C25	76.81	90.00	48.90	S57° 55' 18"E	74.50
C26	15.71	160.00	5.62	N36° 17' 04"W	15.70
C27	39.27	25.00	90.00	N78° 28' 19"W	35.36
C28	39.27	25.00	90.00	S11° 31' 41"W	35.36
C29	7.02	215.00	1.87	N34° 24' 28"W	7.02
C30	7.03	90.00	4.48	S35° 42' 34"E	7.03
C31	168.19	215.00	44.82	S57° 45' 15"E	163.93
C32	62.56	90.00	39.83	N57° 51' 39"W	61.31
C33	8.28	215.00	2.21	N81° 16' 04"W	8.28
C34	39.27	25.00	90.00	N52° 37' 43"E	35.36
C35	39.27	25.00	90.00	N37° 22' 17"W	35.36

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C36	120.85	160.00	43.27	S60° 44' 03"E	117.99
C37	39.27	25.00	90.00	N52° 37' 43"E	35.36
C38	57.52	53.00	62.18	N23° 27' 45"W	54.74
C39	59.01	67.00	50.46	S21° 17' 01"E	57.12
C40	24.28	67.00	20.77	N14° 19' 48"E	24.15
C41	55.33	115.00	27.57	N68° 10' 26"W	54.80
C42	116.98	185.00	36.23	S63° 50' 39"E	115.04
C43	112.85	67.00	96.51	S40° 37' 27"E	99.98
C44	39.27	25.00	90.00	S37° 22' 17"E	35.36
C45	39.27	25.00	90.00	S52° 37' 43"W	35.36
C46	18.41	201.00	5.25	S5° 00' 16"W	18.40
C47	24.82	271.00	5.25	N5° 00' 16"E	24.81
C48	39.27	25.00	90.00	N37° 22' 17"W	35.36
C49	16.88	285.00	3.39	S80° 40' 27"E	16.88
C50	86.73	285.00	17.44	N70° 15' 33"W	86.39
C51	54.46	410.00	7.61	S65° 20' 49"E	54.42
C52	73.75	285.00	14.83	N54° 07' 40"W	73.55
C53	106.10	410.00	14.83	S54° 07' 40"E	105.81
C54	65.87	285.00	13.24	N40° 05' 35"W	65.72
C55	94.76	410.00	13.24	S40° 05' 35"E	94.55
C56	39.27	25.00	90.00	N78° 28' 19"W	35.36
C57	10.24	235.00	2.50	S57° 46' 36"W	10.24
C58	15.69	360.00	2.50	N57° 46' 36"E	15.69
C59	27.42	235.00	6.69	S62° 22' 04"W	27.40
C60	42.01	360.00	6.69	N62° 22' 04"E	41.98
C61	39.27	25.00	90.00	N20° 42' 38"E	35.36
C62	49.53	285.00	9.96	S19° 18' 39"E	49.47
C63	63.64	405.00	9.00	N18° 50' 03"W	63.58
C64	73.75	285.00	14.83	S6° 55' 08"E	73.55
C65	104.81	405.00	14.83	N6° 55' 08"W	104.52
C66	32.36	285.00	6.51	S3° 44' 52"W	32.34
C67	53.32	405.00	7.54	N4° 16' 00"E	53.28
C68	27.78	160.00	9.95	N13° 04' 10"E	27.75
C69	48.91	280.00	10.01	N13° 02' 34"E	48.85

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

PARCEL TABLES

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROL
REGISTERED ENGINEER
LICENSE
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.6

T-SQUARE ENGINEERING

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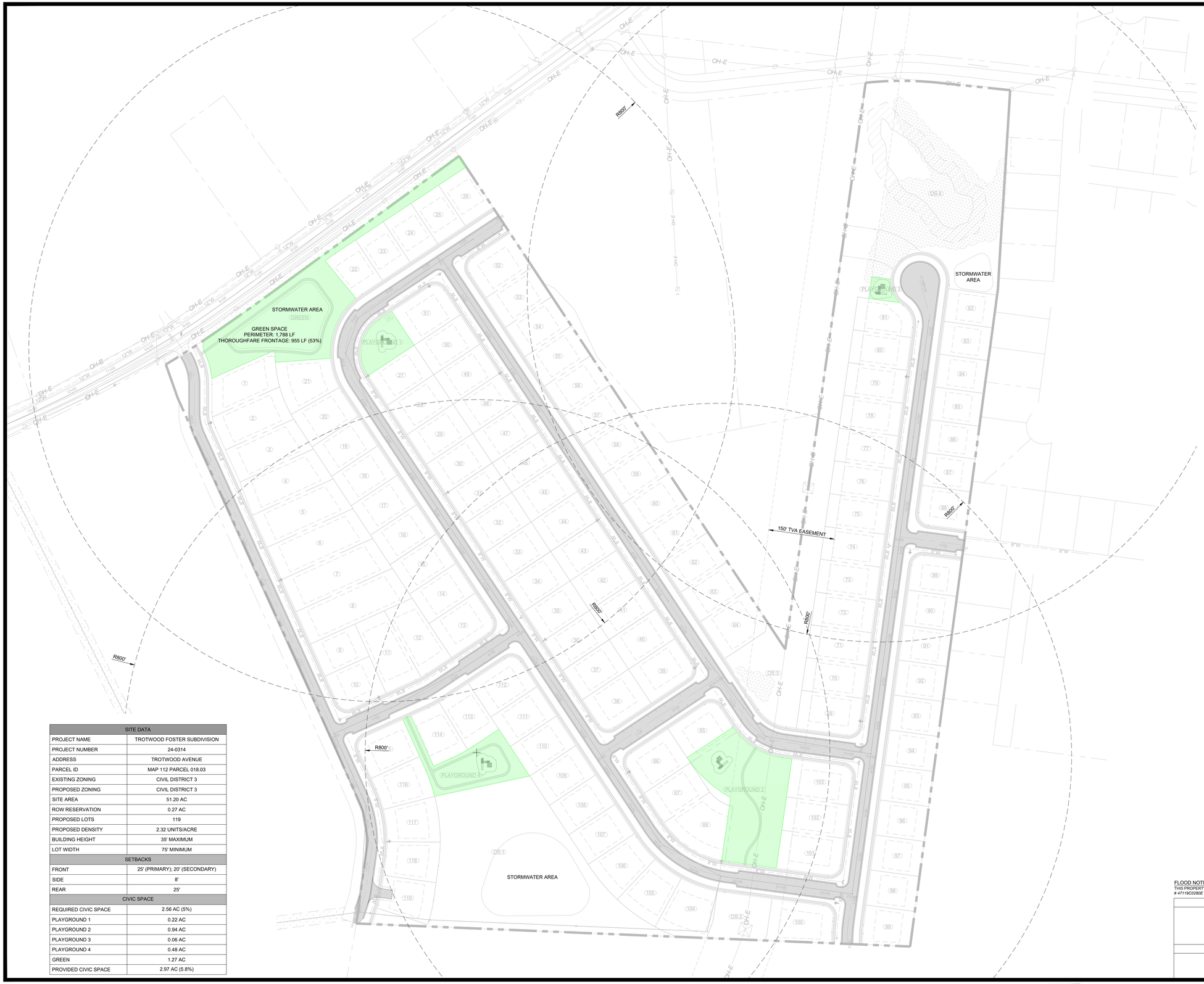

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GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

- PROPOSED LOT LINES
- PROPOSED LOT NUMBER
- WATER NATURAL AREA BUFFER
- DESIGNATED CIVIC SPACE

SITE DATA	
PROJECT NAME	TROTWOOD FOSTER SUBDIVISION
PROJECT NUMBER	24-0314
ADDRESS	TROTWOOD AVENUE
PARCEL ID	MAP 112 PARCEL 018.03
EXISTING ZONING	CIVIL DISTRICT 3
PROPOSED ZONING	CIVIL DISTRICT 3
SITE AREA	51.20 AC
ROW RESERVATION	0.27 AC
PROPOSED LOTS	119
PROPOSED DENSITY	2.32 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	75' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.56 AC (5%)
PLAYGROUND 1	0.22 AC
PLAYGROUND 2	0.94 AC
PLAYGROUND 3	0.06 AC
PLAYGROUND 4	0.48 AC
GREEN	1.27 AC
PROVIDED CIVIC SPACE	2.97 AC (5.8%)

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

CIVIC SPACE PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

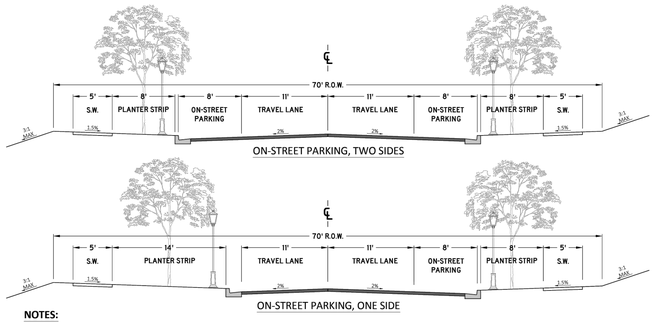
ALLISON B. COROL
REGISTERED ENGINEER
LICENSE
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.7

T-SQUARE ENGINEERING

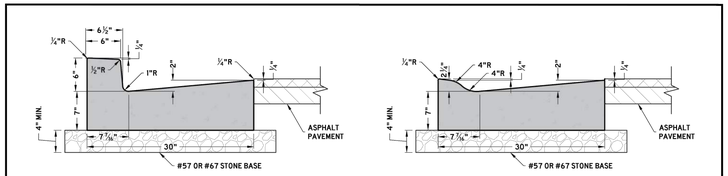
P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowell)\Production\24-0314 1- Site Plan.dwg, 5/20/2024 1:36:18 PM



NOTES:

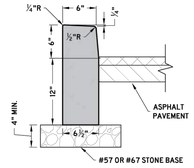
1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS.
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS.
3. PAVEMENT SECTION SHALL FOLLOW APPLICABLE ROADWAY CLASSIFICATION.
4. CURB AND GUTTER, SEE SD-01
5. TREES SHALL BE CENTERED WITHIN THE PLANTING STRIP, OFFSET A MINIMUM OF 20 FEET ALONG THE CENTERLINE OF THE ROAD FROM ANY STREET LIGHTING.
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED.
8. DIMENSIONS REFLECT A MINIMUM STANDARD.
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER.

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	CHARACTER DISTRICT STREET URBAN NEIGHBORHOOD	DATE 6/9/2022
STANDARD DETAILS	(NTS)	DS-03

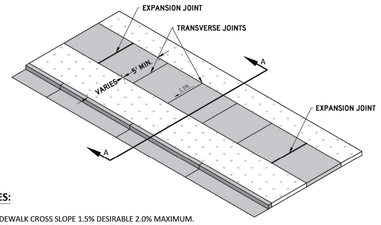


NOTES:

1. BASED ON TDOT STANDARD DRAWING RP-VC-11
2. ONLY PERMITTED IN APPLICABLE ROADWAY SECTIONS
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   - 5.1. 1/2 INCH THICK
   - 5.2. A MAXIMUM SPACING OF 100 FEET
   - 5.3. AT TANGENTS OF ALL RADII OF CURVES
   - 5.4. BETWEEN CURBS AND ANY RIGID OBJECTS
   - 5.5. ALIGNED WITH ADJACENT EXPANSION JOINTS
   - 5.6. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
   - 5.7. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139)
6. CONTRACTION JOINTS SHALL BE AS FOLLOWS:
   - 6.1. A MAXIMUM SPACING OF 10 FEET
   - 6.2. A MINIMUM SPACING OF 6 FEET
   - 6.3. 1/4 INCH DEPTH, EITHER SAWCUT OR HAND GROOVED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

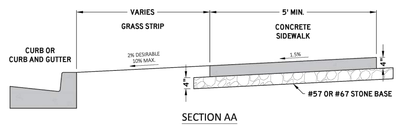


CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	CURB AND GUTTER AND POST CURB	DATE 6/9/2022
STANDARD DETAILS	(NTS)	SD-01

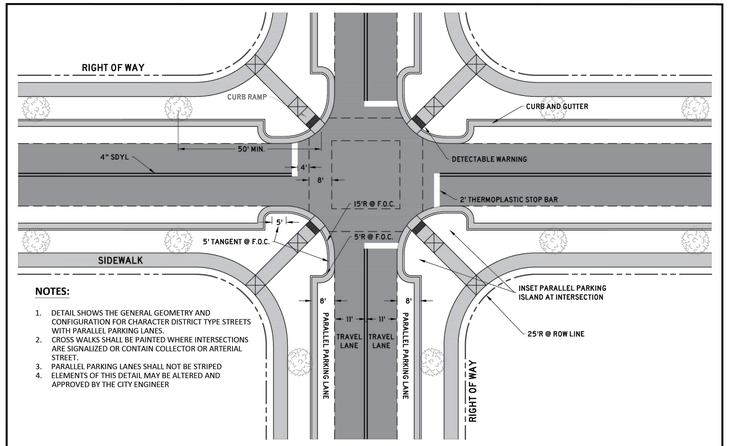


NOTES:

1. SIDEWALK CROSS SLOPE 1.5% DESIRABLE 2.0% MAXIMUM.
2. SIDEWALK GRADE SHALL FOLLOW THE ROAD GRADE WHERE POSSIBLE.
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. 4" MIN. THICKNESS CLASS A 3000 PSI CONCRETE WITH FIBER REINFORCEMENT, BROOM FINISHED.
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   - 5.1. 1/2 INCH THICK
   - 5.2. A MAXIMUM SPACING OF 25 FEET
   - 5.3. AT TANGENTS OF ALL RADII OF CURVES
   - 5.4. BETWEEN CURBS AND ANY RIGID OBJECTS
   - 5.5. ALIGNED WITH ADJACENT EXPANSION JOINTS
   - 5.6. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
   - 5.7. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139)
6. PROVIDE TRANSVERSE JOINTS AS NEARLY AS SQUARE AS PRACTICABLE. ON SIDEWALKS GREATER THAN 8 FEET IN WIDTH, PROVIDE A LONGITUDINAL JOINT ALONG THE CENTERLINE OF THE SIDEWALK.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER



CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	CONCRETE SIDEWALK	DATE 6/9/2022
STANDARD DETAILS	(NTS)	SD-10



NOTES:

1. DETAIL SHOWS THE GENERAL GEOMETRY AND CONFIGURATION FOR CHARACTER DISTRICT TYPE STREETS WITH PARALLEL PARKING LANES.
2. CROSS WALKS SHALL BE PAINTED WHERE INTERSECTIONS ARE SIGNALIZED OR CONTAIN COLLECTOR OR ARTERIAL STREET.
3. PARALLEL PARKING LANES SHALL NOT BE STRIPED
4. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	INTERSECTION CONFIGURATION AND GEOMETRY	DATE 6/9/2022
STANDARD DETAILS	(NTS)	SD-07

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

SITE DETAILS
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

ALLISON B. COROLLA
No. 127789
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.8

T-SQUARE ENGINEERING

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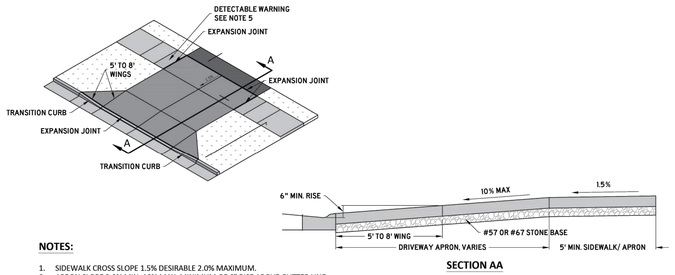
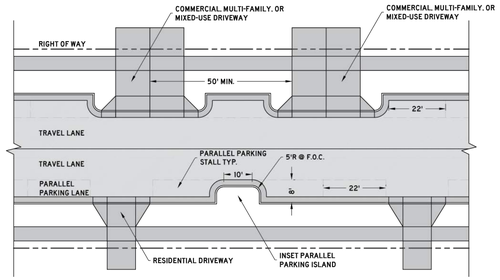


SECTION AA

NOTES:

1. SIDEWALK CROSS SLOPE 1.5% DESIRABLE 2.0% MAXIMUM.
2. APRON SLOPE 2.0% MIN. 10% MAX. MINIMUM OF 6" RISE ABOVE GUTTER LINE.
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE WITH FIBER REINFORCEMENT
   - 4.1. 6" MIN. THICKNESS RESIDENTIAL.
   - 4.2. 8" MIN. THICKNESS COMMERCIAL, MULTI-FAMILY, AND MIXED-USE.
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   - 5.1. 1/2 INCH THICK.
   - 5.2. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1).
   - 5.3. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139).
6. DETECTABLE WARNINGS WHERE DRIVEWAY IS STOP CONTROLLED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	DRIVEWAY APRON	DATE 6/9/2022
STANDARD DETAILS	(NTS)	SD-12



NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS
2. PARKING ISLANDS SHALL BE PROVIDED EVERY 220 FEET AT MINIMUM.
3. PARKING ISLANDS SHALL BE PROVIDED AT EVERY INTERSECTION.
4. COMMERCIAL, MULTI-FAMILY, AND MIXED-USE DRIVEWAYS SHALL REQUIRE PARKING ISLANDS ADJACENT TO THE DRIVEWAY.
5. RESIDENTIAL DRIVEWAYS SHALL NOT REQUIRE PARKING ISLANDS ADJACENT TO THE DRIVEWAY, BUT SHALL BE LOCATED BETWEEN PARKING STALLS WHERE PRACTICABLE.
6. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	INSET PARALLEL PARKING AND ISLANDS	DATE 6/9/2022
STANDARD DETAILS	(NTS)	SD-06

NO.	DATE	REVISIONS

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

SITE DETAILS
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CROWE
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.9

T-SQUARE ENGINEERING

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GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
	EXISTING PROPERTY BOUNDARY
	ADJACENT PROPERTY LINES
	WATER NATURAL AREA BUFFER
ø	EXISTING POWER POLE
OHP	EXISTING OVERHEAD POWER
W	EXISTING WATER LINE
S	EXISTING SANITARY MANHOLE
	EXISTING TREE LINE
X X	EXISTING FENCE

TREE CANOPY RETENTION
- EXISTING CANOPY: 2.50 ACRES (<19% DEVELOPMENT)
- REQUIRED RETENTION: 1.35 ACRES (54%)
- PROPOSED RETENTION: 1.43 ACRES (57%)

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

RESOURCE PROTECTION PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
LICENSED PROFESSIONAL ENGINEER
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-2.10

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N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
LOD	PROPOSED LIMITS OF DISTURBANCE
SF	PROPOSED SILT FENCE
	TREE PROTECTION FENCING
	PROPOSED CONSTRUCTION EXIT
	PROPOSED CONCRETE WASHOUT

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL *# 47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

INITIAL EROSION CONTROL PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CROWE
REGISTERED
LANDSCAPE
ARCHITECT
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-3.0

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GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
LOD	PROPOSED LIMITS OF DISTURBANCE
SF	PROPOSED SILT FENCE
	TREE PROTECTION FENCING
	PROPOSED CONSTRUCTION EXIT
	PROPOSED CONCRETE WASHOUT
	PROPOSED INLET PROTECTION

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

REVISIONS	NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TEMPORARY EROSION CONTROL PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROL
REGISTERED ENGINEER
No. 127389
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-3.1

T-SQUARE ENGINEERING

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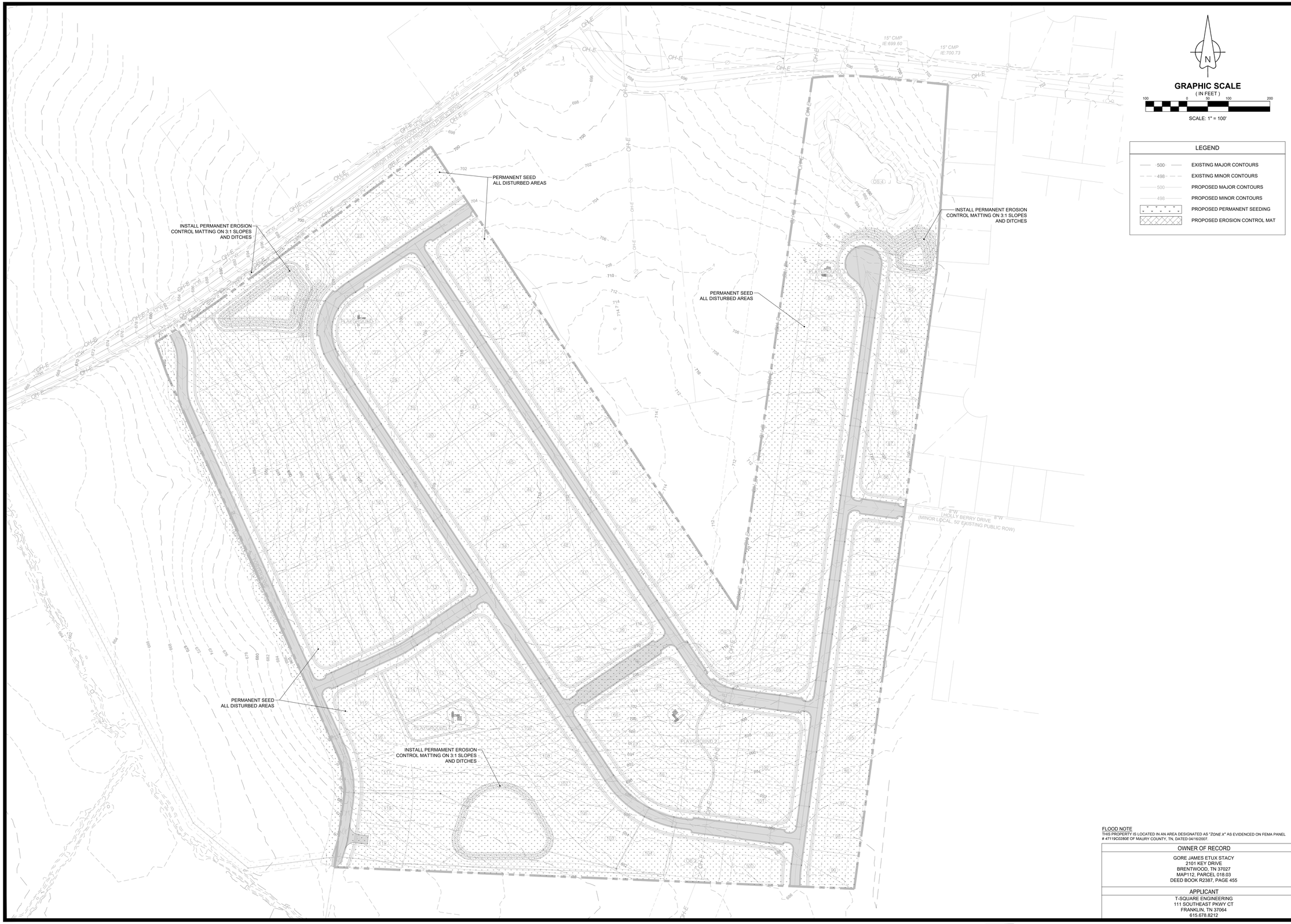

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
498	PROPOSED MINOR CONTOURS
	PROPOSED PERMANENT SEEDING
	PROPOSED EROSION CONTROL MAT

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL *# 47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS			
NO.	DATE		

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

PERMANENT EROSION CONTROL PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

ALLISON B. COROLLA
REGISTERED ENGINEER
No. 127789
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-3.2

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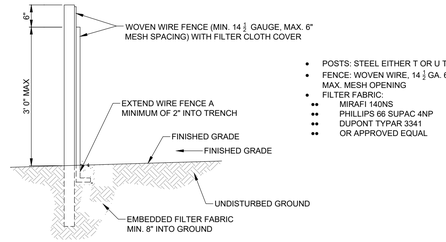
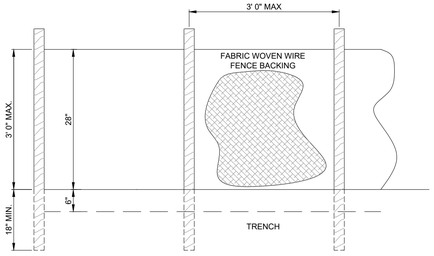
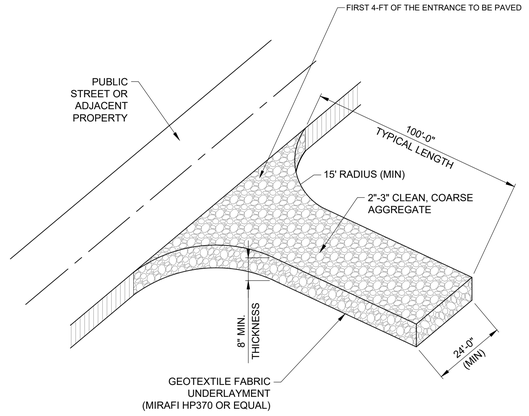




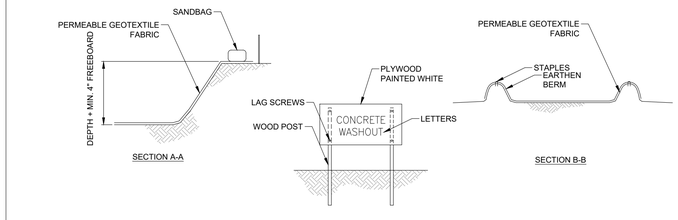
1. WOVEN WIRE CE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE OR WHEN TOP LINE IS NOT VISIBLE.
5. J-HOOK METHOD IS REQUIRED WHEN CROSSING CONTOURS PERPENDICULARLY.

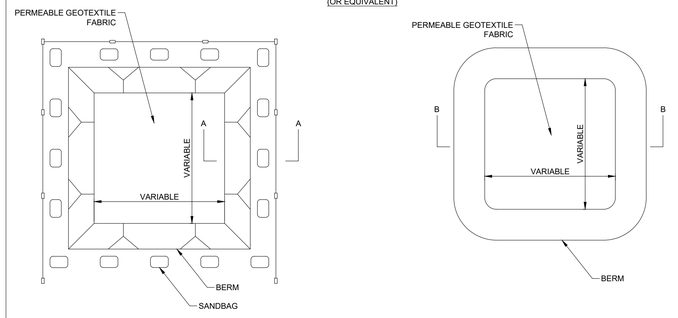
TYPE "C" SEDIMENT/SILT FENCE
N.T.S



ISOMETRIC VIEW

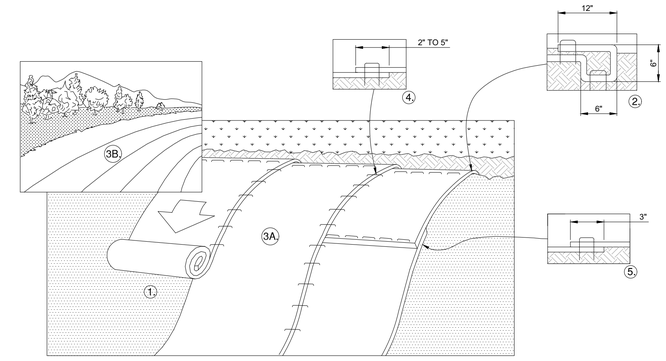
CONSTRUCTION ENTRANCE
N.T.S.





NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. SIGNAGE IDENTIFYING THE CONCRETE WASHOUT AREA SHALL BE INSTALLED WITHIN 5FT.OF THE WASHOUT FACILITY.

CONCRETE WASHOUT
N.T.S



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
   1.1. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM-12.5 CM) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BEE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION CONTROL MATTING DETAIL
N.T.S

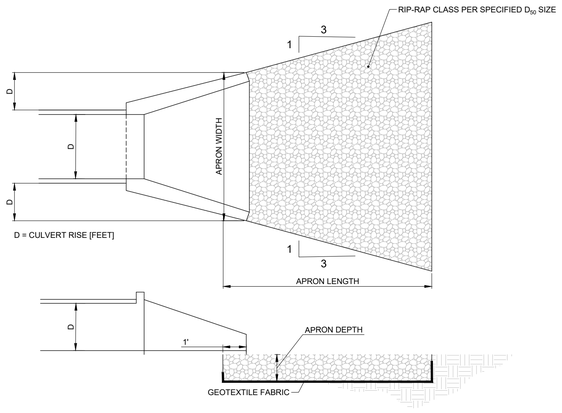


Table 10.1. Example Riprap Classes and Apron Dimensions

Class	D_{50} (mm)	D_{50} (in)	Apron Length[1]	Apron Depth
1	125	5	4D	$3.5D_{50}$
2	150	6	4D	$3.3D_{50}$
3	250	10	5D	$2.4D_{50}$
4	350	14	6D	$2.2D_{50}$
5	500	20	7D	$2.0D_{50}$
6	550	22	8D	$2.0D_{50}$

[1]D is the culvert rise.

OUTLET PROTECTION
DESIGNED TO THE 100-YR STORM PER HEC-11 STANDARDS
N.T.S

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL *# 47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

EROSION CONTROL DETAILS

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
LICENSED PROFESSIONAL ENGINEER
No. 127389
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-3.3

T-SQUARE ENGINEERING

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FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

GRADING PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

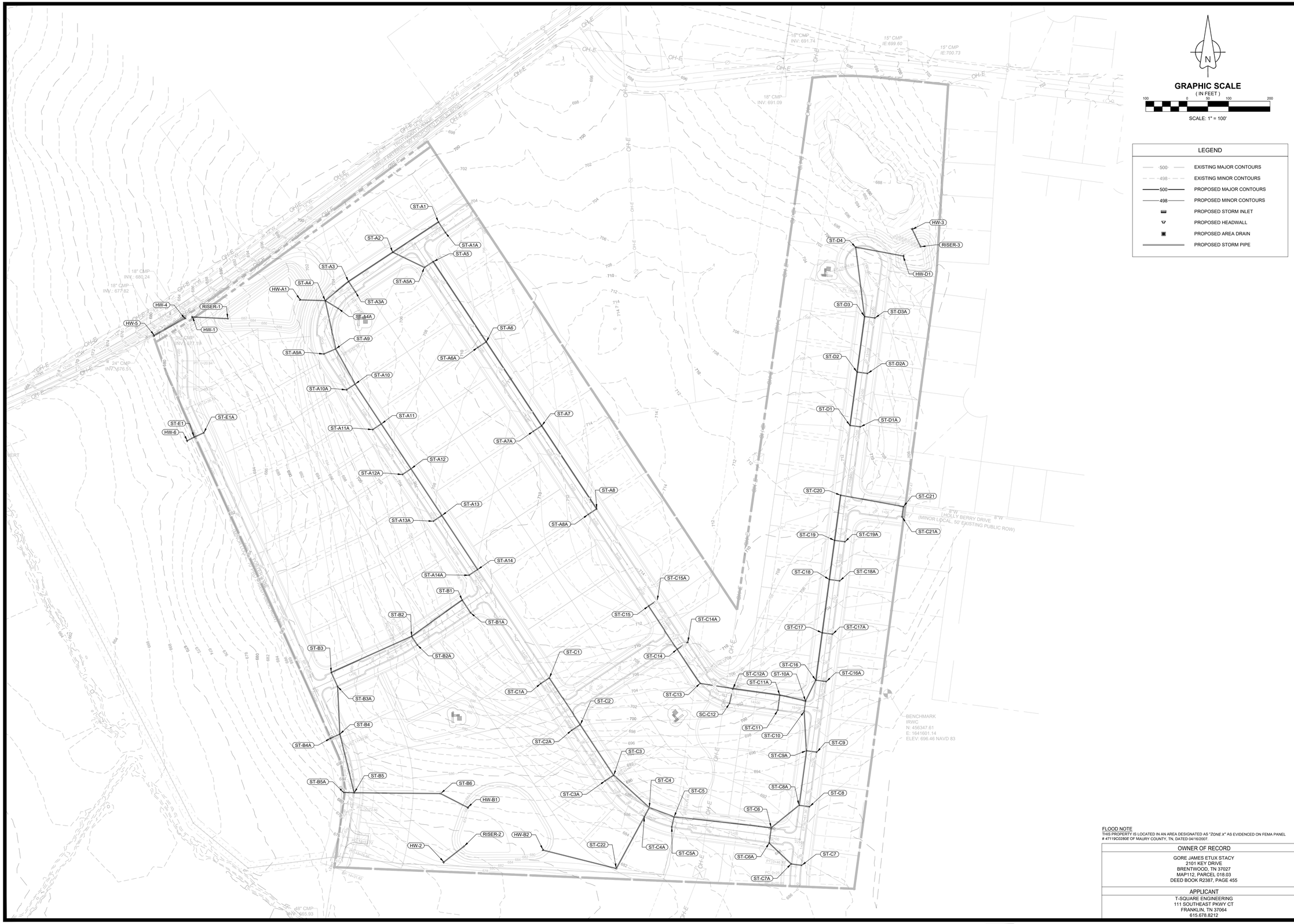
ALLISON B. CROWE
REGISTERED
No. 127389
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-5.0

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Roig & Nelson Crowe)\Production\24-0314 5- Grading and Drainage Plan.dwg, 5/20/2024 1:37:58 PM



FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0280E OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

DRAINAGE PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
ASSOCIATE
No. 127395
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-5.1

T-SQUARE ENGINEERING

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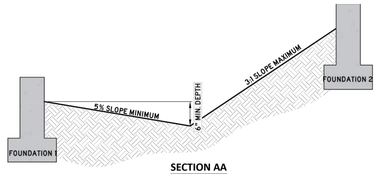
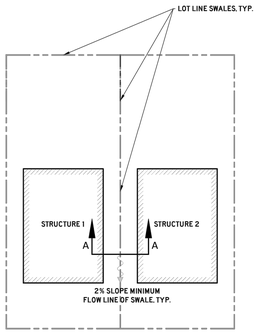


SECTION AA



PLAN

NOTES:

1. SURFACE DRAINAGE SHALL BE DIVERTED TO A STORM SEWER CONVEYANCE. ALL AREAS WITHIN A LOT SHALL BE GRADED TO DRAIN TO AN APPROVED STORMWATER CONVEYANCE.
2. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATIONS.
   - 2.1. LOTS SHALL BE GRADED TO PROVIDE A MINIMUM OF 6 INCHES OF FALL WITHIN THE FIRST 10 FEET OF THE STRUCTURE ALONG THE DIRECTION OF FLOW.
   - 2.2. LOTS SHALL BE GRADED TO PROVIDE A MINIMUM OF 1V:20H OF FALL PERPENDICULAR TO THE FACE OF THE FOUNDATION WALL WITHIN THE FIRST 5 FEET.
   - 2.3. IMPERVIOUS SURFACES SHALL BE SLOPED AT A MINIMUM OF 2% AWAY FROM THE STRUCTURE.
3. SWALES SHALL BE LOCATED ALONG LOT LINES TO REDUCE LOT TO LOT DRAINAGE, AND DIRECT STORMWATER RUNOFF TOWARDS APPROVED STORMWATER CONVEYANCES.
4. SWALES SHALL HAVE A MINIMUM SLOPE OF 2%.
5. FOUNDATIONS SHALL BE AT MINIMUM 12 INCHES ABOVE ANY THE RIM ELEVATION OR HIGHEST FLOW LINE OF ANY PUBLIC STORMWATER INFRASTRUCTURE THAT SURFACE DRAINAGE FROM THE LOT IS DIRECTED TO.
6. NON-PUBLIC STORMWATER INFRASTRUCTURE SHALL NOT SUCH AS YARD DRAINS SHALL NOT ALLEVIATE THE REQUIREMENTS OF NOTES 2 AND 3.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE	CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION STANDARD DETAILS	RESIDENTIAL LOT GRADING AND DRAINAGE (NTS)	DATE 6/9/2022 DD-04

NO.	DATE	REVISIONS

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

GRADING & DRAINAGE DETAILS

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-5.2

T-SQUARE ENGINEERING

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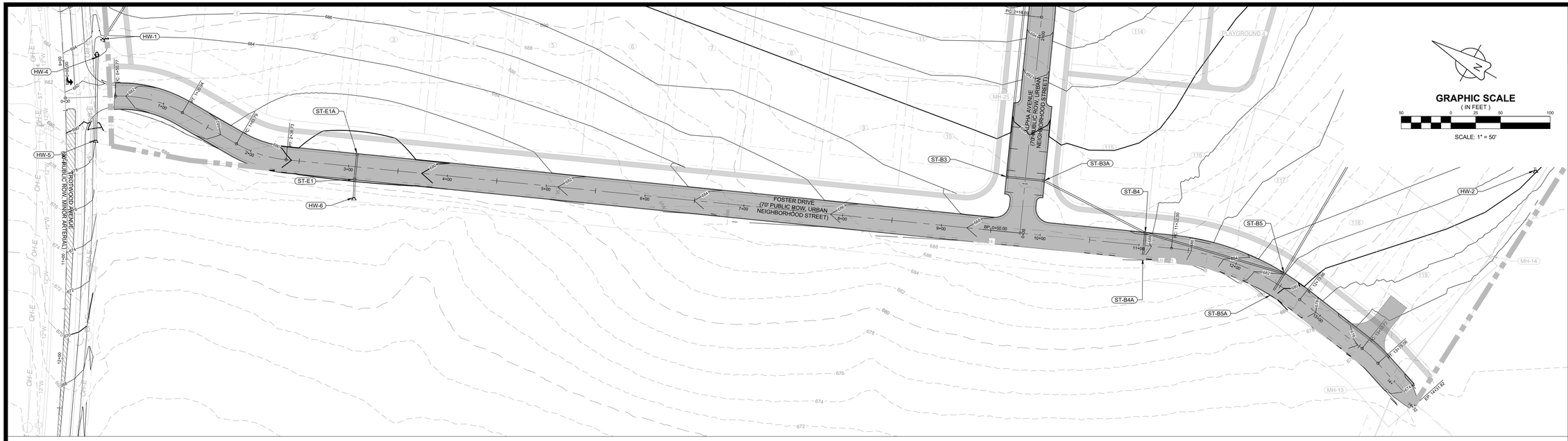

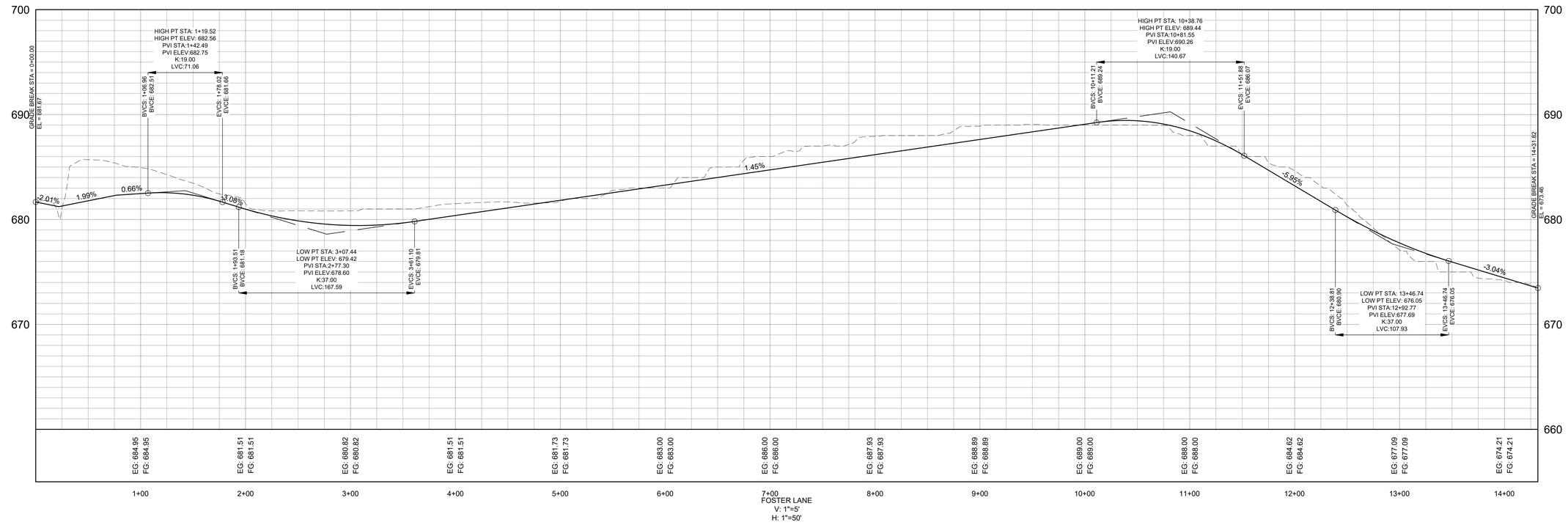

REVISIONS		
NO.	DATE	

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

FOSTER LANE
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROZINE
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.0

T-SQUARE ENGINEERING

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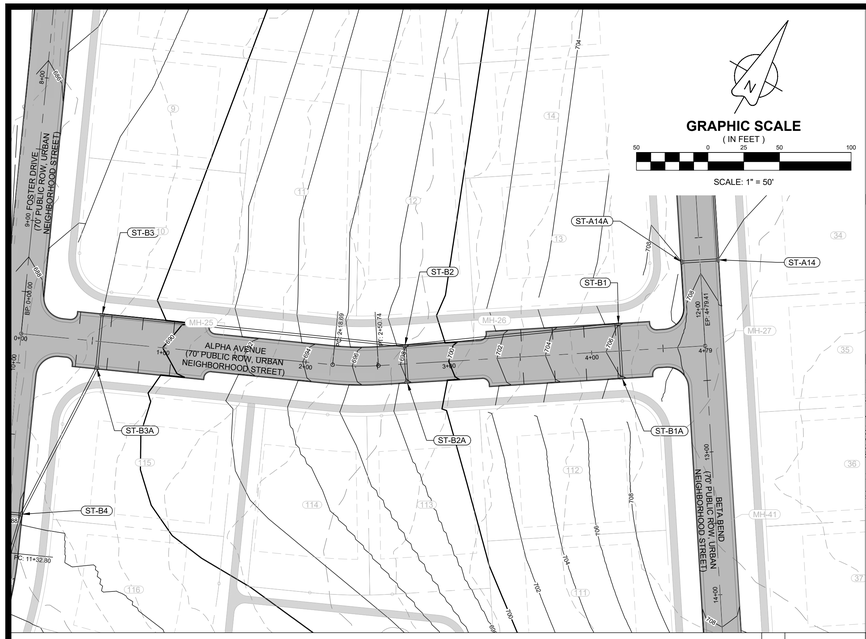

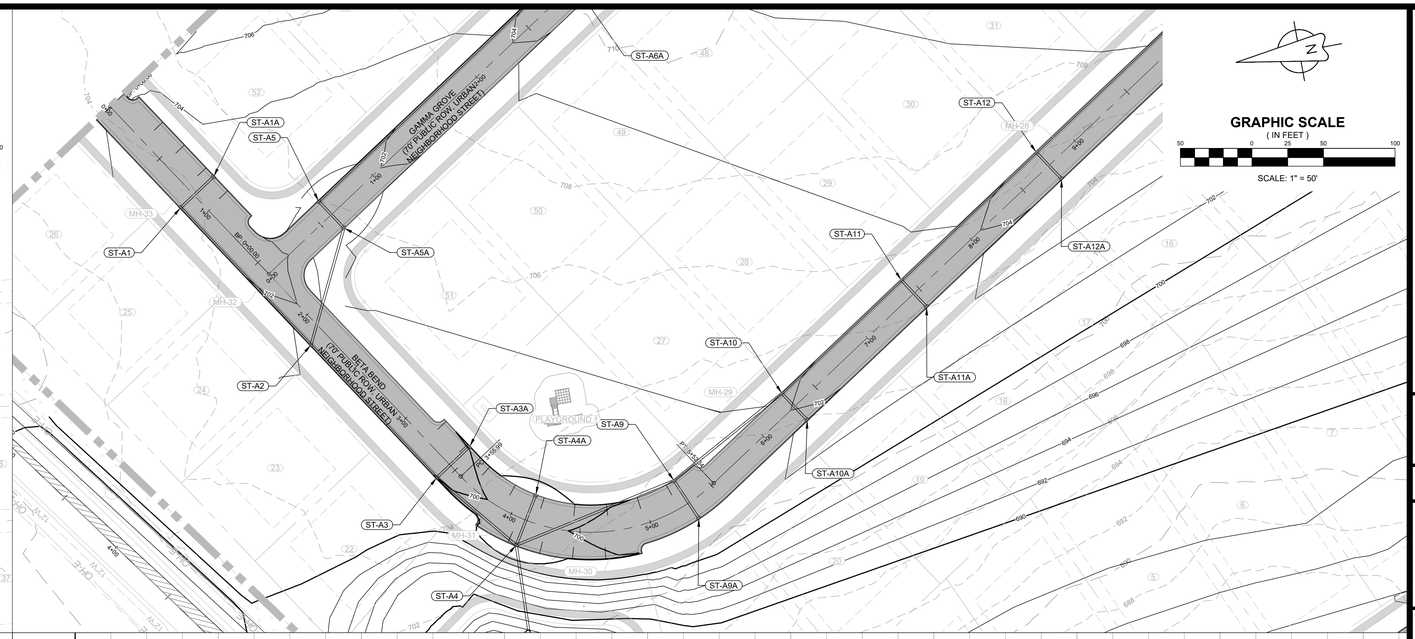

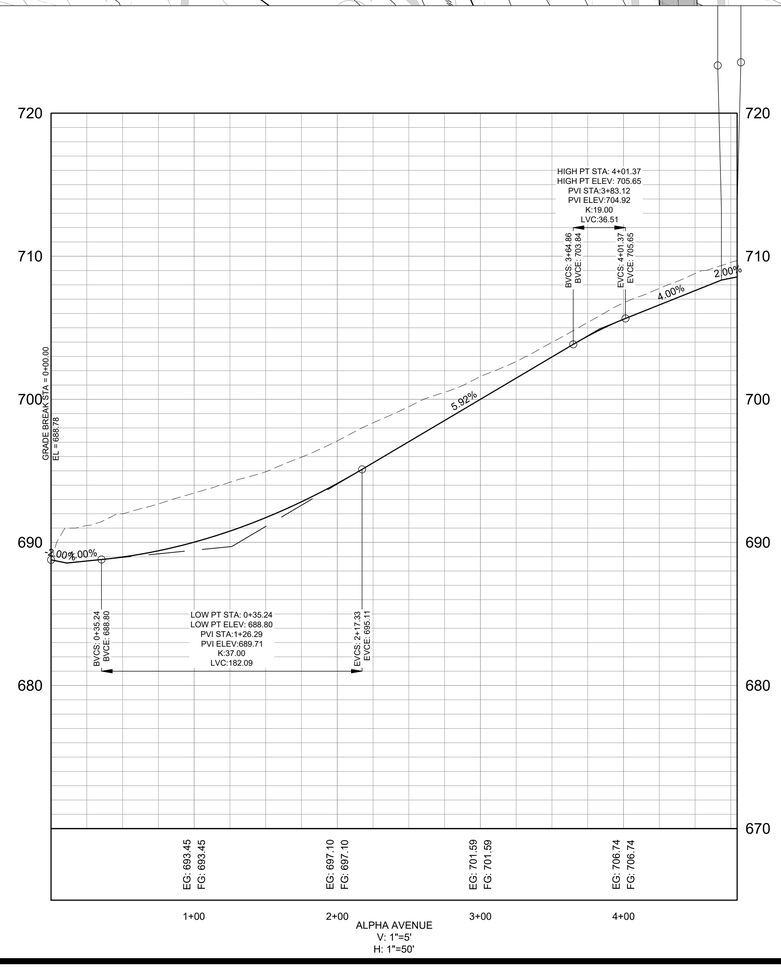

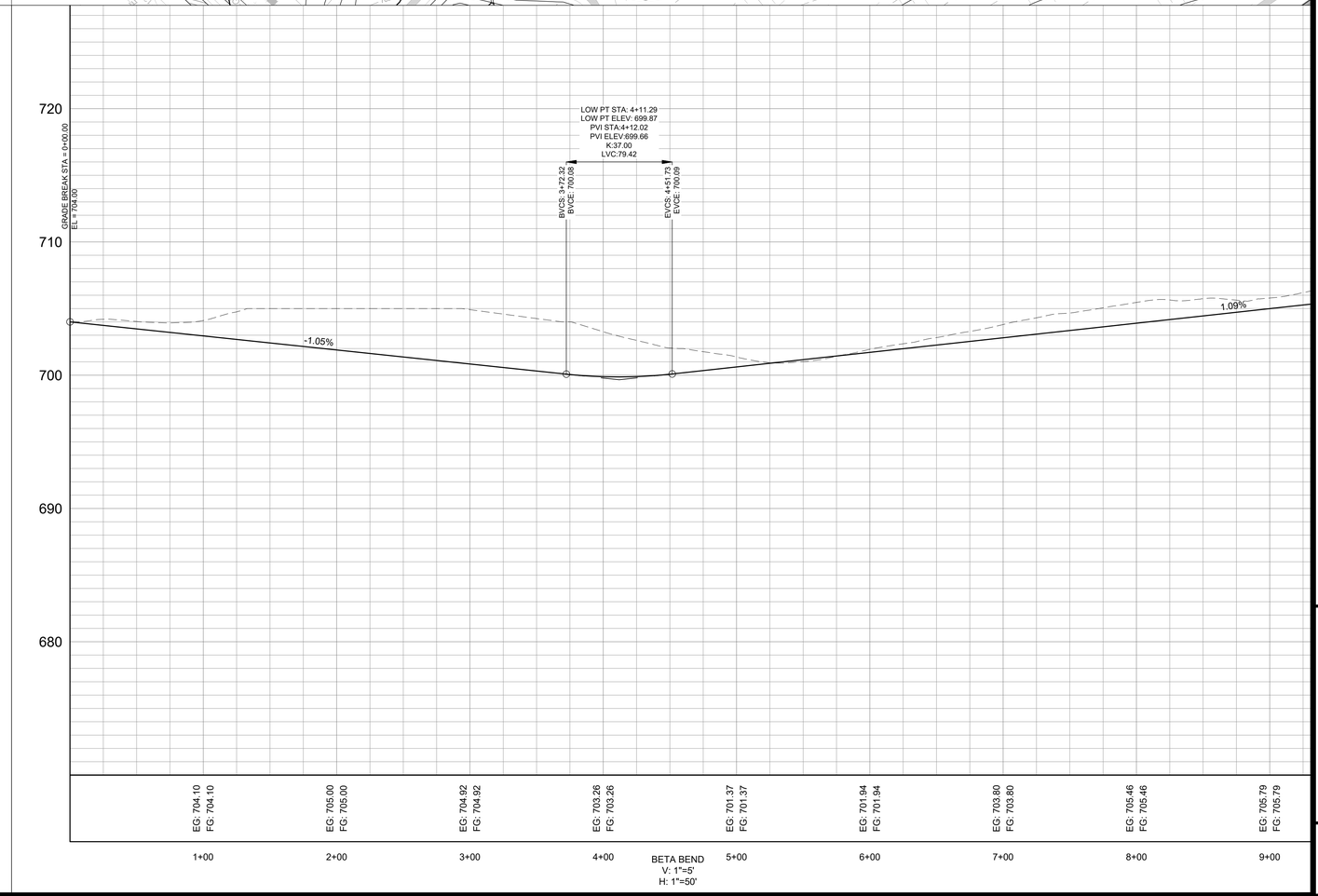

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

ALPHA AVENUE & BETA BEND
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127395
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.1

T-SQUARE ENGINEERING

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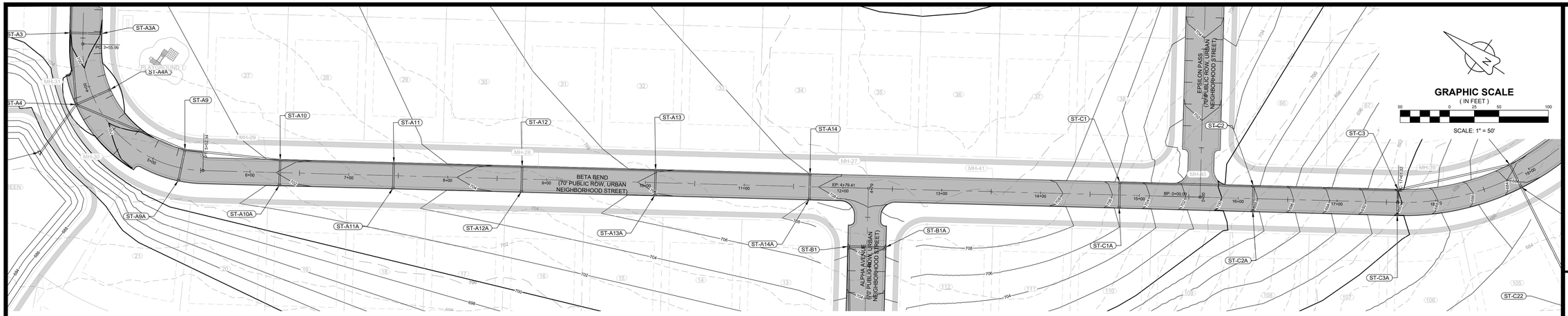

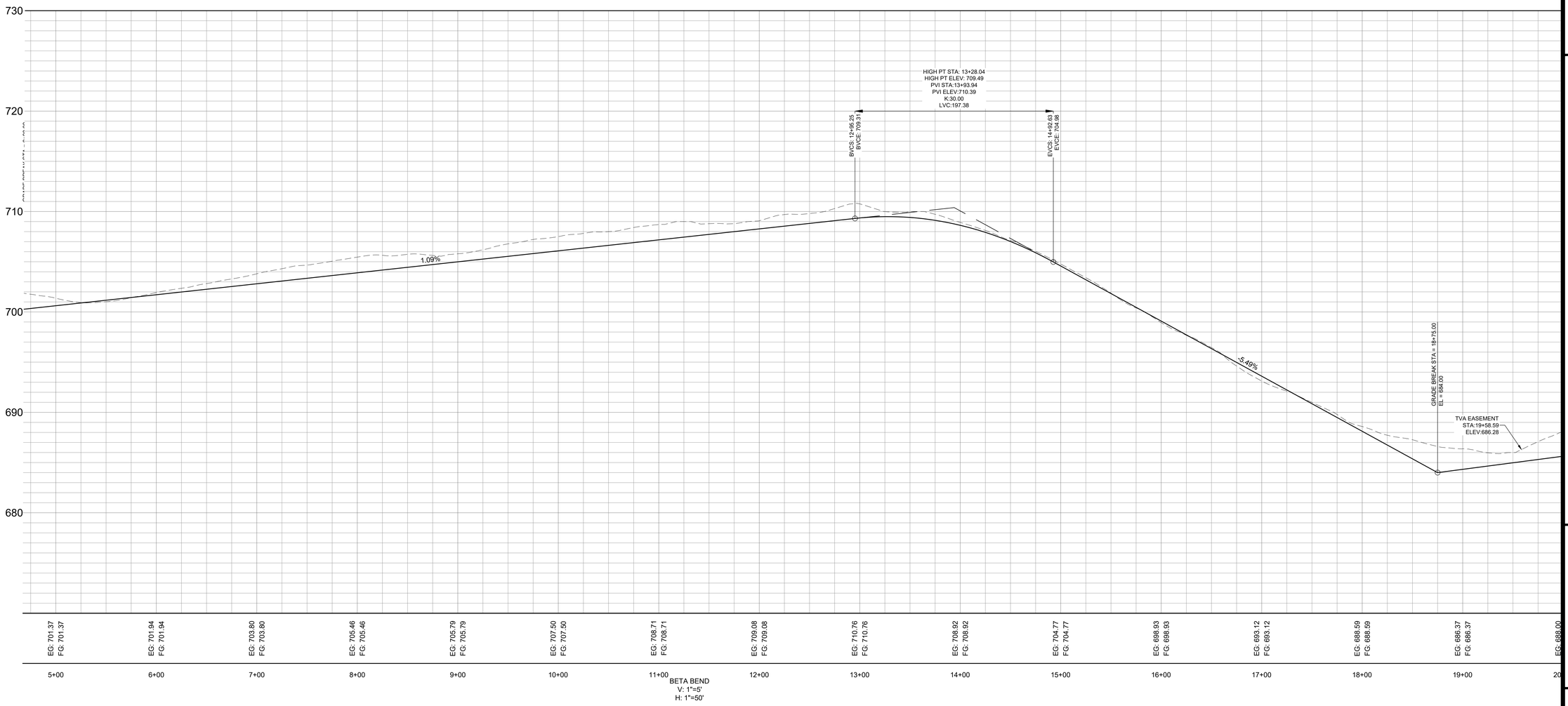

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DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

BETA BEND
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

ALLISON B. CORDELL
REGISTERED
LICENSED PROFESSIONAL ENGINEER
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.2

T-SQUARE ENGINEERING

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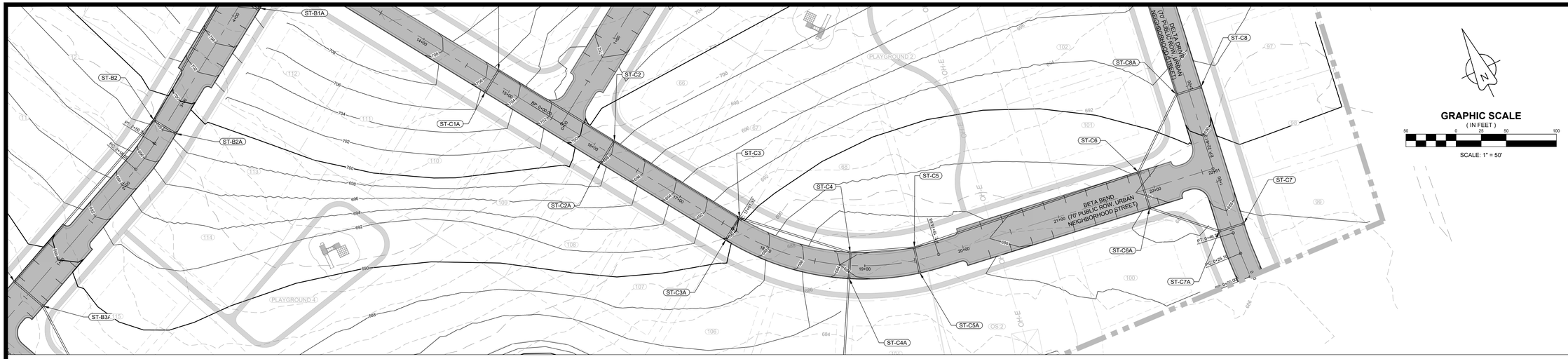

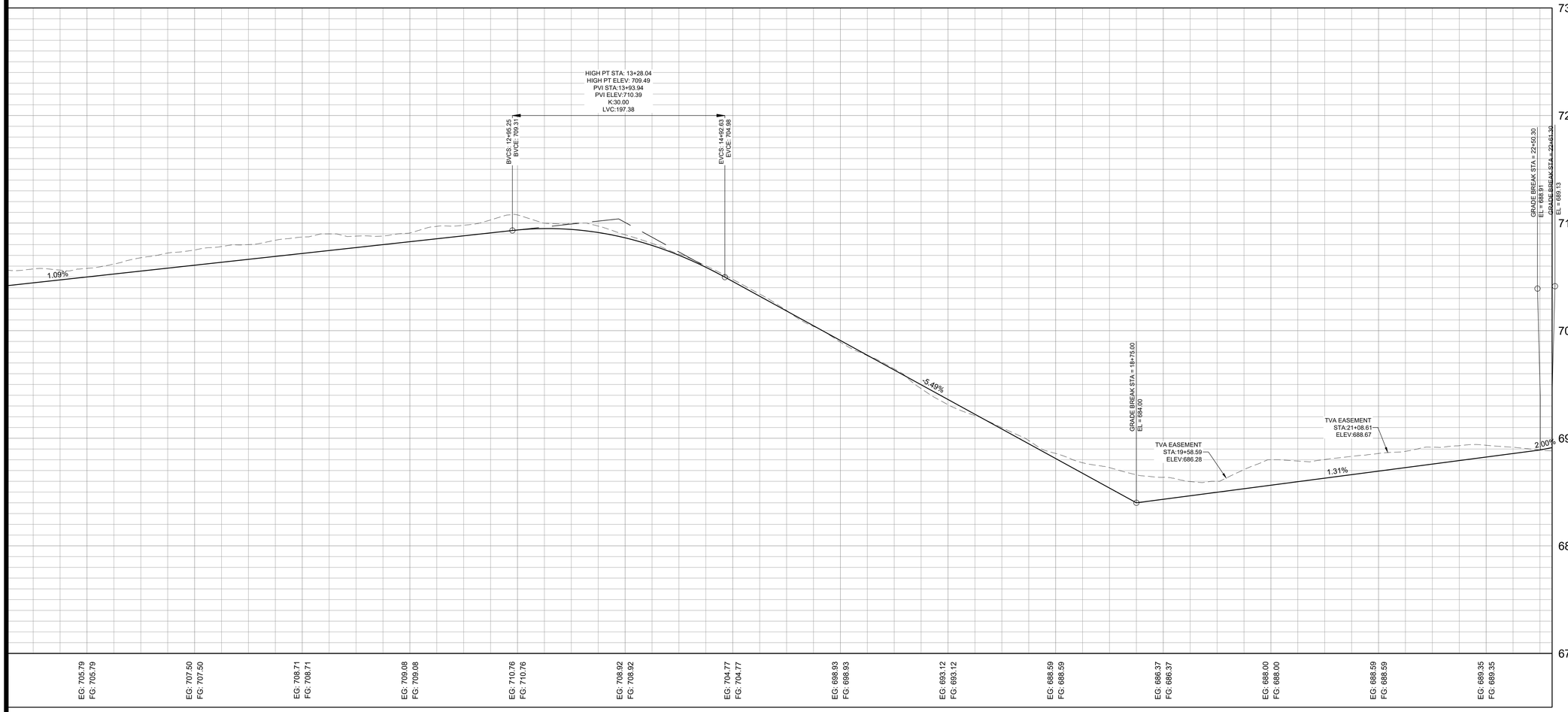

REVISIONS			
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DATE: 05/20/2024
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DRAWN BY: T-SQUARE
REVIEWER: ABC

BETA BEND
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
REGISTERED ENGINEER
No. 127395
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.3

T-SQUARE ENGINEERING

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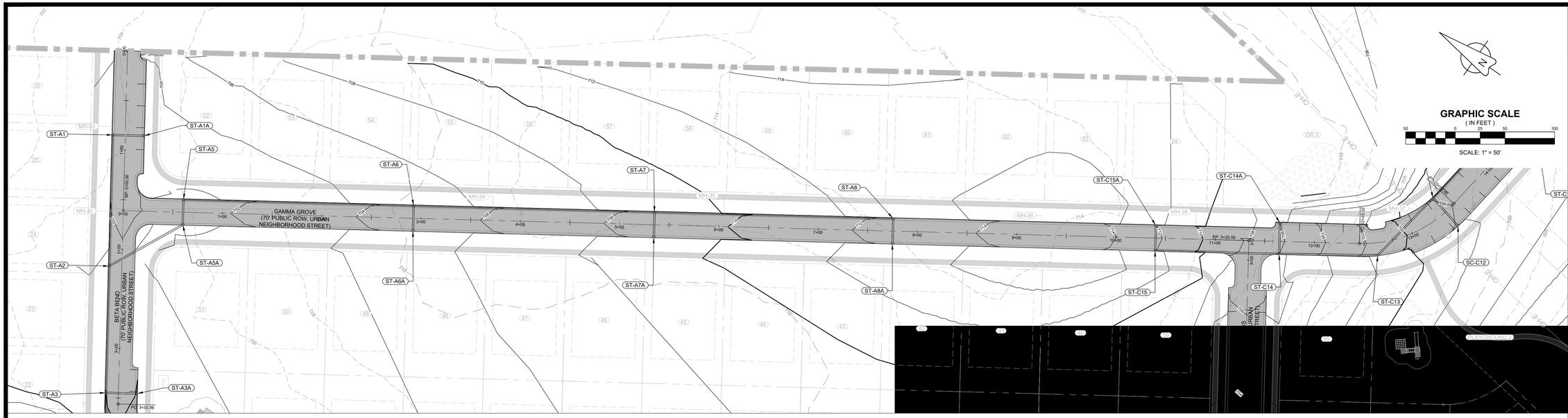

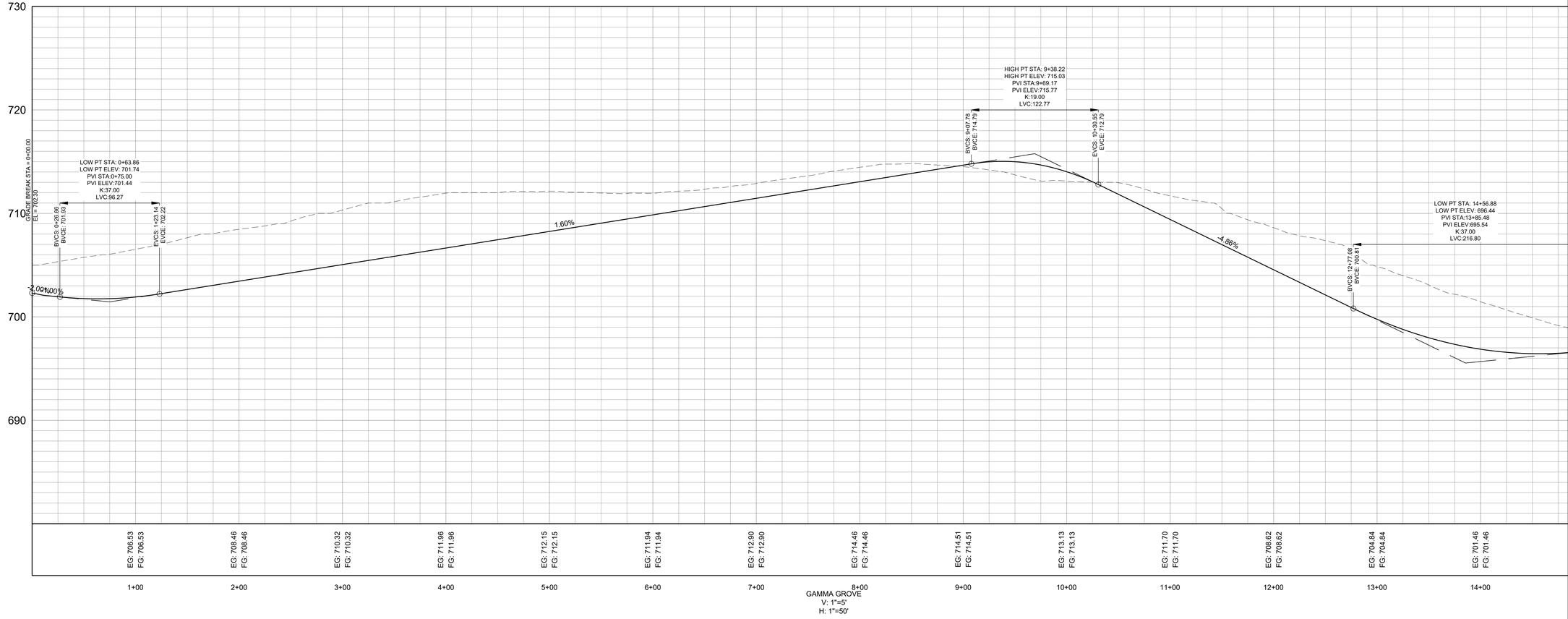

REVISIONS

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DRAWN BY: T-SQUARE
REVIEWER: ABC

GAMMA GROVE
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CROWE
No. 127389
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.4

T-SQUARE ENGINEERING

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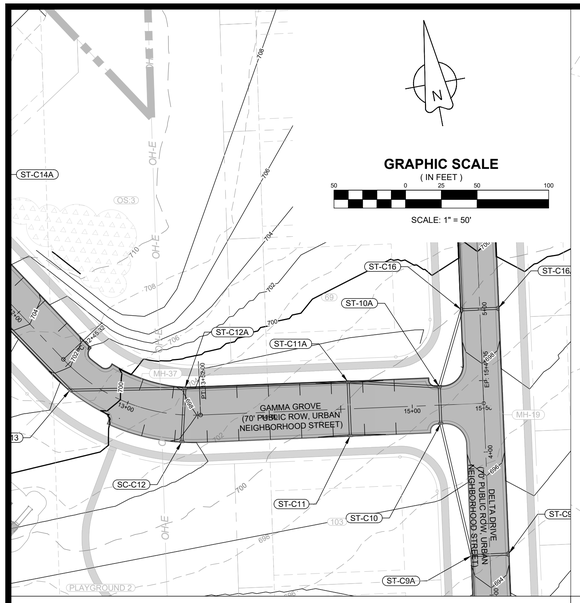

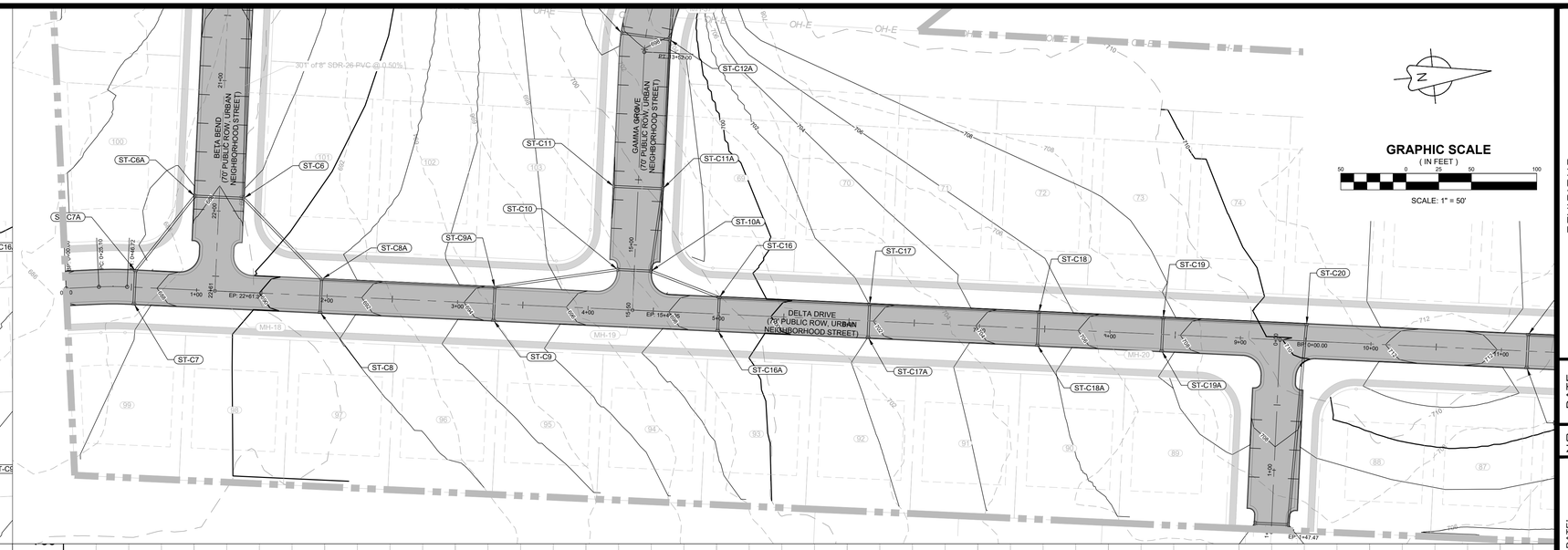

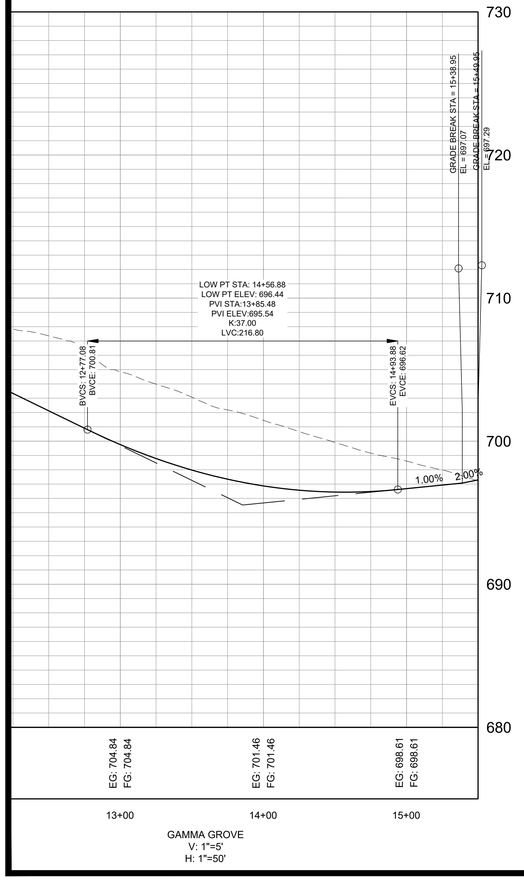

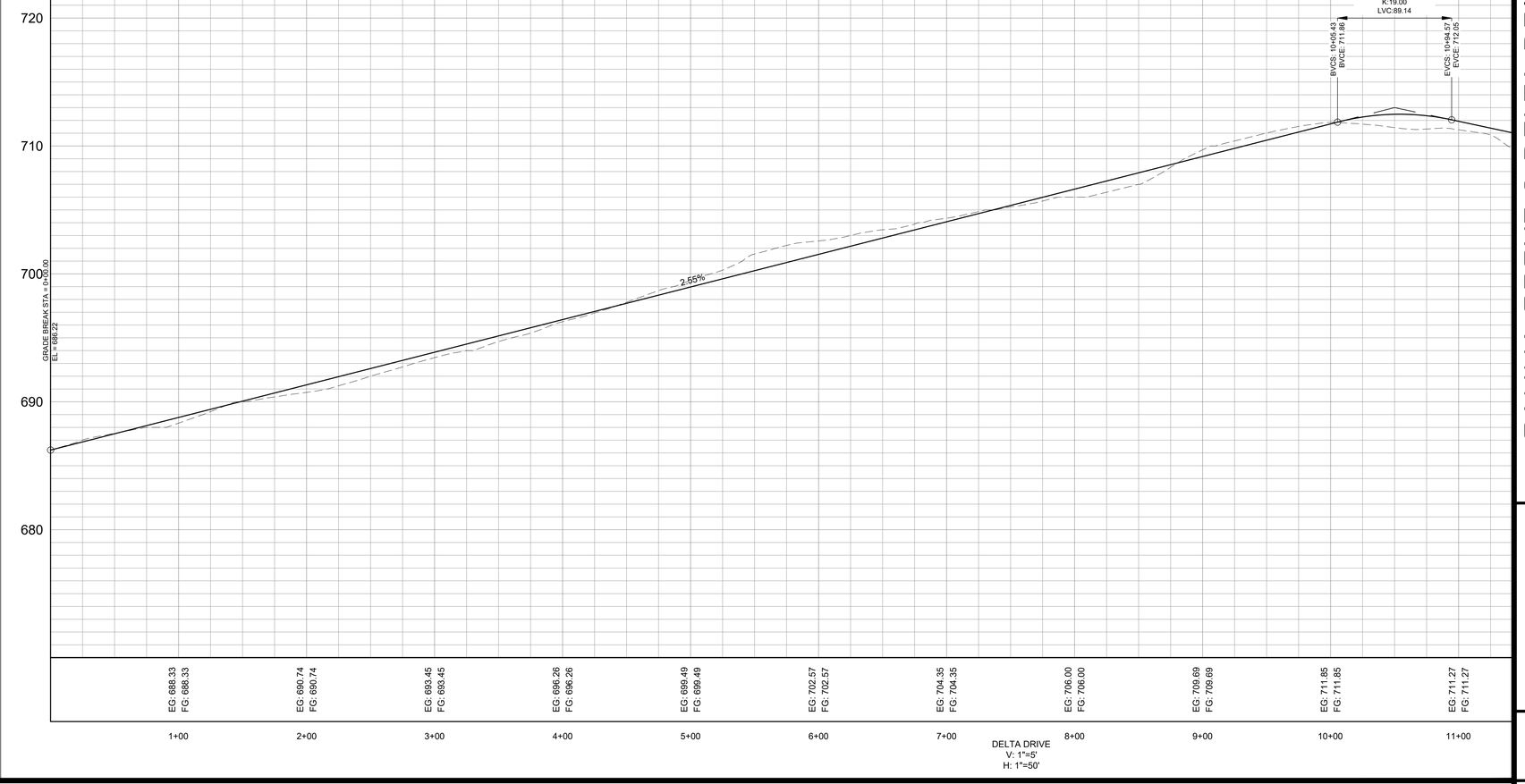

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DRAWN BY: T-SQUARE
REVIEWER: ABC

GAMMA GROVE & DELTA DRIVE
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
No. 127389
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.5

T-SQUARE ENGINEERING

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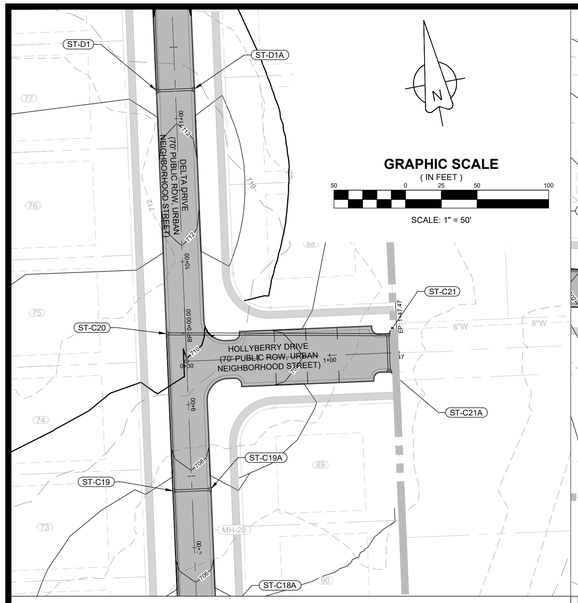

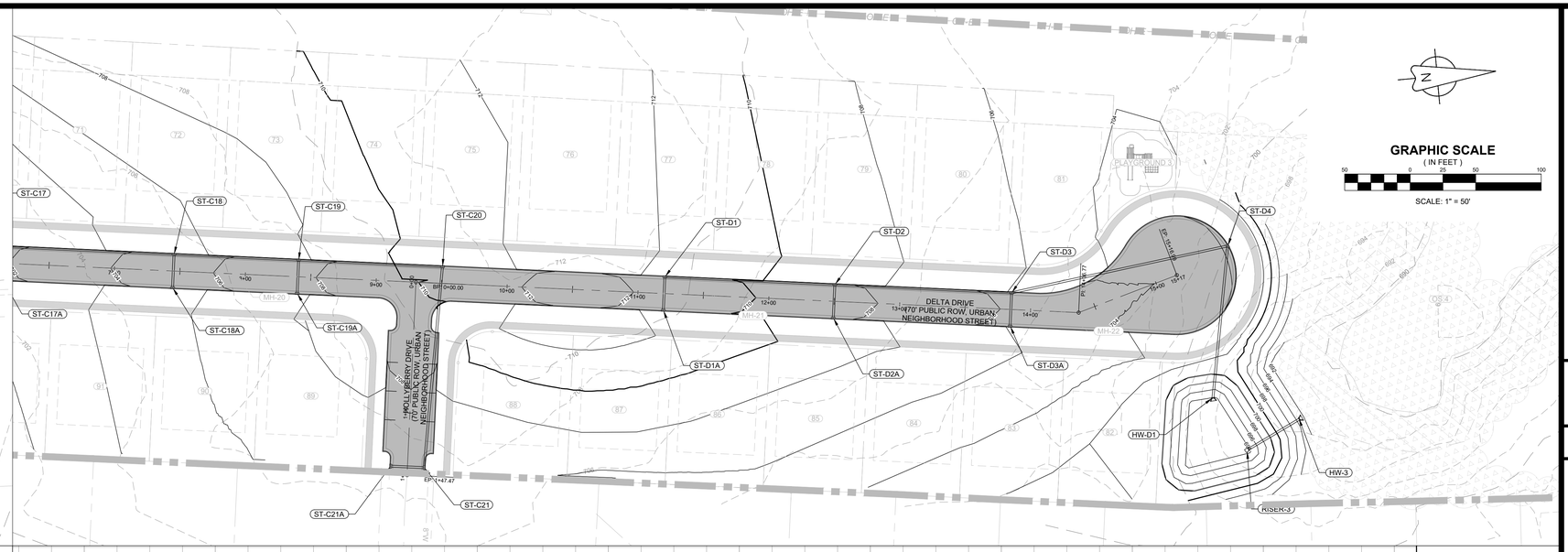

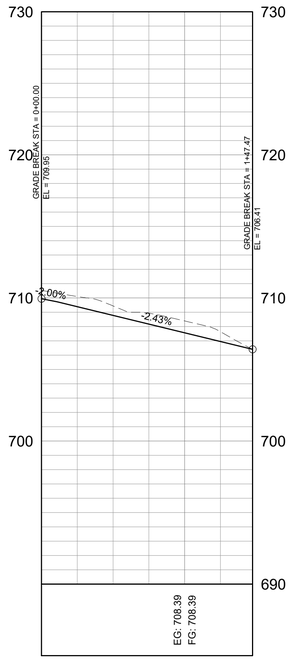

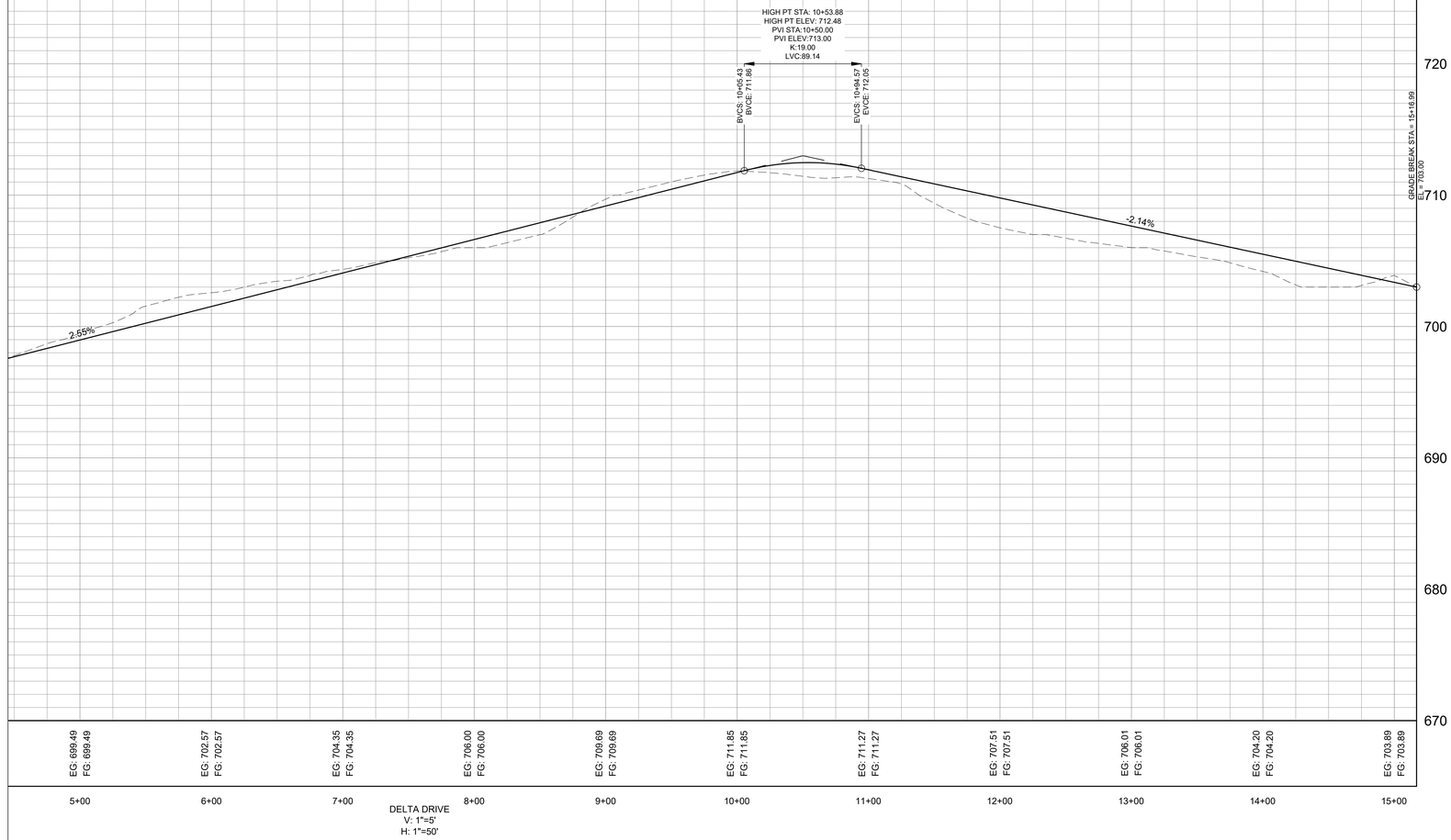

REVISIONS

NO.	DATE

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DRAWN BY: T-SQUARE
REVIEWER: ABC

DELTA DRIVE & HOLLYBERRY DRIVE
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. CORDELL
REGISTERED ENGINEER
No. 127395
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.6

T-SQUARE ENGINEERING

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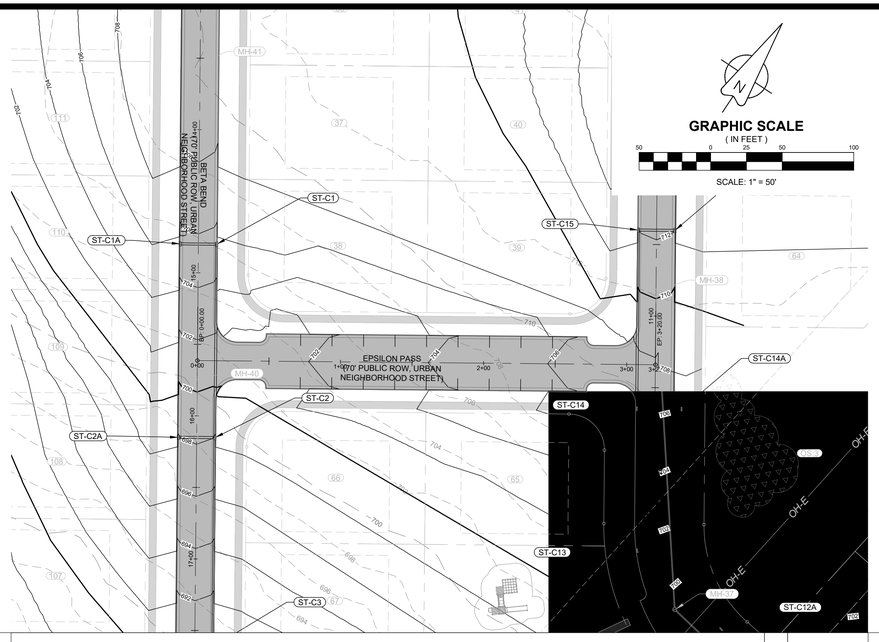

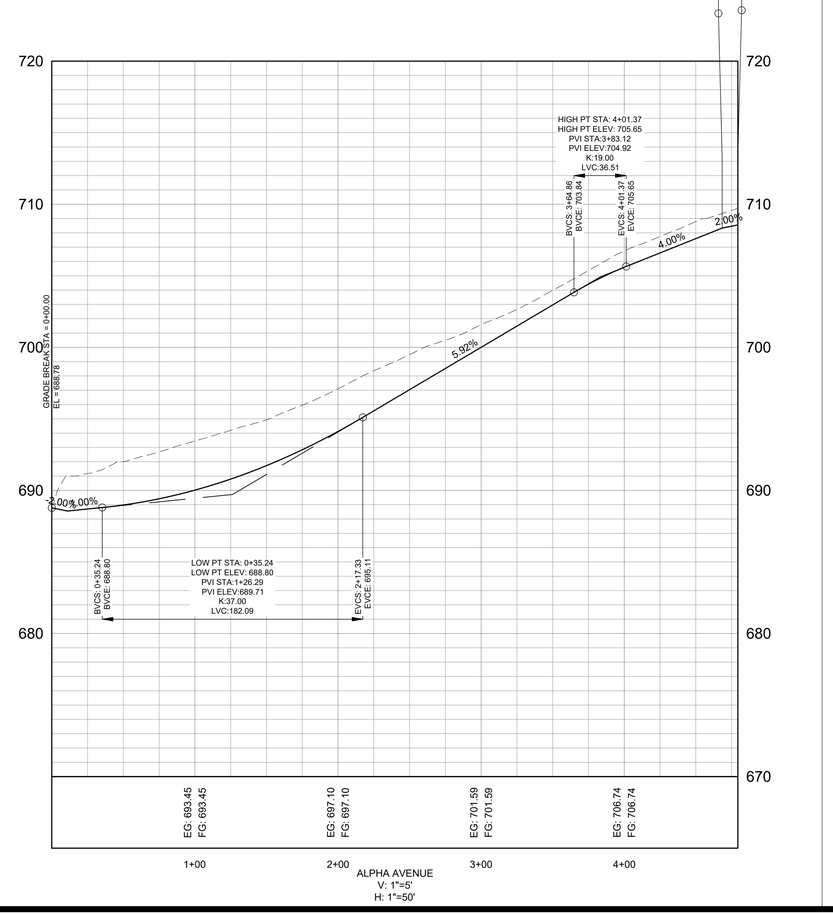

TROTWOOD FOSTER SUBDIVISION

EPSILON PASS
PLAN AND PROFILE
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

NO.	DATE	REVISIONS

DATE: 05/20/2024
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DRAWN BY: T-SQUARE
REVIEWER: ABC

ALLISON B. CROCKETT
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-6.7

T-SQUARE ENGINEERING

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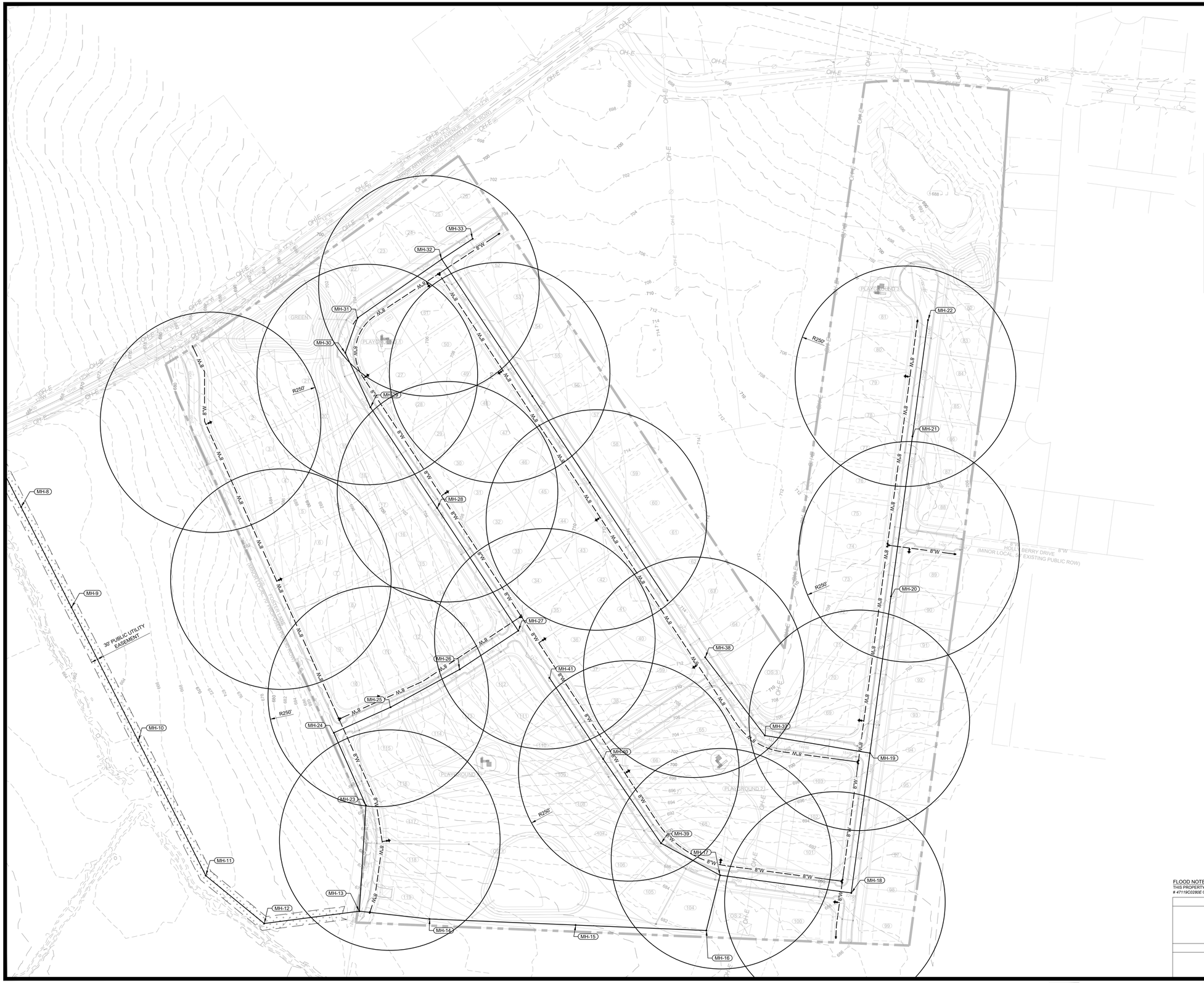

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0280E* OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
GORE JAMES ETUX STACY 2101 KEY DRIVE BRENTWOOD, TN 37027 MAP112, PARCEL 018.03 DEED BOOK R2387, PAGE 455
APPLICANT
T-SQUARE ENGINEERING 111 SOUTHEAST PKWY CT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

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DRAWN BY: T-SQUARE
REVIEWER: ABC

UTILITY PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD FOSTER SUBDIVISION

ALLISON B. COROLLA
AGRICULTURE
No. 127369
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-7.0

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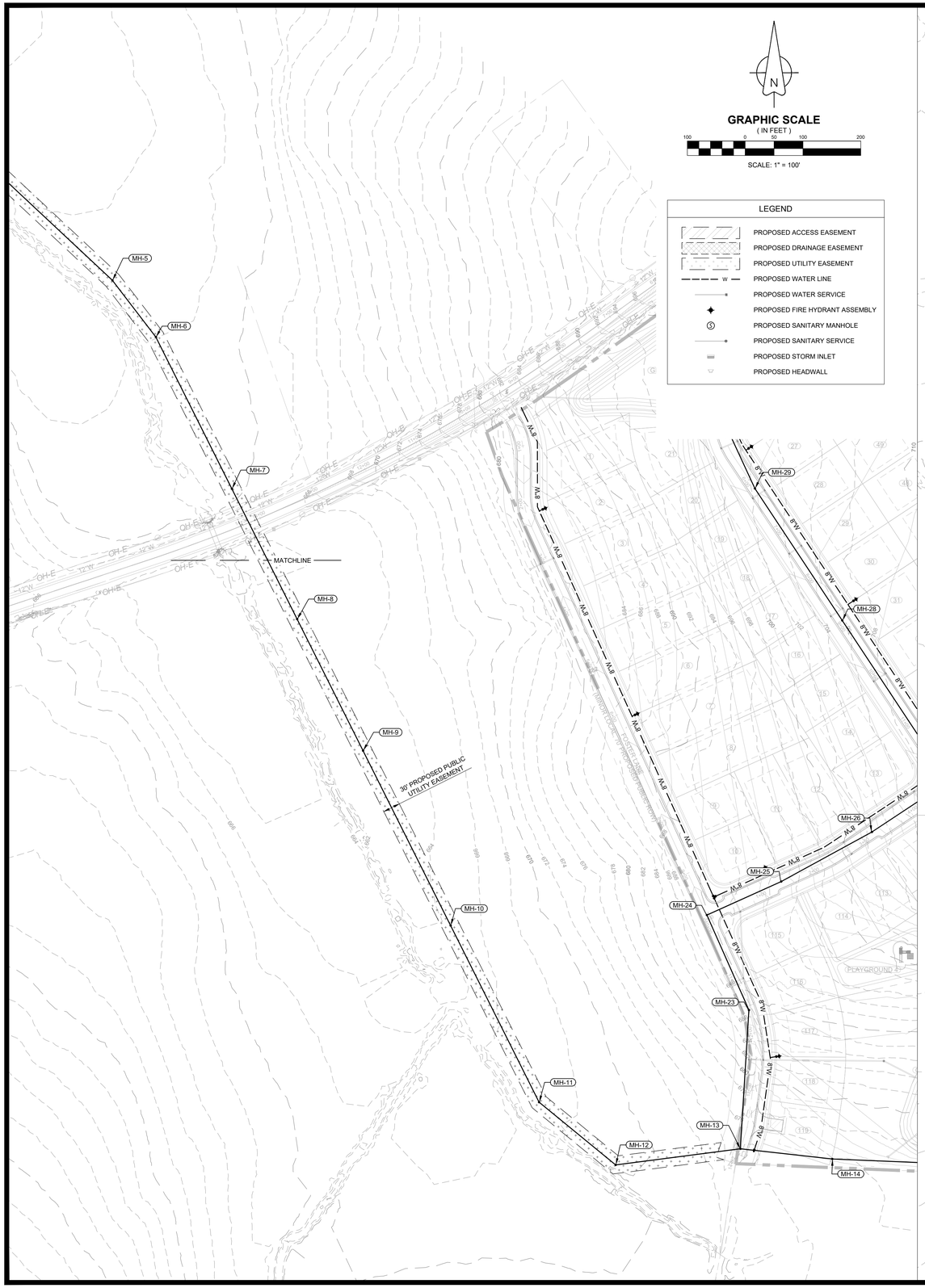
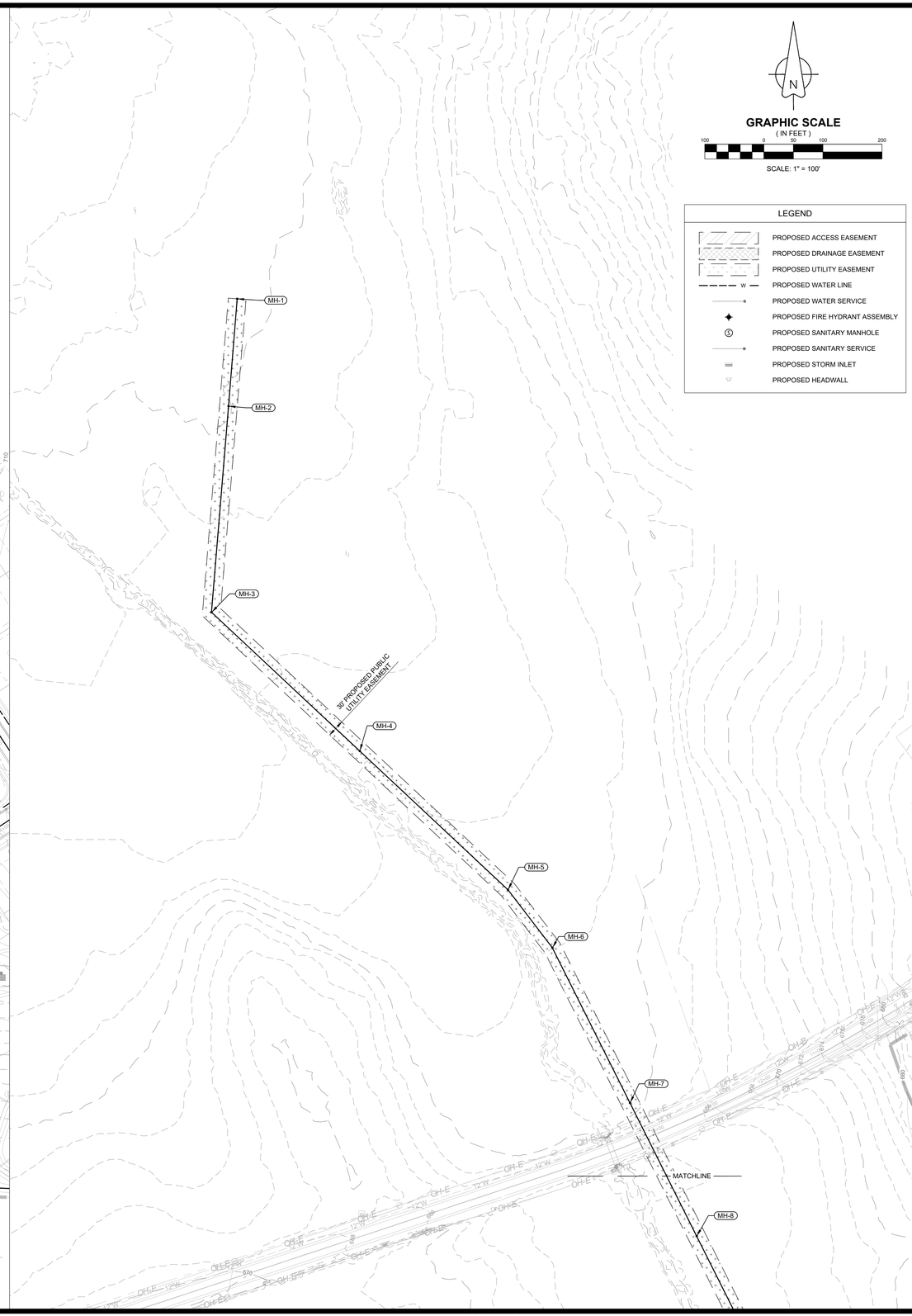




N

GRAPHIC SCALE

(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND
PROPOSED ACCESS EASEMENT
PROPOSED DRAINAGE EASEMENT
PROPOSED UTILITY EASEMENT
PROPOSED WATER LINE
PROPOSED WATER SERVICE
PROPOSED FIRE HYDRANT ASSEMBLY
PROPOSED SANITARY MANHOLE
PROPOSED SANITARY SERVICE
PROPOSED STORM INLET
PROPOSED HEADWALL

N

GRAPHIC SCALE

(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

PROPOSED ACCESS EASEMENT
PROPOSED DRAINAGE EASEMENT
PROPOSED UTILITY EASEMENT
PROPOSED WATER LINE
PROPOSED WATER SERVICE
PROPOSED FIRE HYDRANT ASSEMBLY
PROPOSED SANITARY MANHOLE
PROPOSED SANITARY SERVICE
PROPOSED STORM INLET
PROPOSED HEADWALL

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: ABC

TROTWOOD FOSTER SUBDIVISION

UTILITY PLAN

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

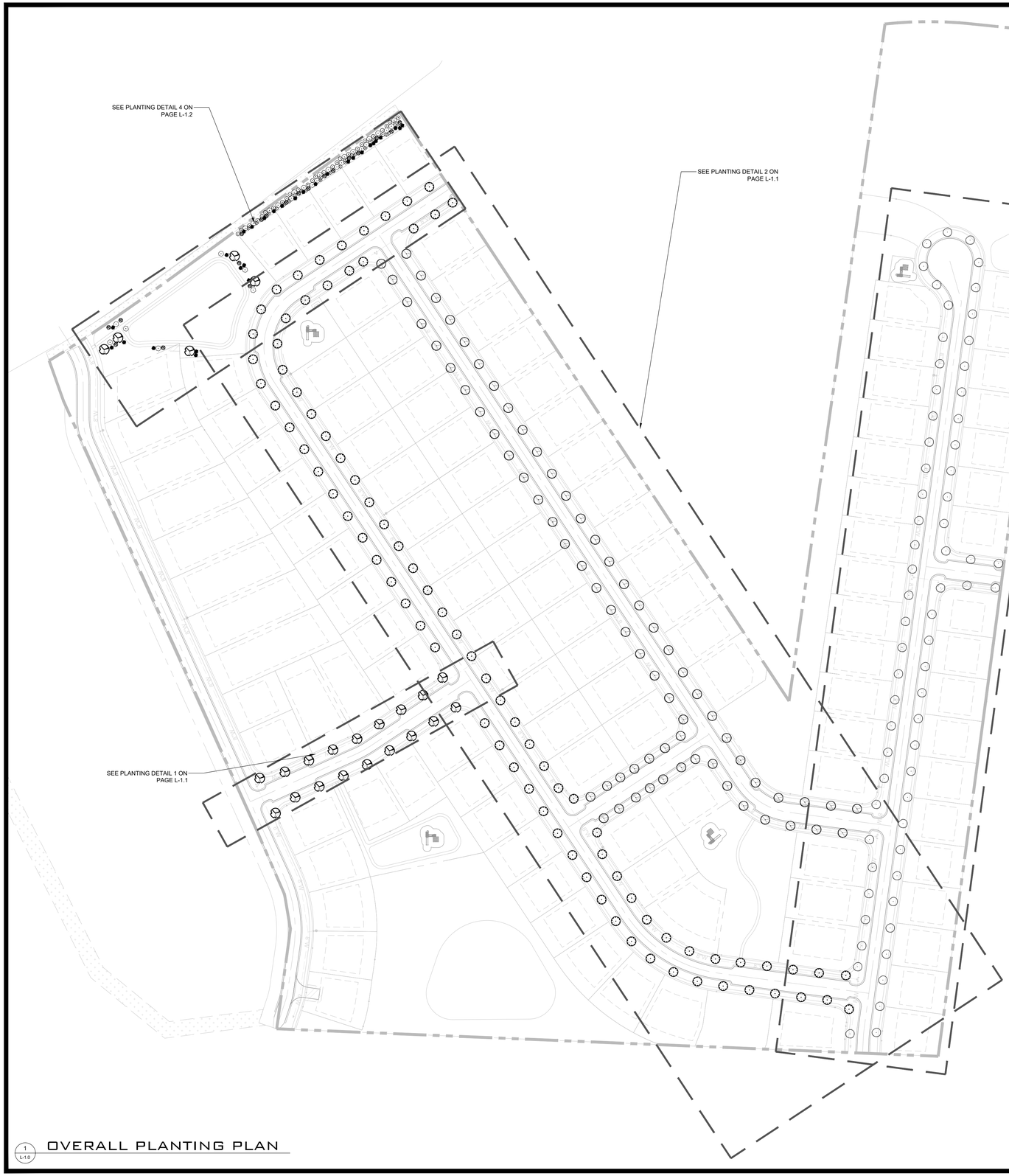
ALLISON B. CORDELL
LICENSED PROFESSIONAL ENGINEER
No. 137095
STATE OF TENNESSEE
05/20/2024

PROJECT
24-0314

SHEET
C-7.1

T-SQUARE ENGINEERING

P:\Projects\2024\24-0314 (Trotwood Avenue - Tyler Ring & Nelson Crowe)\Production\24-0314 7- Utility Plan.dwg, 5/20/2024 1:40:29 PM



1 L-1.0 OVERALL PLANTING PLAN

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

PLANT LIST

	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	MATURE HEIGHT	NOTES
TREES							
AR	72	Acer rubrum 'October Glory'	'OCTOBER GLORY' RED MAPLE	2.5" CAL	AS SHOWN	25'	B&B
AS	87	Acer saccarum 'Bonfire'	'BONFIRE' SUGAR MAPLE	2.5" CAL	AS SHOWN	10'-20'	B&B
BN	66	Betula negra	RIVER BIRCH	2.5" CAL	AS SHOWN	10'-20'	B&B
CF	18	Cornus florida rubra	PINK DOGWOOD	2.5" CAL	AS SHOWN	10'-20'	B&B
EVERGREEN							
IX	33	Ilex x 'Nellie R. Stevens'	NELLIE R STEVENS' HOLLY	6' MIN HT	AS SHOWN	15'	
VR	29	Viburnum rhytidophyllum	LEATHERLEAF VIBRUNUM	6' MIN HT	AS SHOWN	10'	
SHRUBS							
PF	19	Photinia x fraseri	RED TIP PHOTINIA	3 GAL	AS SHOWN	10'-20'	
HQ	19	Hydrangea quercifolia	OAK LEAF HYDRANGEA	3 GAL	AS SHOWN		
HP	29	Hydrangea paniculata	'LIMELIGHT' PANICLE HYDRANGEA	3 GAL	AS SHOWN		

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS WITHOUT PRIOR APPROVAL FROM LANDSCAPE ARCHITECT

2 L-1.0 PLANT LIST

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: CES

LANDSCAPE PLAN
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

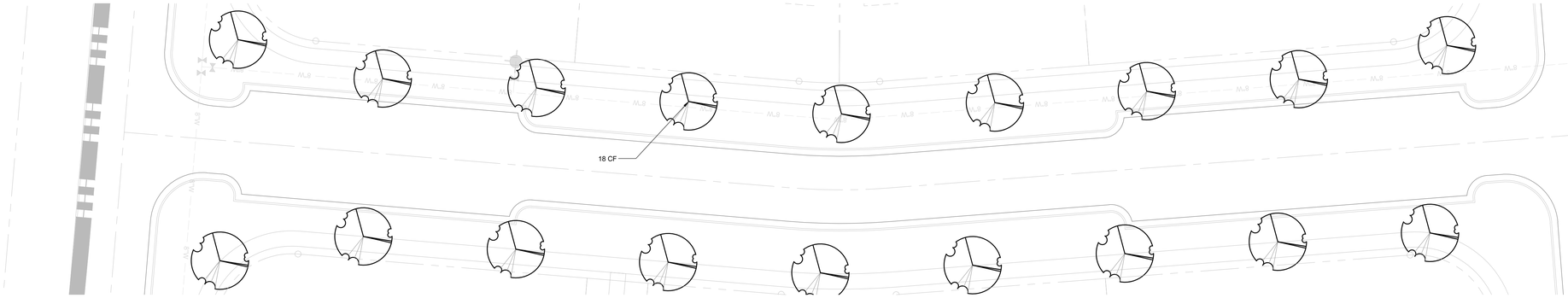
TROTWOOD AVENUE

CHRIS ASHWORTH TENNESSEE LICENSED LANDSCAPE ARCHITECT

PROJECT
23-0314

SHEET
L-1.0

T-SQUARE ENGINEERING



3 L-1.1 PLANTING DETAIL 1

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(IN FEET)
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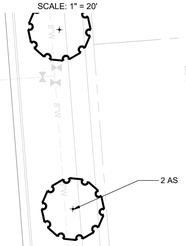
SCALE: 1" = 20'



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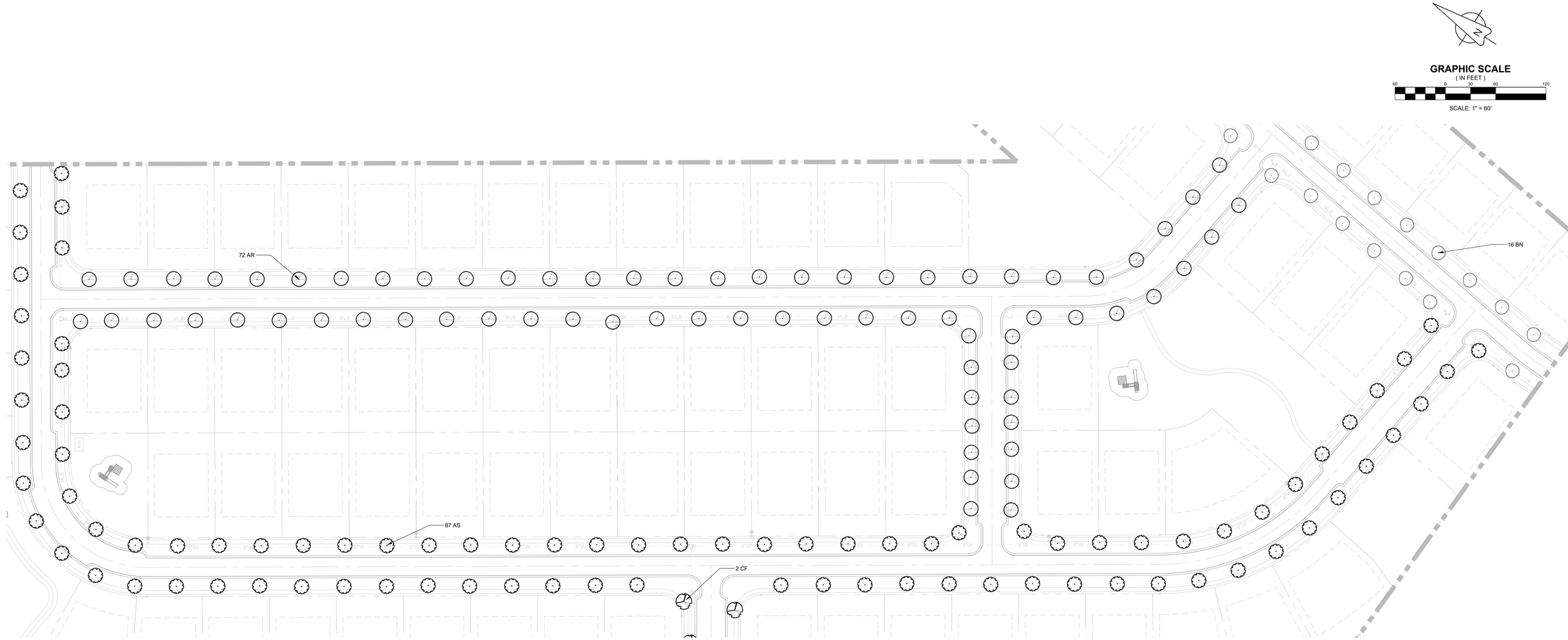
SCALE: 1" = 60'



4 L-1.1 PLANTING DETAIL 2

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: CES

LANDSCAPE PLAN DETAILS

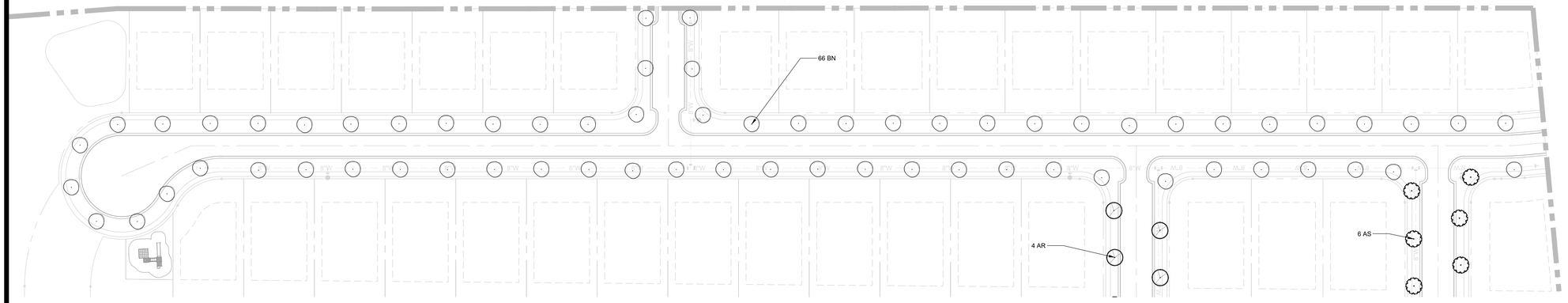
MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD AVENUE

PROJECT
23-0314

SHEET
L-1.1

T-SQUARE ENGINEERING





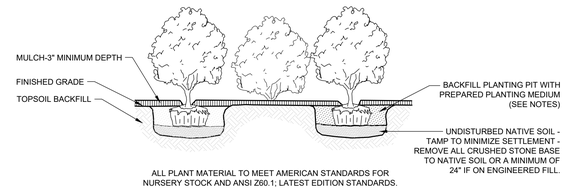
GRAPHIC SCALE
(IN FEET)
60 0 30 60 120
SCALE: 1" = 60'

PLANTING DETAIL 3

(4 / L-1.2)

GENERAL NOTES:

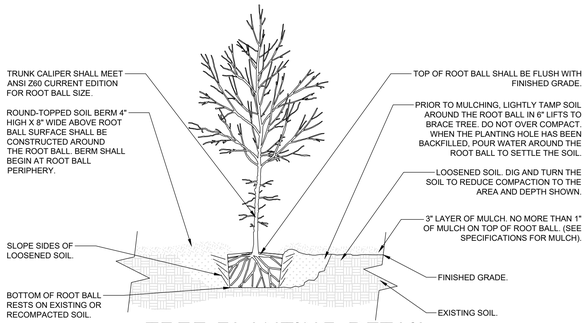
1. UTILITY SERVICES MAY EXIST ON SITE. THE LOCATION OF ALL SURFACE AND UNDERGROUND UTILITIES, RIGHT-OF-WAYS, EASEMENTS, ETC., SHALL BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES FROM DAMAGE DURING CONSTRUCTION AND TO REPAIR ANY DAMAGE WHICH SHOULD OCCUR TO THE SATISFACTION OF THE OWNER AND UTILITY COMPANIES. COMMENCEMENT OF PROJECT INSTALLATION INDICATES ACKNOWLEDGMENT OF AND ACCEPTANCE BY THE CONTRACTOR OF EXISTING CONDITIONS.
2. ACTUAL AS-BUILT AND/OR EXISTING SITE CONDITIONS MAY VARY AS SHOWN ON THIS PLAN.
3. DAMAGE BY CONTRACTOR TO UNDISTURBED AREAS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR TO THE SATISFACTION OF THE OWNER.
4. CONTRACTOR IS RESPONSIBLE FOR CONDUCTING SITE INSPECTION PRIOR TO BIDDING WORK, TO DETERMINE SITE CONDITIONS AND AREAS TO BE IMPROVED. SUBMISSION OF BID INDICATES CONTRACTOR HAS VERIFIED SITE CONDITIONS AND PLANT MATERIAL QUANTITIES.
5. FINAL ACCEPTANCE: THE LANDSCAPE ARCHITECT OR THE OWNER'S REPRESENTATIVE WILL PROVIDE THE FINAL INSPECTION. SHOULD THE INSPECTION FIND WORK INCOMPLETE, THE CONTRACTOR SHALL REMEDY THE DEFICIENCIES.
6. IF THE SUBSTANTIAL COMPLETION OR FINAL INSPECTION REQUIRE REINSPECTION BY LANDSCAPE ARCHITECT DUE TO FAILURE OF WORK TO COMPLY WITH CONTRACTOR'S CLAIMS ON INITIAL INSPECTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING THE LANDSCAPE ARCHITECT FOR REINSPECTION SERVICES AT THE RATE OF TWO HUNDRED TWENTY FIVE DOLLARS ($225) PER HOUR PER PERSON PLUS ALL RELATED TRAVEL EXPENSES FOR EACH REQUESTED REINSPECTION TRIP.
7. AFTER FINAL ACCEPTANCE AND PRIOR TO END OF WARRANTY PERIOD, CONTRACTOR SHALL REPLACE ALL PLANT MATERIAL THAT HAS DIED OR HAS DEFECTS, INCLUDING UNSATISFACTORY GROWTH, IN THE OPINION OF THE OWNER.
8. DURING LANDSCAPE INSTALLATION KEEP PAVEMENTS CLEAN AND WORK AREA IN ORDERLY CONDITION. THE PROJECT SITE SHALL BE LEFT IN A CLEAN CONDITION AT THE END OF EVERY WORK DAY.
9. CONTRACTOR TO REPAIR ANY PAVEMENTS, CURBS, AND OTHER IMPROVEMENTS DAMAGED AS A RESULT OF LANDSCAPE INSTALLATION ACTIVITY
10. THE LOCATION OF ALL PLANT MATERIALS SHOWN ON THE PLAN SHALL BE FIELD LOCATED AND STAKED/FLAGGED BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE BEFORE THE DIGGING OF PLANTING HOLES. PLANTING SHALL BE LOCATED WHERE SHOWN ON THE DRAWINGS OR WHERE FIELD LOCATED BY THE LANDSCAPE ARCHITECT.
11. PROVIDE ONLY PLANTS THAT ARE FREE FROM DISEASES AND PESTS, AND THAT COMPLY WITH THE LATEST EDITION OF PUBLICATION ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK", BY THE AMERICAN ASSOCIATION OF NURSERYMEN. DIMENSIONS FOR HEIGHTS, SPREAD, AND TRUNK SPECIFIED ON THE MATERIAL SCHEDULE IS A GENERAL GUIDE FOR THE MINIMUM DESIRED SIZE OF EACH PLANT.
12. DO NOT MAKE SUBSTITUTIONS REGARDING PLANT SIZES OR SPECIES WITHOUT WRITTEN PERMISSION FROM THE OWNER OR LANDSCAPE ARCHITECT.
13. REMOVE ALL METAL BASKETS, STRINGS AND OTHER TIES FROM TREES.
14. FERTILZE ALL PLANTS WITH 16-16-16 SLOW RELEASE FERTILIZER AT THE RATE OF: 3 POUNDS PER CUBIC YARD OF SOIL MIX. 3 POUNDS PER 100 SF OF BED FOR SHRUBS
15. PLANTS DESIGNATED "B&B" IN THE PLANT LIST SHALL BE BALLED AND BURLAPPED. THEY SHALL BE DUG WITH FIRM, NATURAL BALLS OF EARTH OF SUFFICIENT DIAMETER AND DEPTH TO ENCOMPASS THE FIBROUS AND FEEDING ROOT SYSTEM NECESSARY FOR FULL RECOVERY OF THE PLANT. BALLS SHALL BE FIRMLY WRAPPED WITH BURLAP OR SIMILAR MATERIAL AND BOUND WITH TWINE OR CORD.
16. ONLY "HEMP" BURLAP AND TWINE SHALL BE USED. NO TREATED OR PRESERVED BURLAP OR TWINE IS ALLOWED. ALL HEMP TWINE ATTACHED TO THE TREE TRUNK IS TO BE REMOVED AFTER PLANTING. AT A MINIMUM THE TOP ONE-THIRD OF THE ROOT BALL IS TO HAVE ALL BURLAP AND TWINE REMOVED. IF ROOTS ARE GIRDLING OR CIRCLING THEY MUST BE LOOSENED OR CUT.
17. THE BALLS OF "B&B" PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE COVERED WITH MOIST SOIL OR MULCH, OR OTHER PROTECTION FROM DRYING WINDS AND SUN. ALL PLANTS INSTALLED OR STORED SHALL BE WATERED BY CONTRACTOR AS NECESSARY UNTIL FINAL ACCEPTANCE.
18. FOLD DOWN OR CUT THE BURLAP FROM THE TOP 1/3 OF THE BALL OR TO THE WIDEST TOP EDGE OF THE BALL IN ORDER TO EXPOSE THE TOP PLANE OF THE BALL. REMOVE ALL NAILS, STAPLES, ETC USED TO HOLD THE BALL TOGETHER.
19. TREE BALLS SHALL HAVE A MINIMUM DIAMETER IN FEET EQUAL TO 10" FOR EACH CALIPER INCH OF THE TREE.
20. ALL PLANTS SHALL BE HANDLED SO THAT ROOTS ARE ADEQUATELY PROTECTED AT ALL TIMES. DURING SHIPMENT, THE ENTIRE PLANT SHALL BE PROTECTED BY TARPAULINS OR OTHER SUITABLE COVERING. PLANT MATERIAL SUFFERING FROM WIND BURN OR OTHER WIND DAMAGE IS NOT ACCEPTABLE.
21. NO PLANT SHALL BE BOUND WITH ROPE OR WIRE IN A MANNER THAT DAMAGES THE BARK, BREAKS BRANCHES, OR DESTROYS ITS NATURAL SHAPE. NO PLANT MATERIAL REQUIRED TO BE BALLED AND BURLAPPED SHALL BE ACCEPTED IF THE BALL IS CRACKED OR BROKEN EITHER BEFORE OR DURING THE PROCESS OF PLANTING, OR WHEN REQUIRED BURLAP, STAVES, ROPES OR PLATFORM HAVE BEEN REMOVED.
22. ANY SERIES OF TREES OR SHRUBS TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY BY THE OWNER. ANY PLANTS INCORRECTLY ARRANGED SHALL BE RELOCATED WITH THE OWNER'S APPROVAL.
23. PRE-EMERGENT HERBICIDE (TREFLAN OR EQUIVALENT) SHALL BE APPLIED (ACCORDING TO MANUFACTURER'S INSTRUCTIONS) TO ALL PLANT BEDS, PRIOR TO PLANTING, FOR NOXIOUS WEED CONTROL.
24. ALL PLANTING BEDS AND TREE AND SHRUB PLANTINGS SHALL RECEIVE A MINIMUM 3" DEEP SHREDDED HARDWOOD MULCH LAYER.
25. CONTRACTOR IS RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL INSTALLED PLANT MATERIAL, INCLUDING GRASS AREAS, UNTIL FINAL ACCEPTANCE BY OWNER. WATER ALL PLANT MATERIAL AT TIME OF PLANTING.
26. ALL PLANT MATERIAL IS TO BE GUARANTEED FOR ONE (1) YEAR. GUARANTEE PERIOD STARTS FROM DATE OF FINAL ACCEPTANCE.
27. OWNER RETAINS THE RIGHT TO INSPECT TREES AND SHRUBS FOR SIZE AND CONDITION OR ROOT BALL, INSECTS, INJURIES, AND LATENT DEFECTS AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK. REMOVE REJECTED MATERIAL IMMEDIATELY FROM THE PROJECT SITE.
28. REPLACEMENTS SHALL CLOSELY MATCH ADJACENT SPECIMENS OF THE SAME SPECIES AND SHALL CONFORM TO THE STANDARDS FOR PLANT MATERIALS SPECIFIED. ALL REPLACED MATERIAL SHALL IMMEDIATELY BE REMOVED FROM THE SITE AND ALL NECESSARY REPAIRS TO PLANTS, GRADES, LAWN AREAS, PAVING, AND OTHER AREAS DAMAGED DURING REPLACEMENT SHALL BE MADE AT NO COST TO THE OWNER.
29. ONLY ONE REPLACEMENT PER TREE, SHRUB, OR PLANT WILL BE REQUIRED AT THE END OF THE WARRANTY PERIOD, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE TO COMPLY WITH THE SPECIFIED REQUIREMENTS.



ALL PLANT MATERIAL TO MEET AMERICAN STANDARDS FOR NURSERY STOCK AND ANSI Z60.1; LATEST EDITION STANDARDS.

SHRUB PLANTING IN GROUP DETAIL

NOT TO SCALE

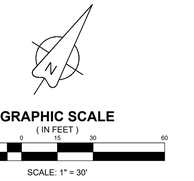


TREE PLANTING DETAIL

NOT TO SCALE

SEEDING NOTES:

1. SEEDBED PREPARATION: LOOSEN SUBGRADE OF TURF AREAS TO A MINIMUM DEPTH OF 2 INCHES. REMOVE STONES MEASURING OVER 1-1/2 INCHES IN ANY DIMENSION. REMOVE STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER. ADD TOPSOIL AND MIX THOROUGHLY INTO UPPER 3 INCHES OF TOPSOIL. IF SUBGRADE HAS BECOME COMPACTED DURING CONSTRUCTION, SCARIFY OR OTHERWISE BREAKUP THE COMPACTED SURFACE BEFORE SEEDBED PREPARATION.
2. MIN 1/2" OF TOPSOIL (IMPORTED OR SITE GENERATED) SHALL BE PROVIDED ON ALL AREAS TO BE SEEDED, INSTALLED AND STABILIZED PRIOR TO SEEDING. TOPSOIL SHALL BE CLEAN, FRIABLE SOIL WITH LANDSCAPE INDUSTRY ACCEPTABLE LEVELS OF ORGANIC MATERIAL. UNDER NO CIRCUMSTANCES SHALL SUBGRADE OR "B"-HORIZON SOIL BE USED AS TOPSOIL. CONTRACTOR IS ADVISED TO VERIFY WITH THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE ACCEPTABILITY OF TOPSOIL PRIOR TO PLACEMENT. UNACCEPTABLE SOILS USED AS TOPSOIL SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
3. FERTILIZER: APPLY AGRICULTURAL LIME AT THE RATE OF 50 POUNDS PER 1000 SF. APPLY 10 POUNDS 10-10-10 ANALYSIS FERTILIZER (OR EQUIVALENT) PER 1000 SF. SPREAD LIME AND FERTILIZER UNIFORMLY OVER ALL AREAS AND MIX THOROUGHLY WITH THE SOIL.
4. FINE GRADE ALL DISTURBED LAWN AREAS TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE, ROLL, RAKE, AND DRAG LAWN AREAS, REMOVE RIDGES AND FILL DEPRESSIONS, AS REQUIRED TO MEET FINISH GRADES.
5. GRASS SEED: PROVIDE FRESH, CLEAN, NEW-CROP SEED COMPLYING WITH TOLERANCE FOR PURITY AND GERMINATION ESTABLISHED BY OFFICIAL SEED ANALYSIS OF NORTH AMERICA.
6. SEED ALL DISTURBED AREAS. PRIOR TO INSTALLATION, CONTRACTOR SHOULD CONSULT WITH OWNER TO DETERMINE EXTENT OF SEEDING OPERATIONS.
7. REPAIR AND RESEED ALL ERODED OR DISTURBED SEEDED AREAS WHERE VEGETATIVE COVER HAS NOT BEEN ESTABLISHED.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF SEEDED AREAS UNTIL 95% GRASS COVER IS ESTABLISHED.



GRAPHIC SCALE
(IN FEET)
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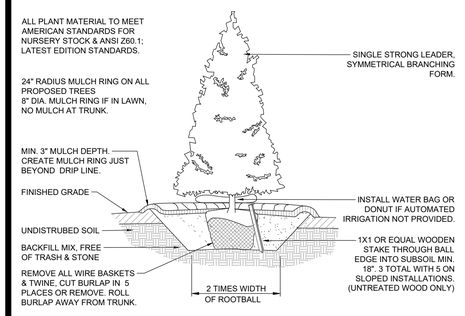
SCALE: 1" = 30'

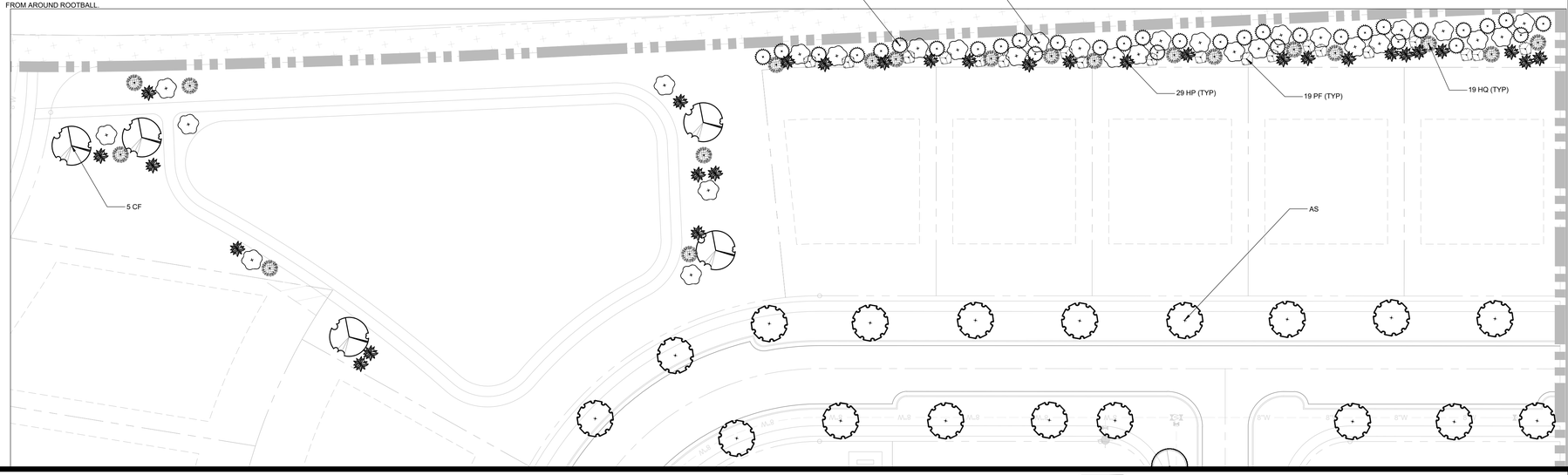


EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE

PLANTING DETAIL 4

(5 / L-1.2)



T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: CES

LANDSCAPE PLAN DETAILS

MAP 112, PARCEL 018.03
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

TROTWOOD AVENUE

PROJECT
23-0314

SHEET
L-1.2

111 SE PKWY CT
FRANKLIN, TN 37064
615.678.8212

WWW.T2-ENG.COM

Playground Examples

** Please see the below examples of playgrounds that may be similar to those found in this subdivision. Note that these are only for reference but are indicative of the options of playgrounds that will be provided.




Fun With MATH!









ELEVATION A

3/32" = 1'-0"



ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.01	ELEVATION B - PARTIAL FLOOR PLANS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - EXTERIOR ELEVATIONS
A2.04	ELEVATION B - ROOF PLAN
A3.01	ELEVATION C - PARTIAL FLOOR PLANS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - EXTERIOR ELEVATIONS
A3.04	ELEVATION C - ROOF
A4.01	ELEVATION D - PARTIAL FLOOR PLANS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - EXTERIOR ELEVATIONS
A4.04	ELEVATION D - ROOF
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
A7.10	PLAN OPTIONS
A7.11	PLAN OPTIONS
A7.12	PLAN OPTIONS
A7.13	PLAN OPTIONS
A7.14	PLAN OPTIONS
A7.15	PLAN OPTIONS
A7.16	PLAN OPTIONS
A7.17	PLAN OPTIONS
A7.18	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF4.00	FOUNDATION - ELEVATION D
SF7.00	PLAN OPTIONS

PLAN OPTIONS

- ELEVATION **A**
- ELEVATION **B**
- ELEVATION **C**
- ELEVATION **D**
- OPT. SIDE LOAD GARAGE
- OPT. EXTENDED PATIO
- OPT. REAR COVERED PORCH
- OPT. PORCH FIREPLACE
- OPT. GREAT ROOM SLIDER
- OPT. GREAT ROOM COFFERED CEILING
- OPT. FIREPLACE BUILT-INS
- OPT. STUDY COFFERED CEILLING
- OPT. 1/2 BATH VANITY
- OPT. LAUNDRY SINK
- OPT. LAUNDRY DOOR
- OPT. OWNERS BATH 1
- OPT. OWNERS BATH 2
- OPT. OWNERS CLOSET SHELVES
- OPT. OWNERS BEDROOM TRAY CEILINGS
- OPT. KITCHEN ISLAND
- OPT. DOUBLE OVEN
- OPT. ISLAND MIRCOWAVE
- OPT. BEDROOM 6

Brightland HOMES

PROJECT NAME

BRADFORD

PREMIER SERIES

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PLAN NO.

3510

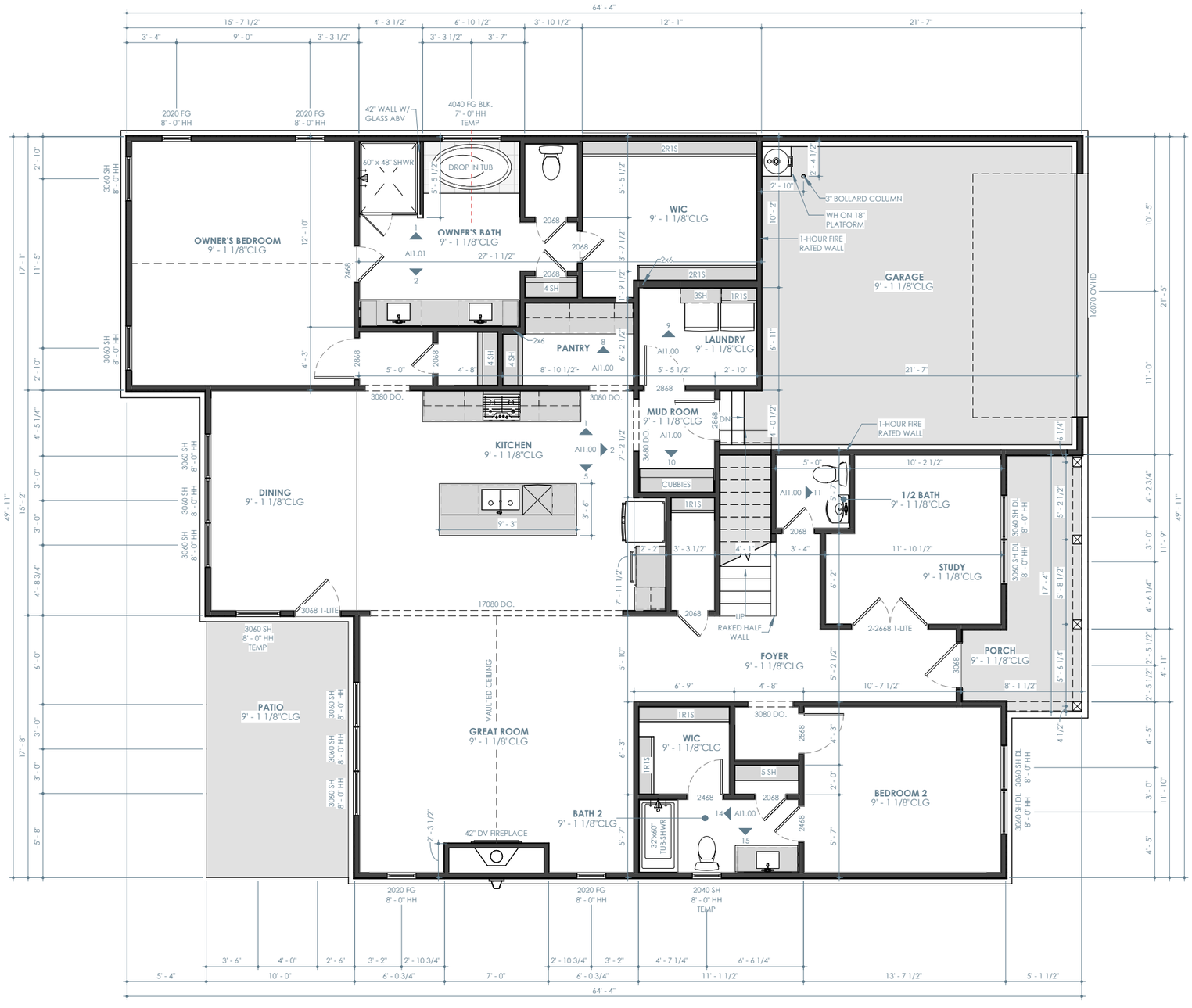
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
FIRST FLOOR	2028 SF
SECOND FLOOR	1466 SF
TOTAL	3493 SF

ELEVATION A - LIVING	
FIRST FLOOR	2230 SF
SECOND FLOOR	1403 SF
TOTAL	3633 SF

TOTAL UNDER ROOF	4382 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

Brightland HOMES

PROJECT NAME

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PLAN NO.

3510

ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A -SECOND FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

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ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

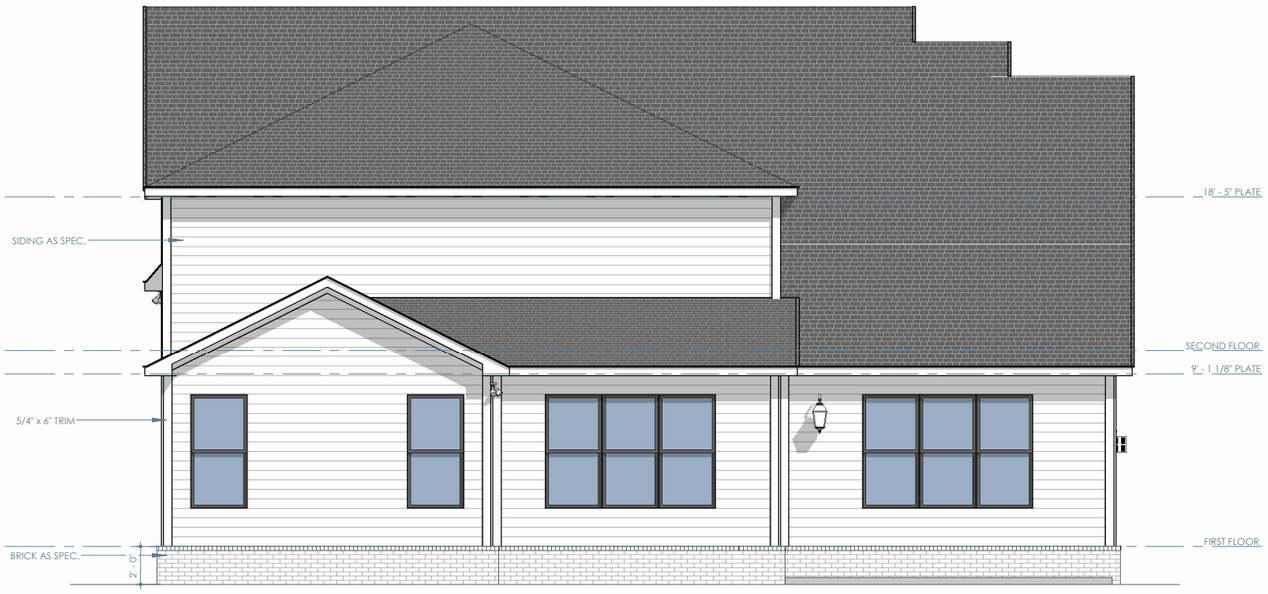
SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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PLAN NO.

3510

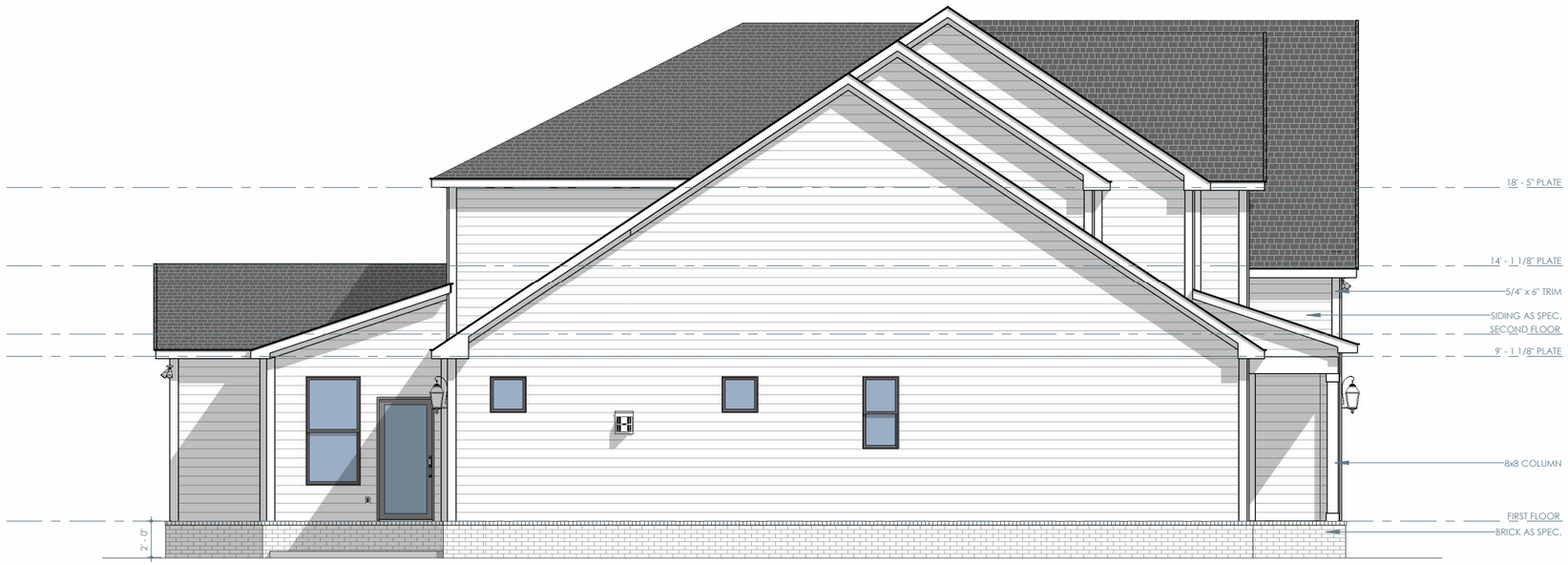
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

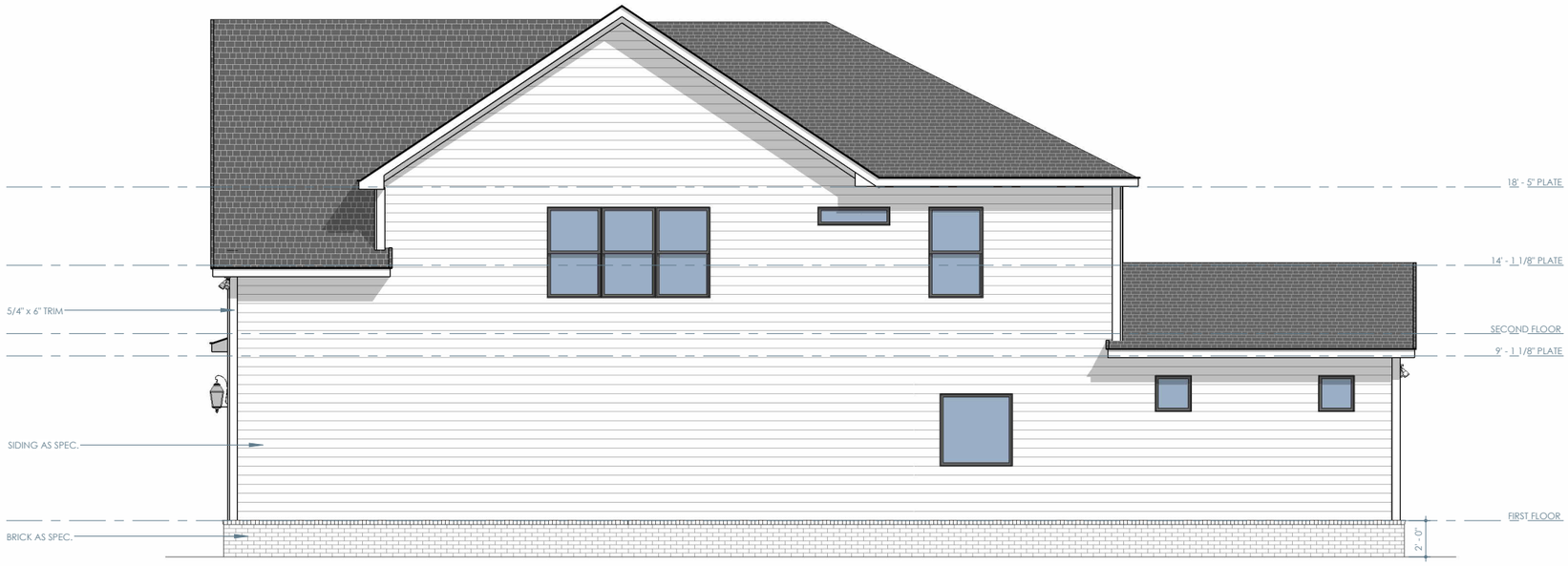
SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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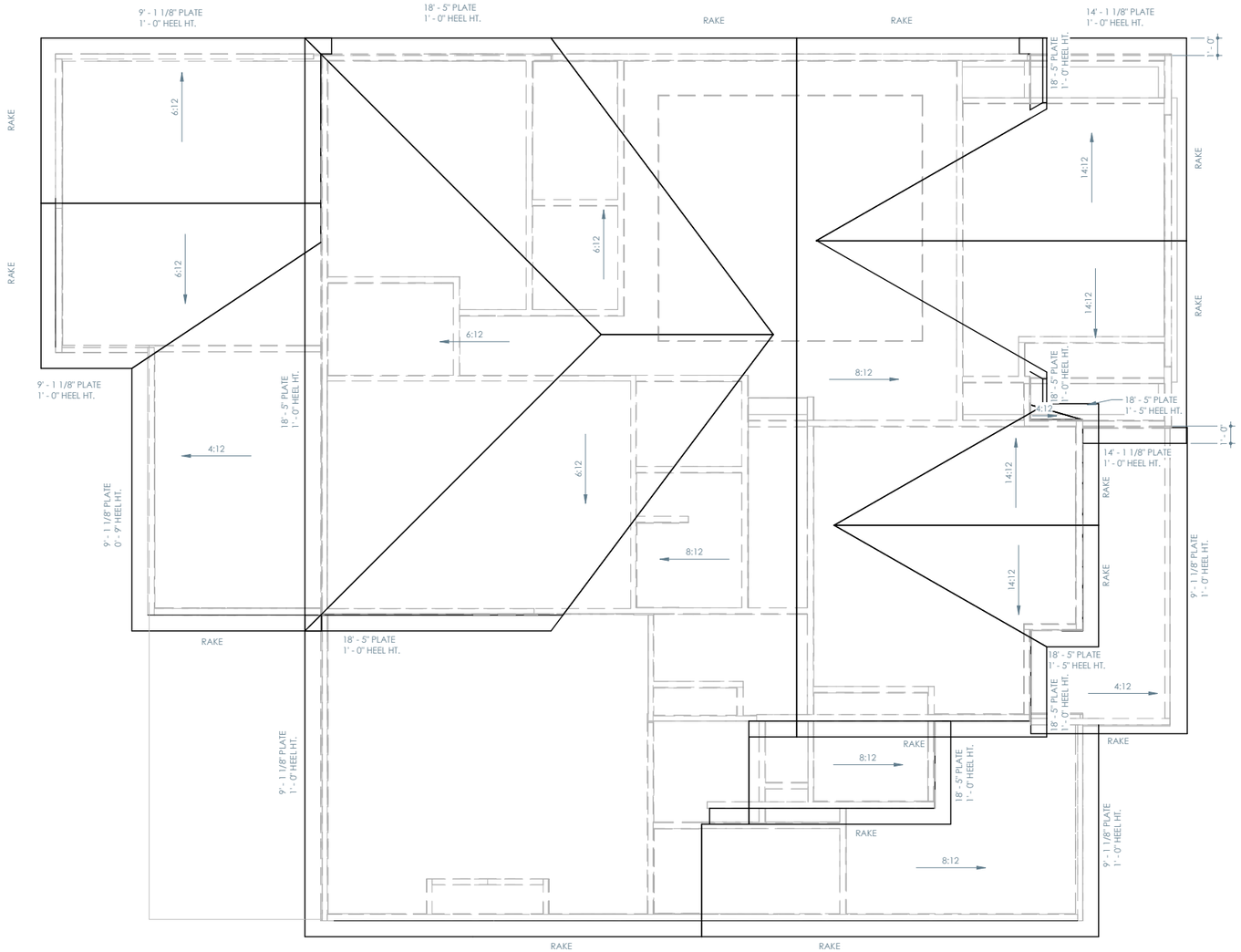
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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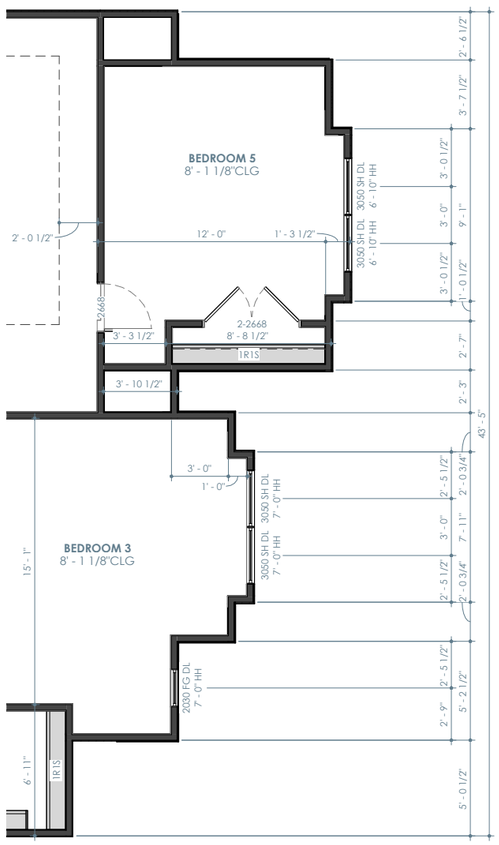
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - ROOF PLAN

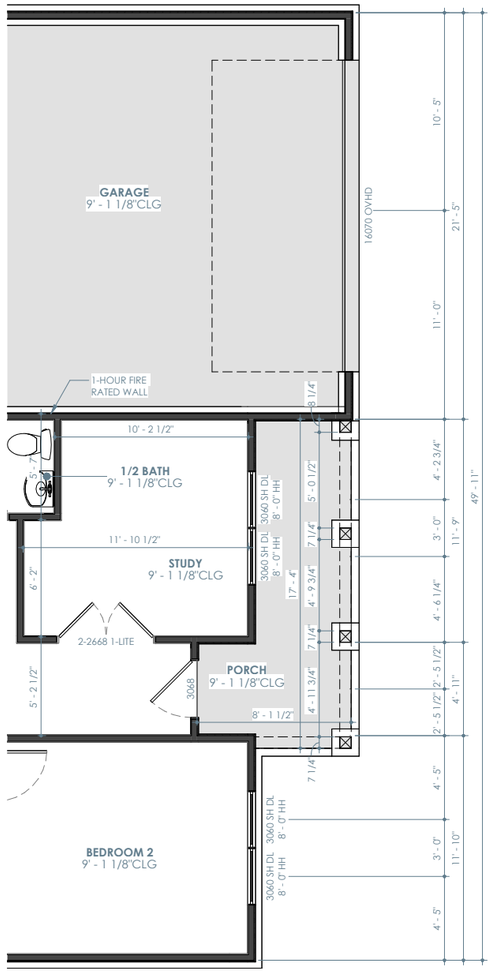
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING	
FIRST FLOOR	2230 SF
SECOND FLOOR	1419 SF
TOTAL	3648 SF

ELEVATION B - NON-LIVING	
GARAGE	469 SF
PORCH	96 SF
PATIO	177 SF
TOTAL	741 SF
TOTAL UNDER ROOF	4390 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

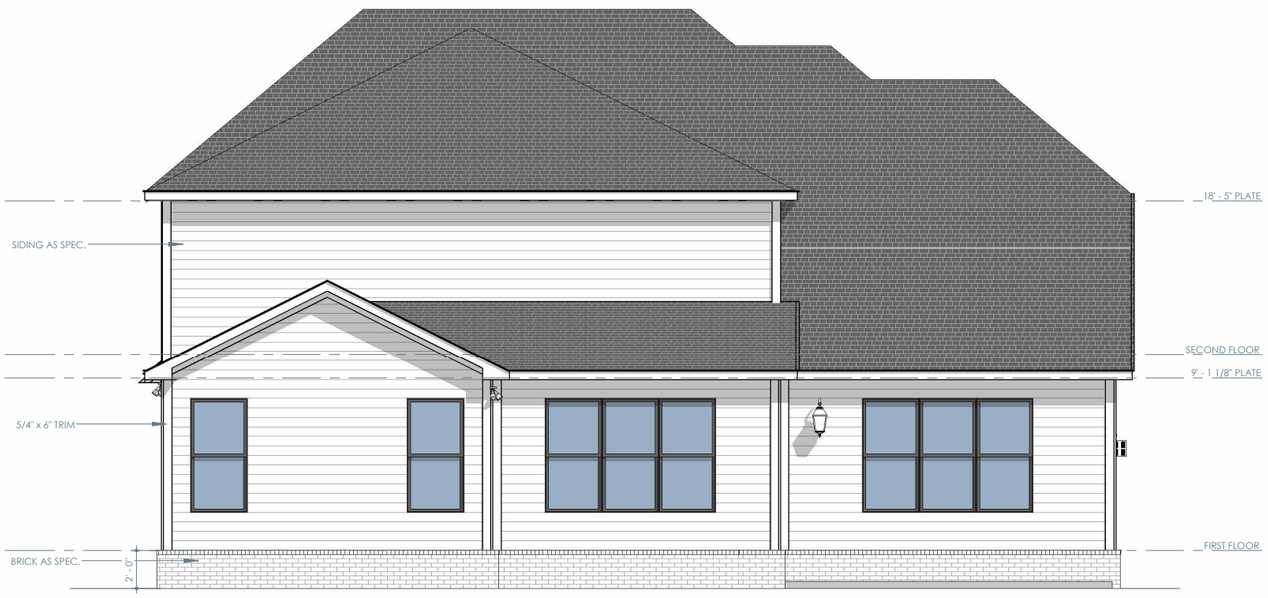
SHEET NO.

A2.01



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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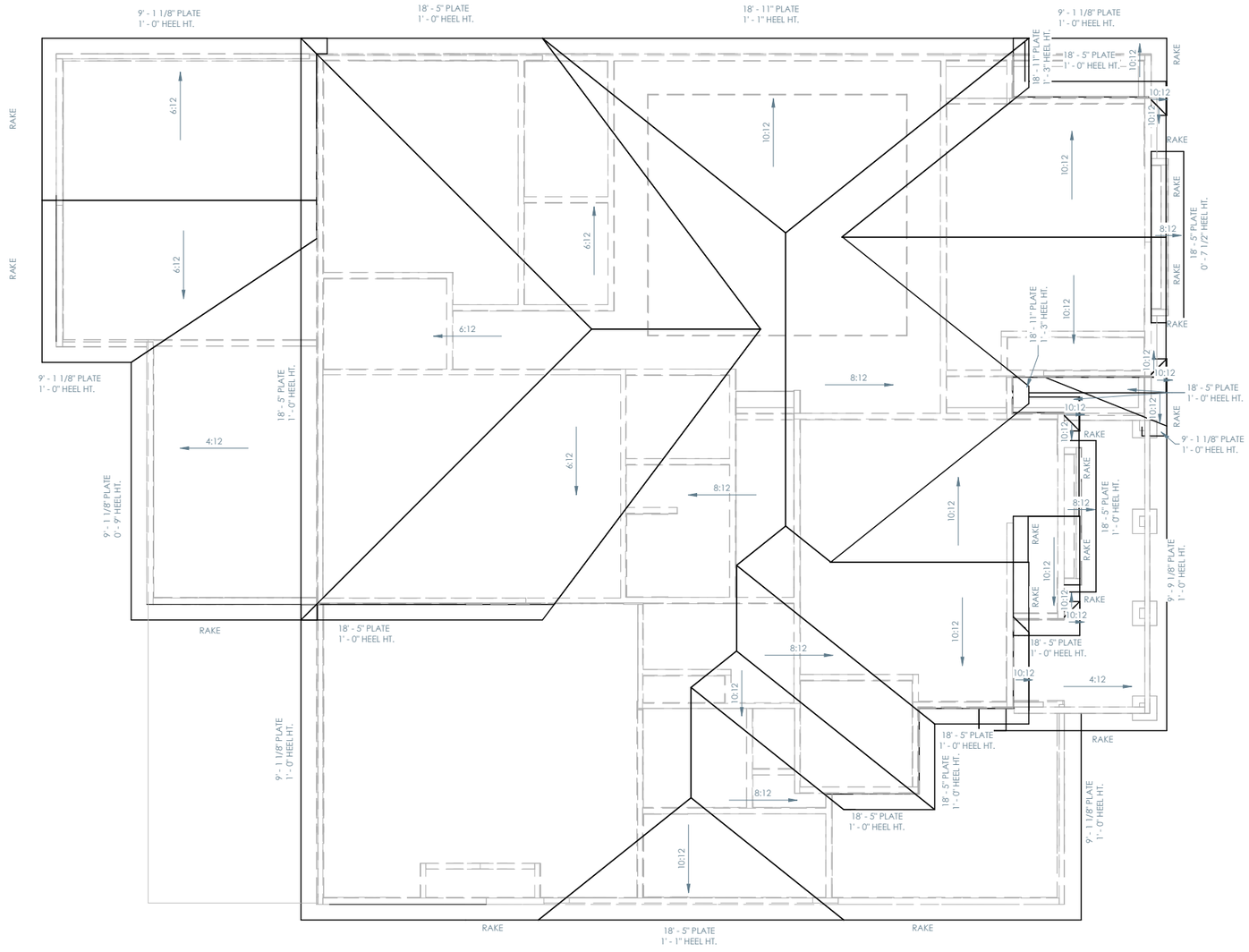
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.03



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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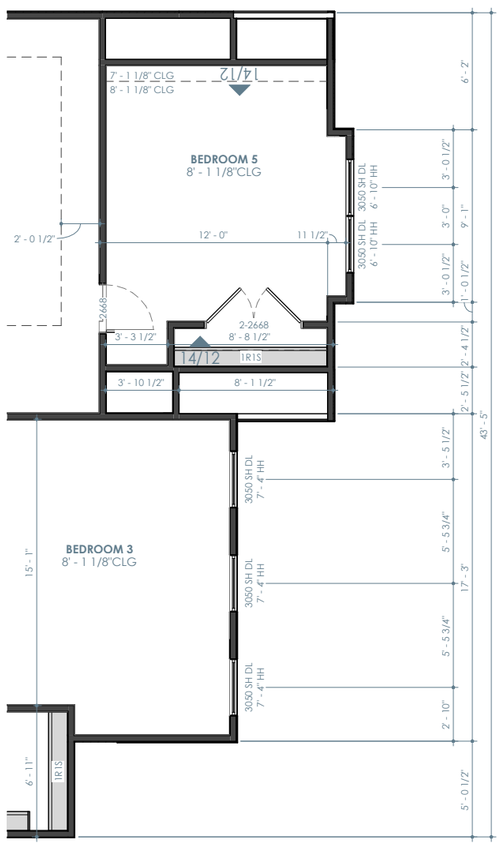
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

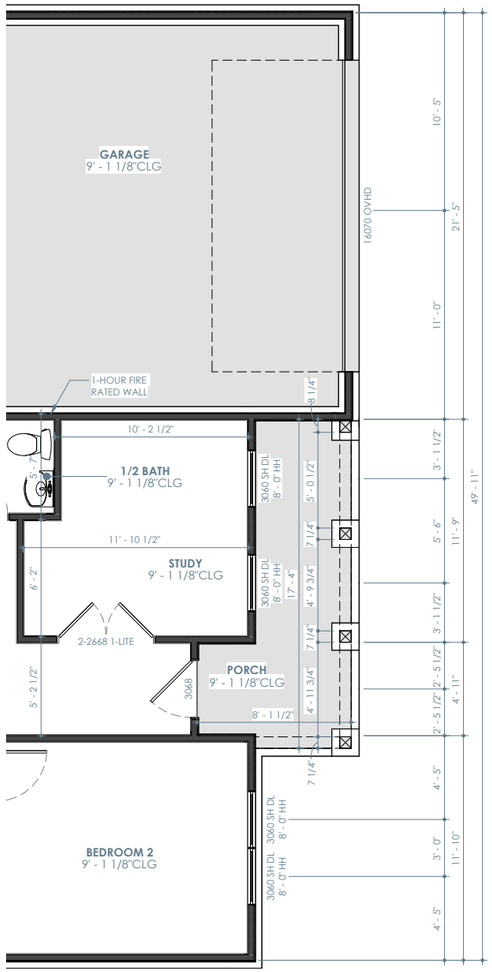
SHEET NO.

A2.04



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - LIVING	
FIRST FLOOR	2230 SF
SECOND FLOOR	1428 SF
TOTAL	3657 SF

ELEVATION C - NON-LIVING	
GARAGE	469 SF
PORCH	96 SF
PATIO	177 SF
TOTAL	741 SF
TOTAL UNDER ROOF	4399 SF

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

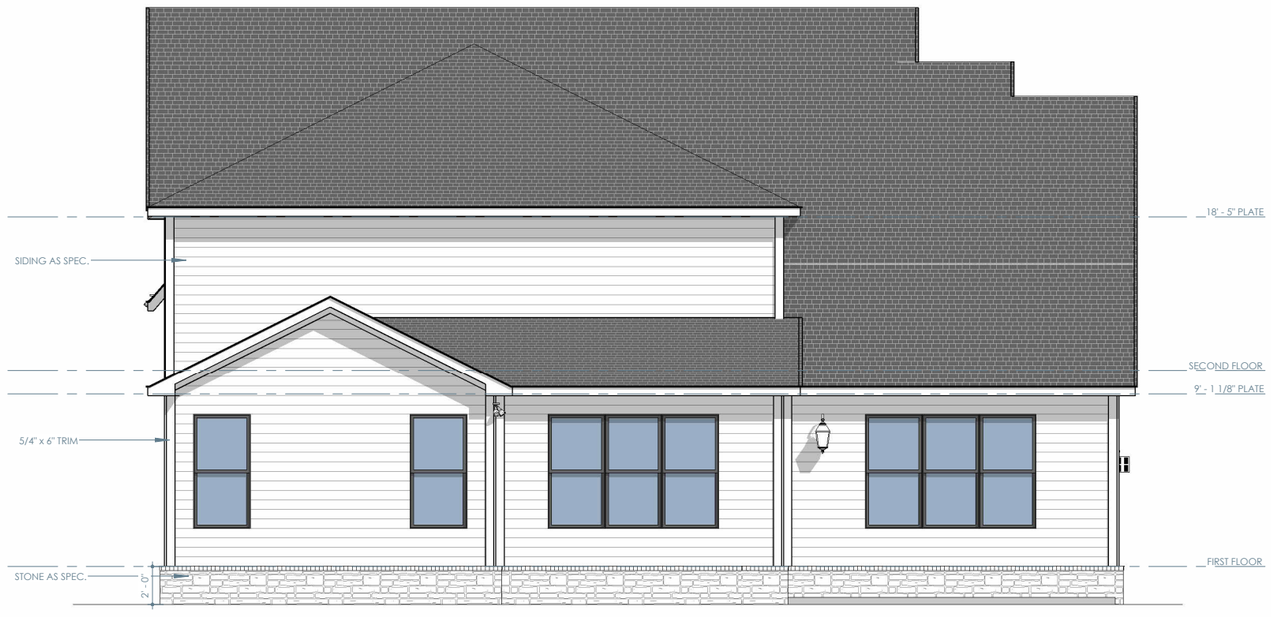
SHEET NO.

A3.01



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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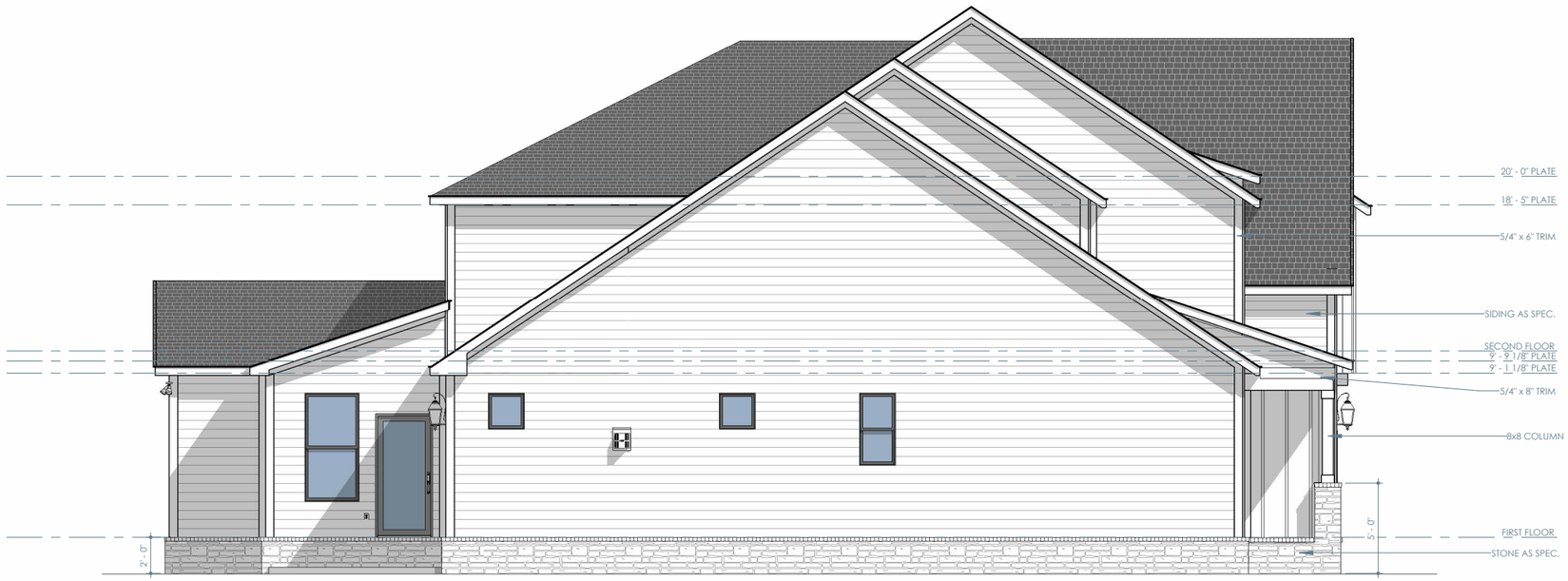
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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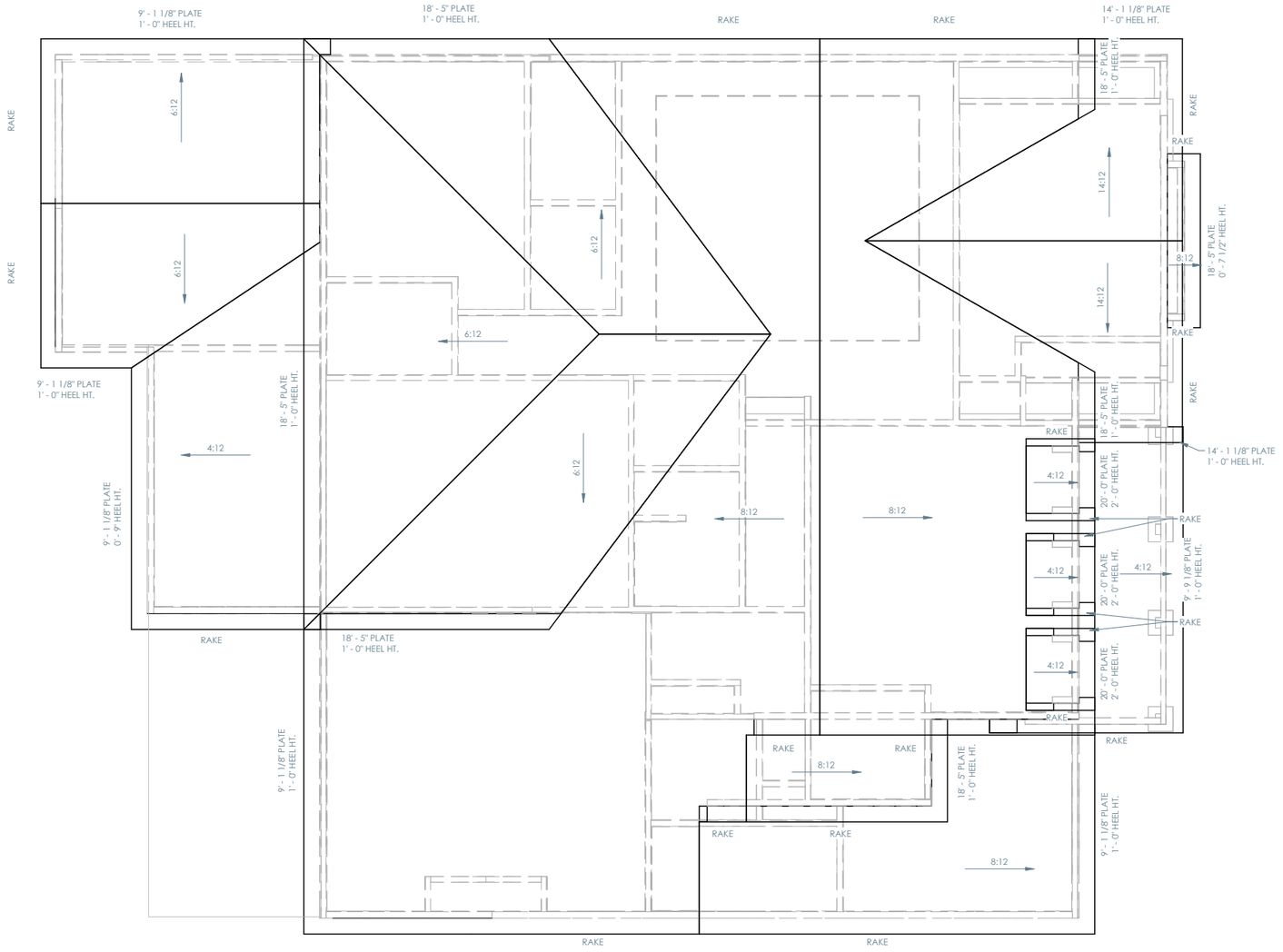
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.03



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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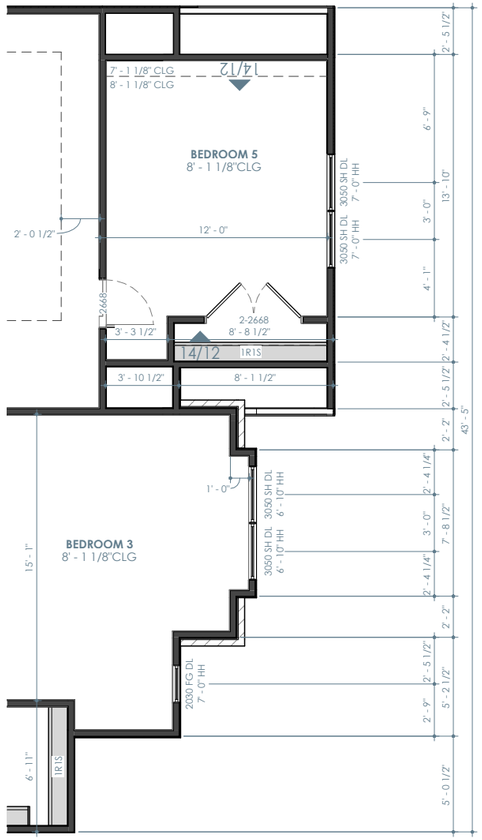
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - ROOF

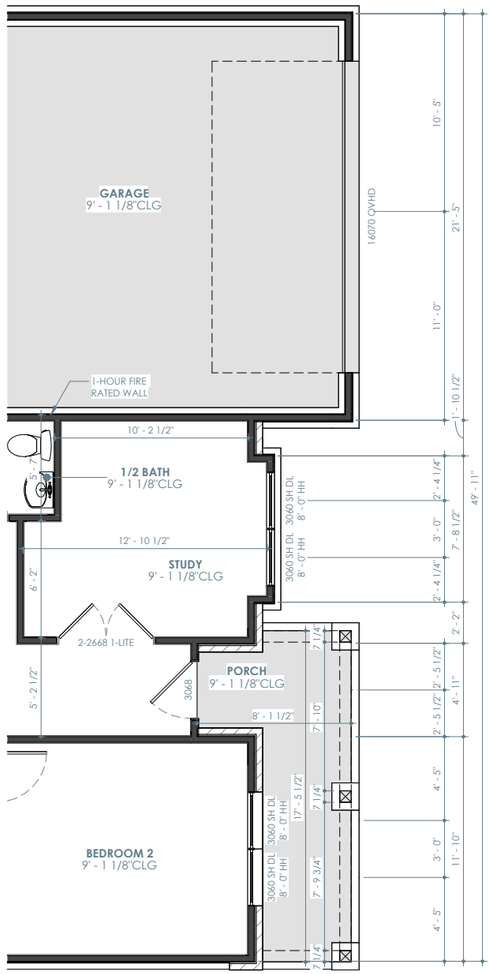
SHEET NO.

A3.04



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D- FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING	
FIRST FLOOR	2249 SF
SECOND FLOOR	1416 SF
TOTAL	3665 SF

ELEVATION D - NON-LIVING	
GARAGE	469 SF
PORCH	93 SF
PATIO	177 SF
TOTAL	739 SF
TOTAL UNDER ROOF	4403 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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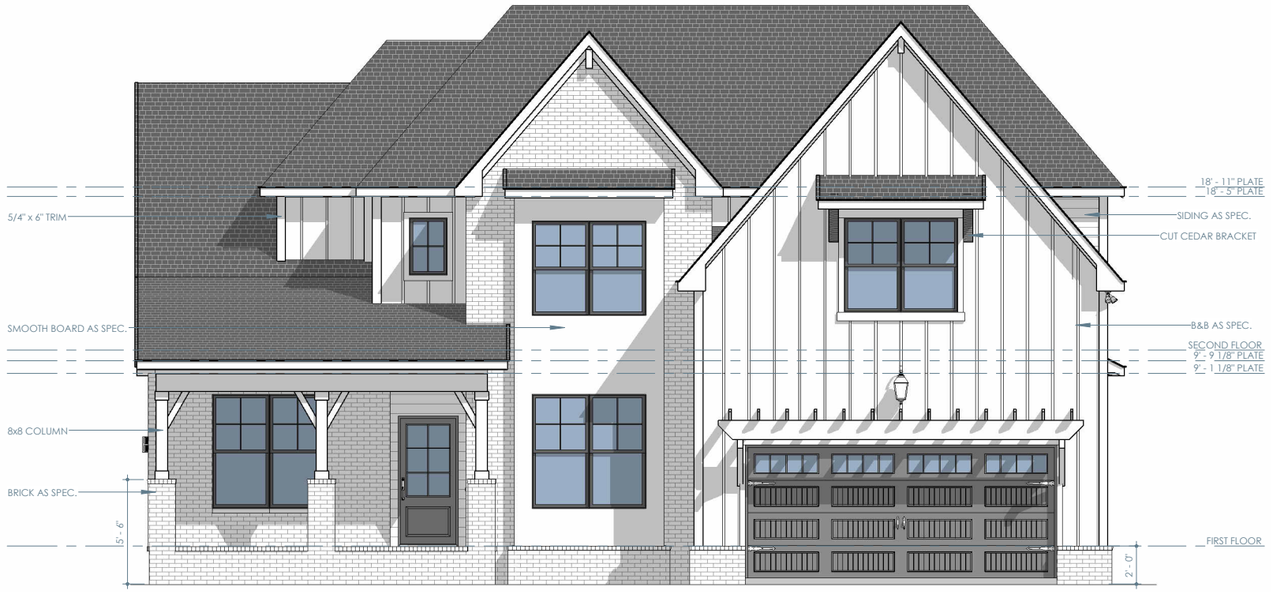
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

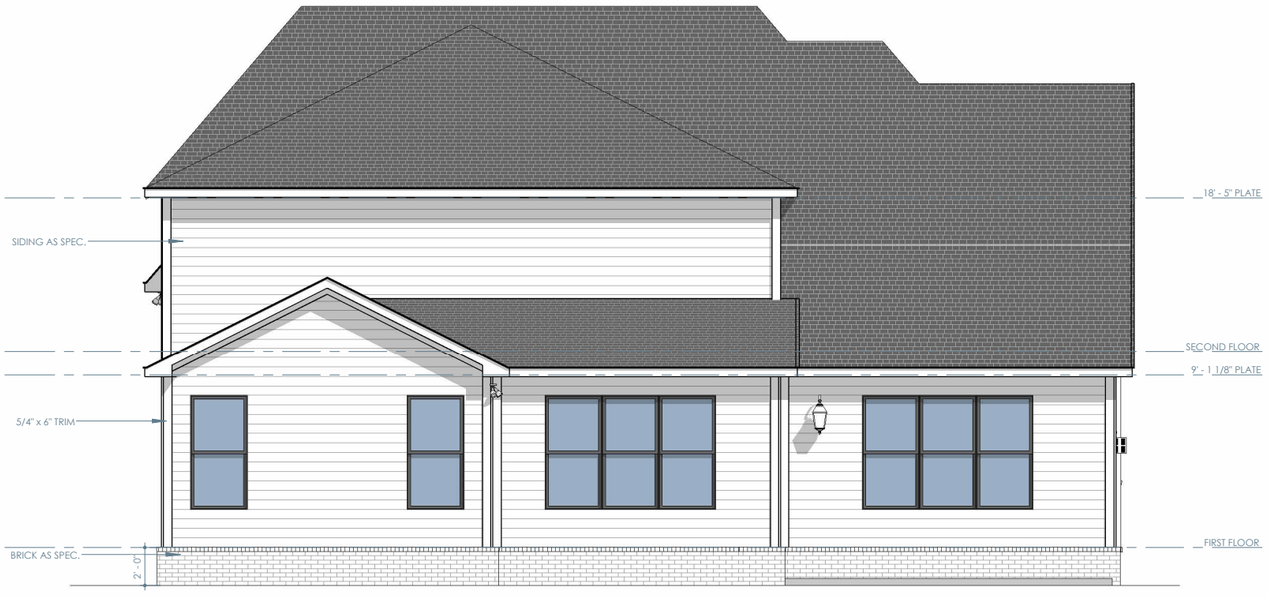
SHEET NO.

A4.01



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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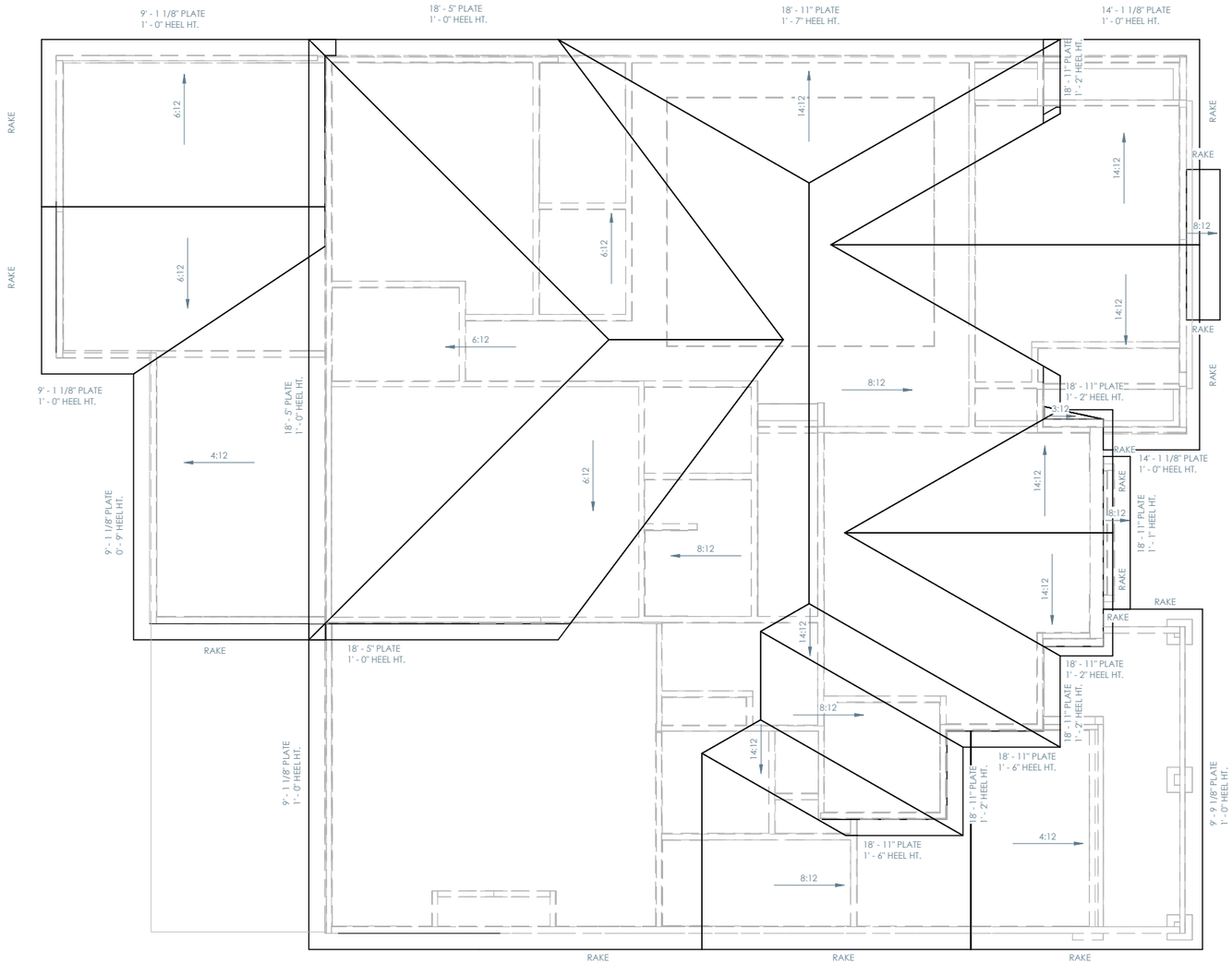
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.03



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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PLAN NO.

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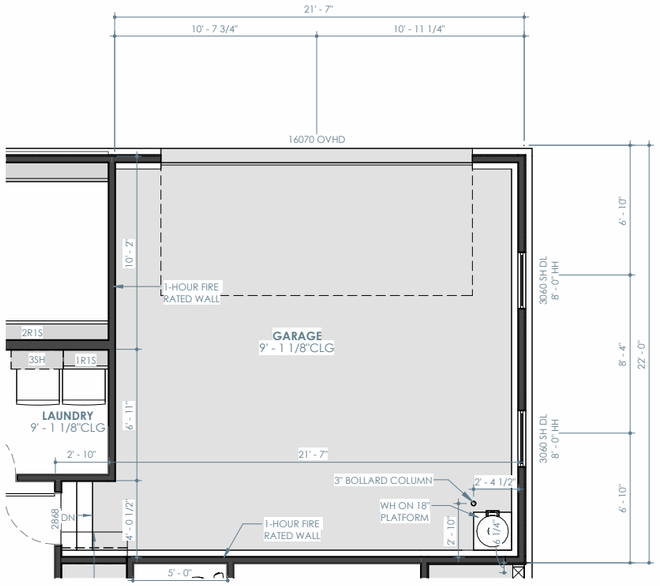
SHEET NAME

ELEVATION D - ROOF

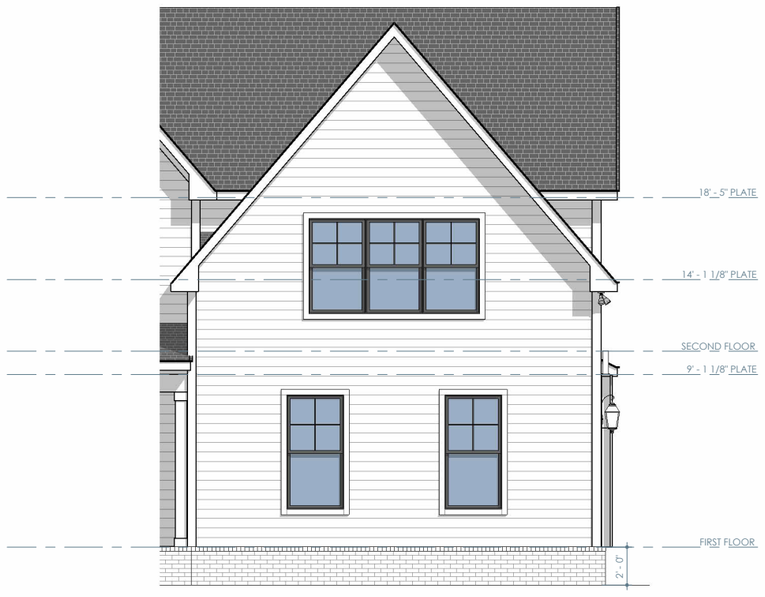
SHEET NO.

A4.04



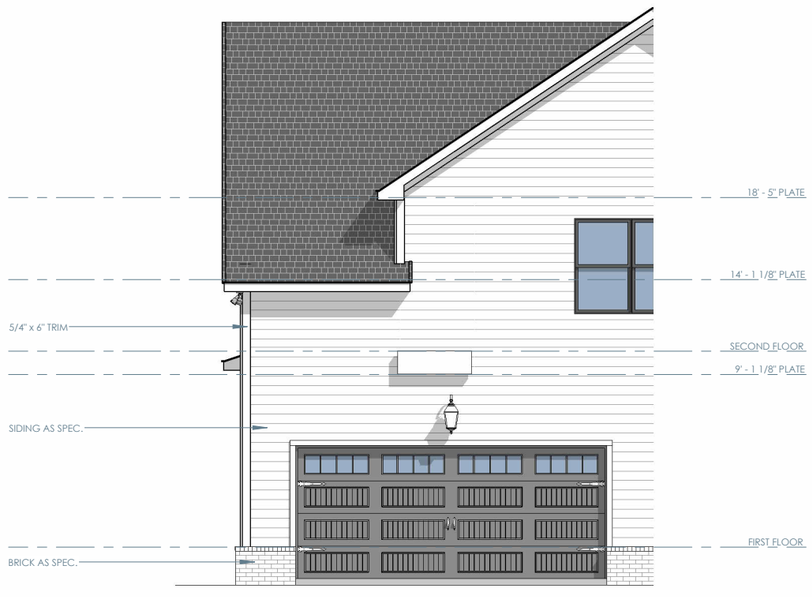
OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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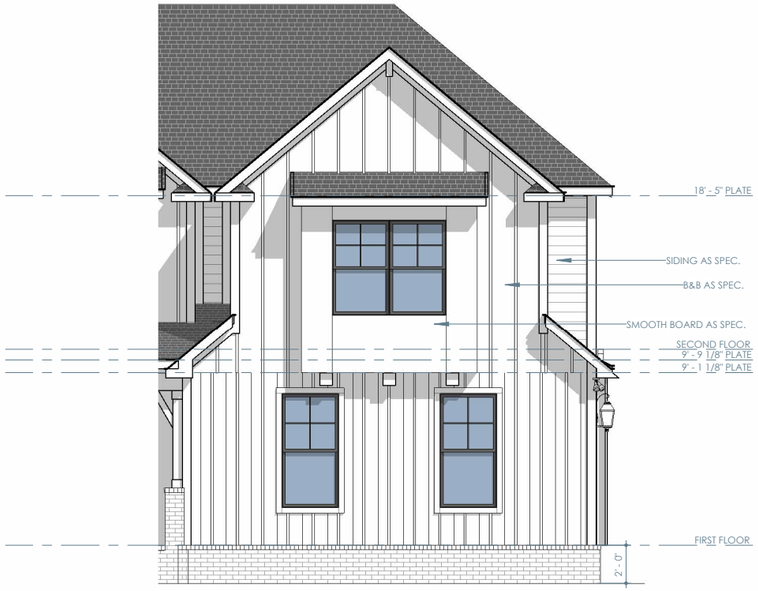
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

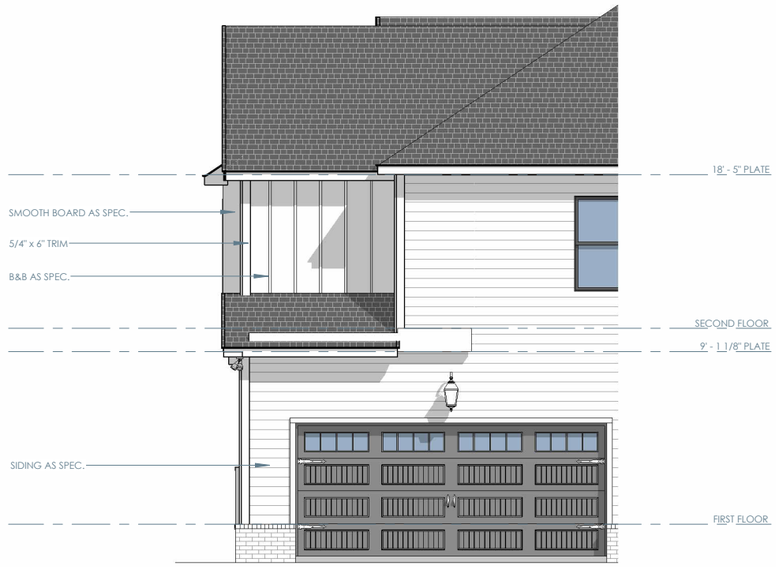
SHEET NO.

A7.00



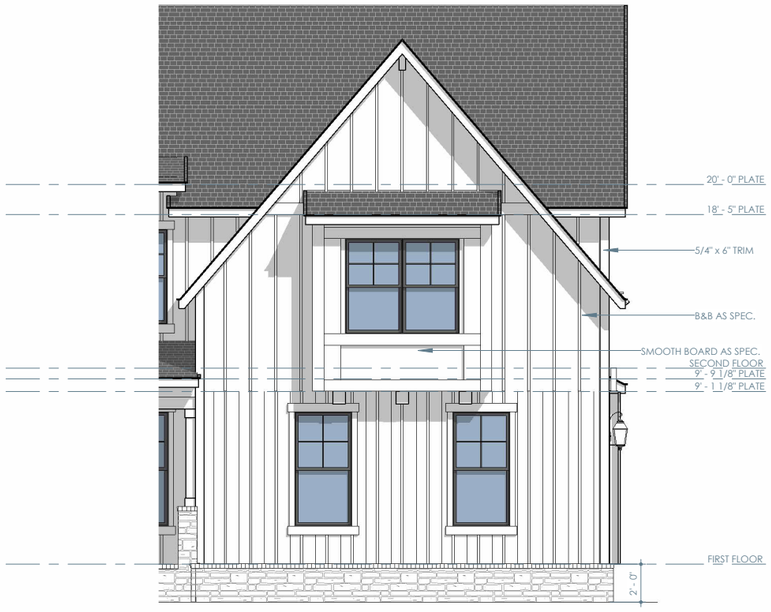
ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



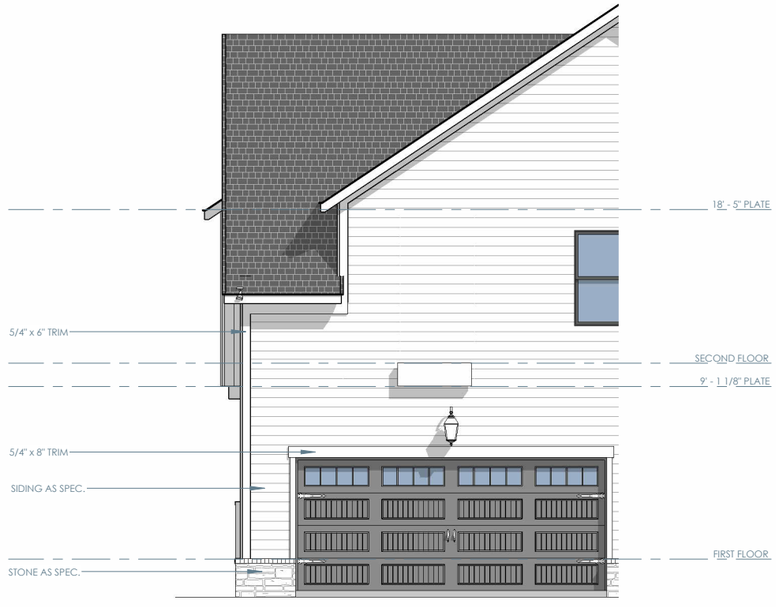
ELEVATION B - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE RIGHT

1/8" = 1'-0"

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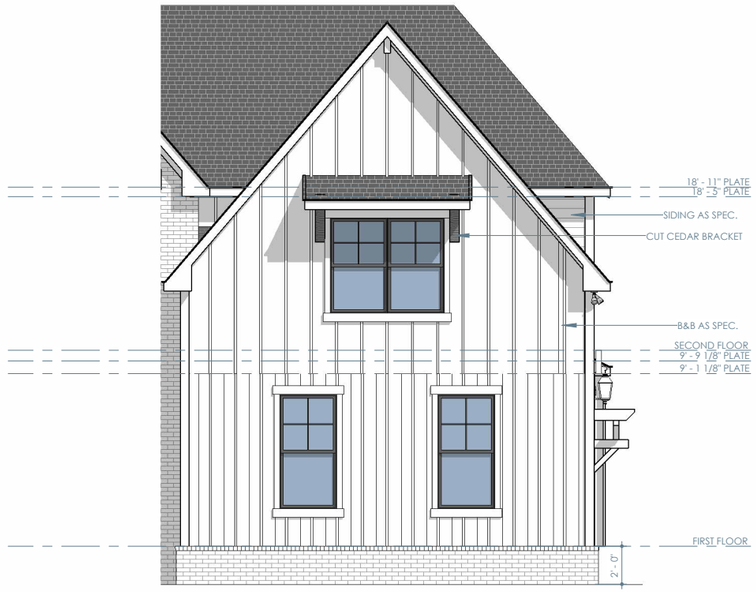
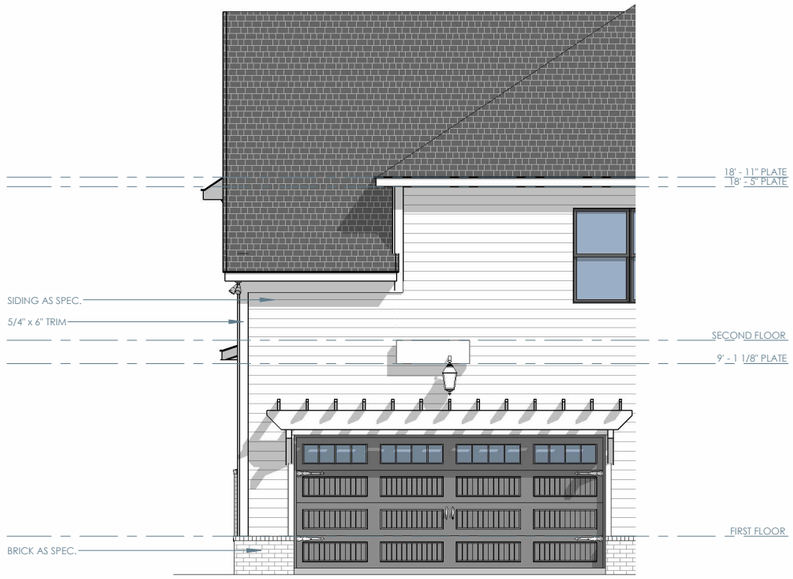
SHEET NO.

A7.01



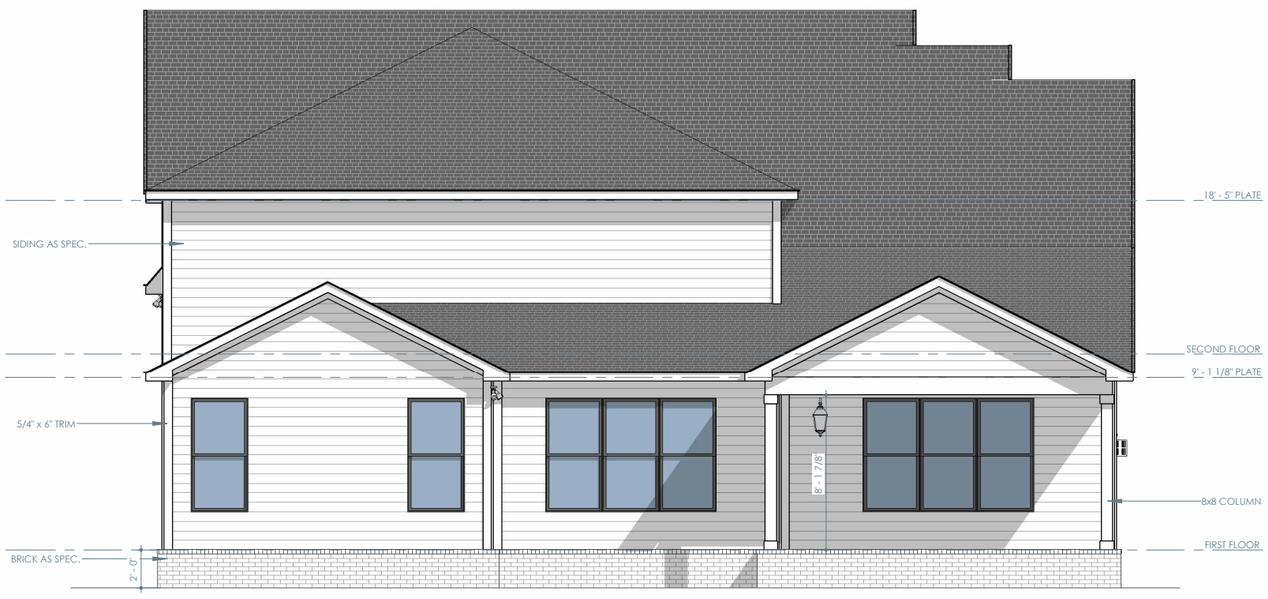
ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



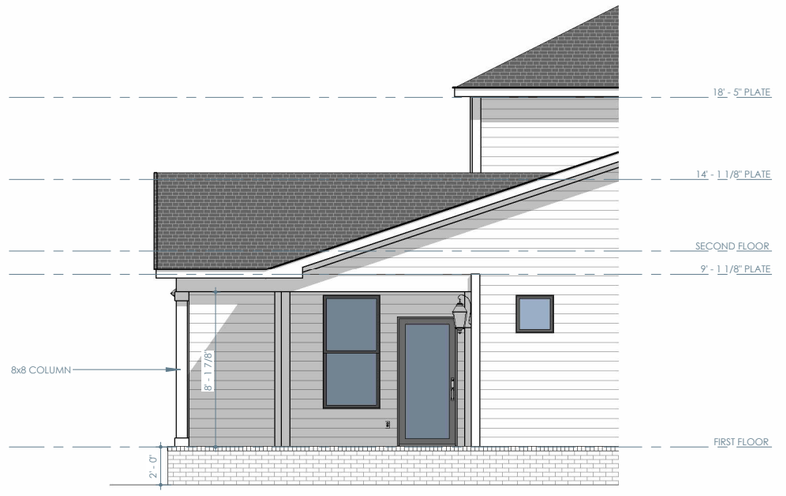
ELEVATION D - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



OPT. EXTENDED PATIO - REAR

1/8" = 1'-0"



OPT. EXTENDED PATIO - LEFT

1/8" = 1'-0"

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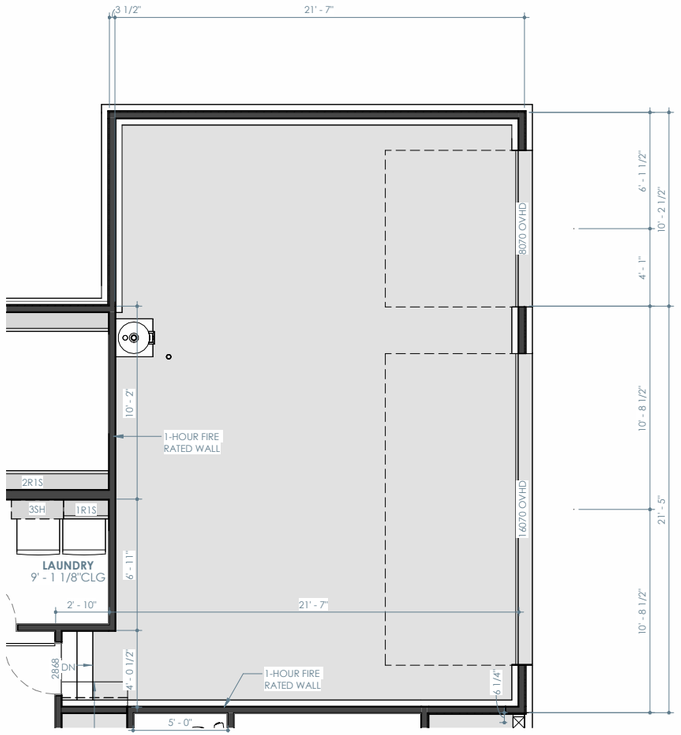
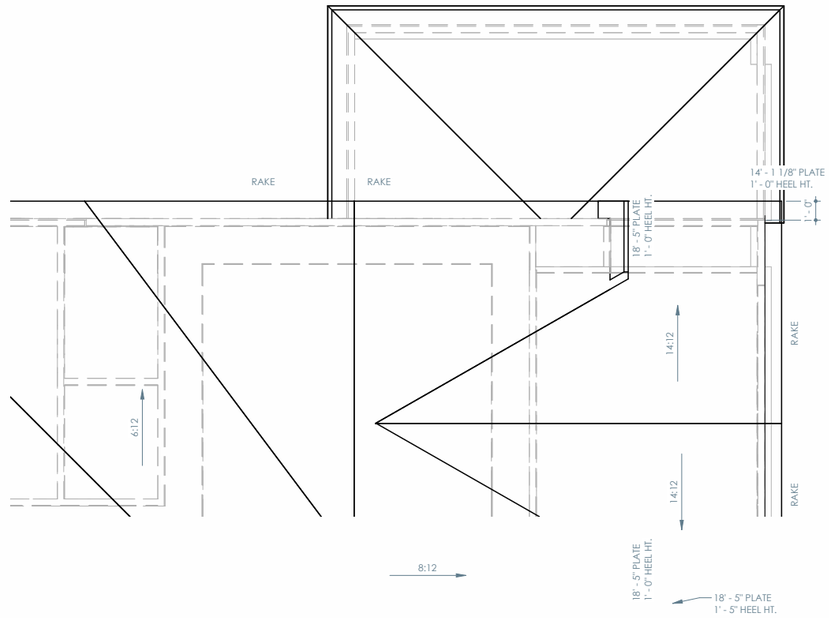
SHEET NO.

A7.02



OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



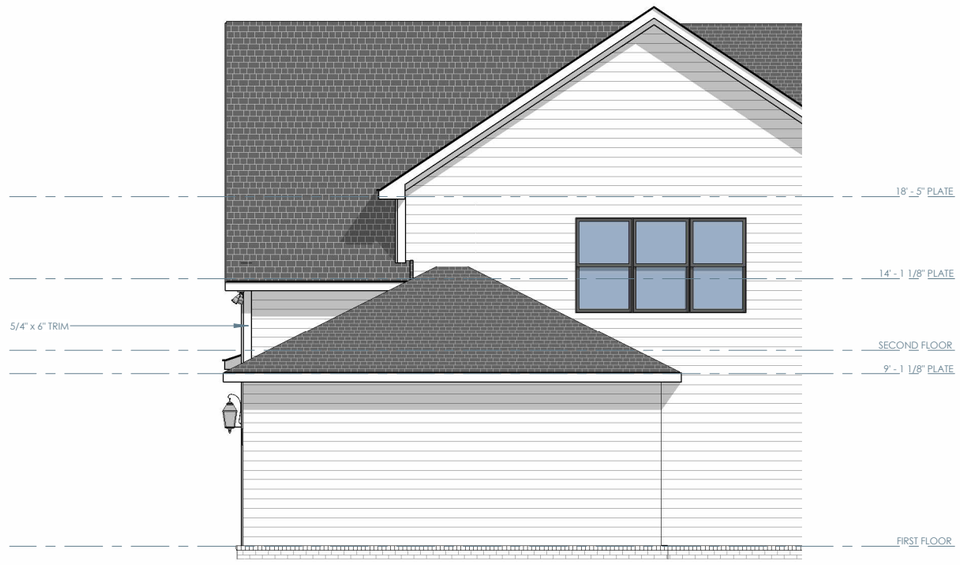
OPT. 3 CAR GARAGE - ELEV A - ROOF PLAN

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION A - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION A - RIGHT

1/8" = 1'-0"

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SHEET NAME

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SHEET NO.

A7.03



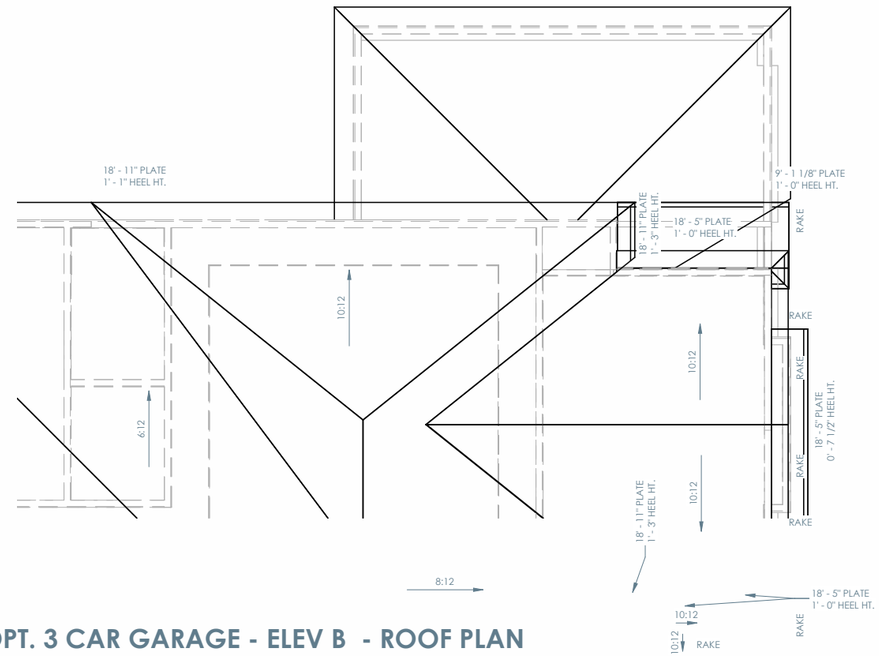
OPT. 3 CAR GARAGE - ELEVATION B - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION B - RIGHT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEV B - ROOF PLAN

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.04



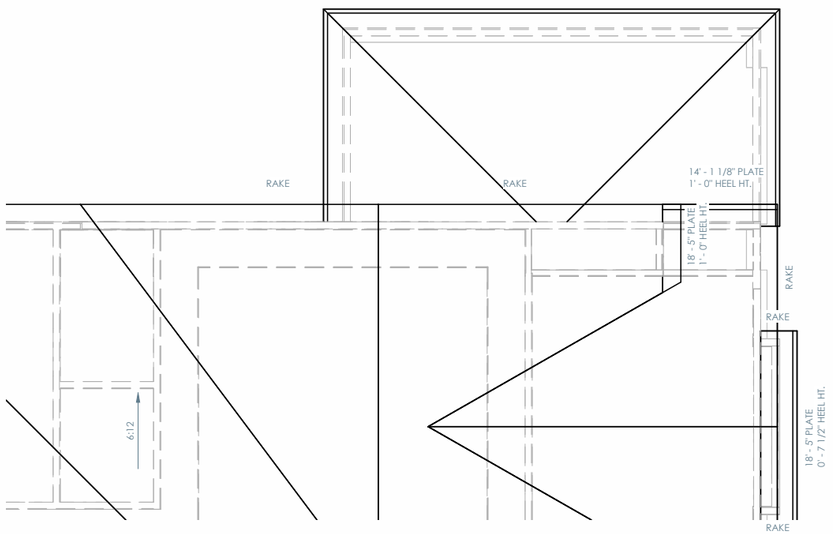
OPT. 3 CAR GARAGE - ELEVATION C - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION C - RIGHT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEV C - ROOF PLAN

1/8" = 1'-0"

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PLAN OPTIONS

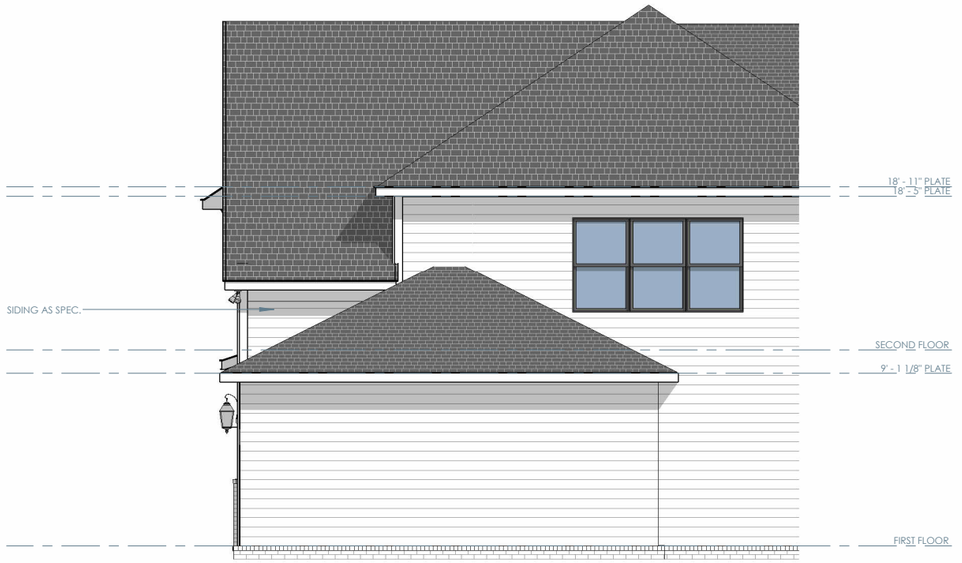
SHEET NO.

A7.05



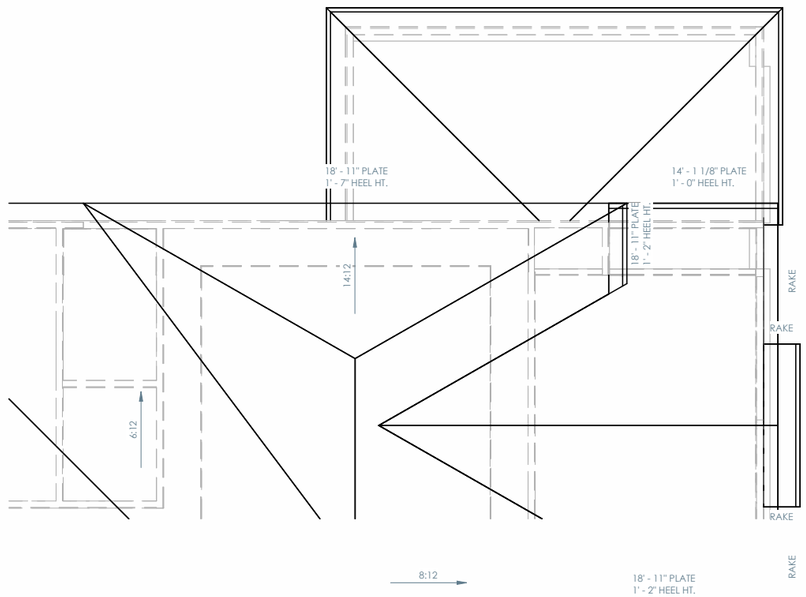
OPT. 3 CAR GARAGE - ELEVATION D - FRONT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEVATION D - RIGHT

1/8" = 1'-0"



OPT. 3 CAR GARAGE - ELEV D - ROOF PLAN

1/8" = 1'-0"

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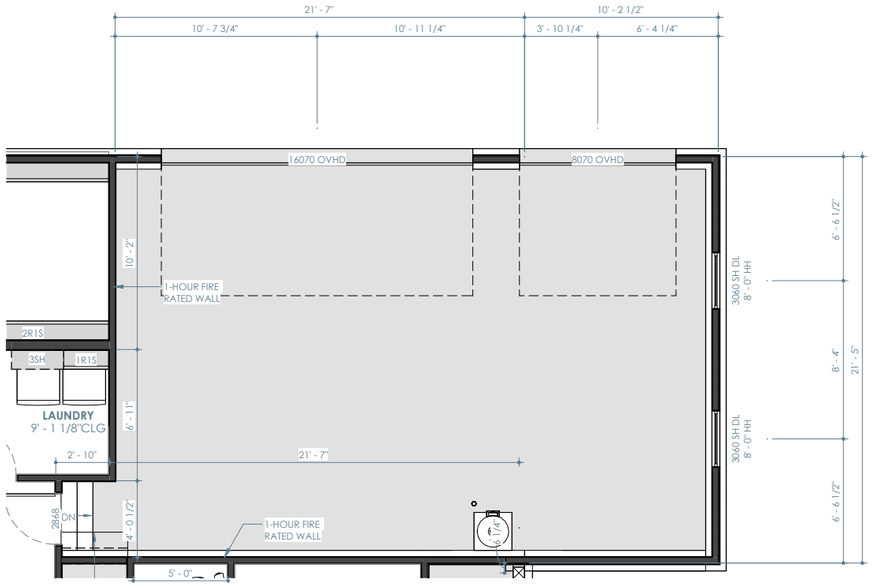
SHEET NAME

PLAN OPTIONS

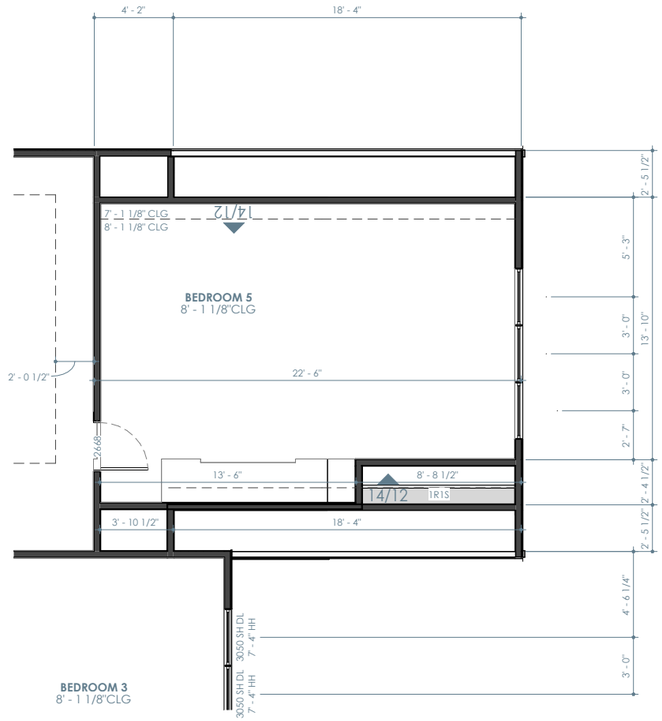
SHEET NO.

A7.06



OPT. 3 CAR SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - SECOND FLOOR PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

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SHEET NO.

A7.07



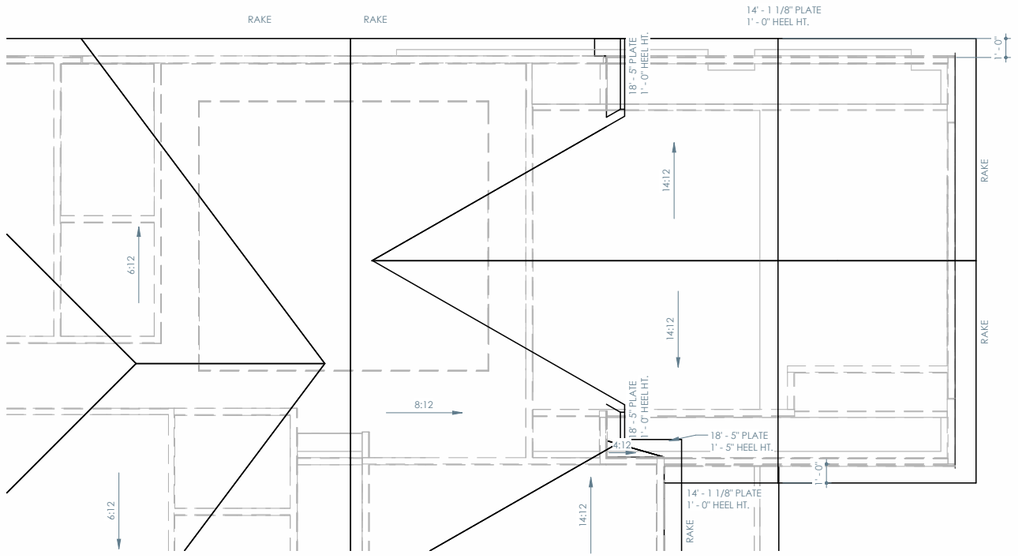
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION A - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION A - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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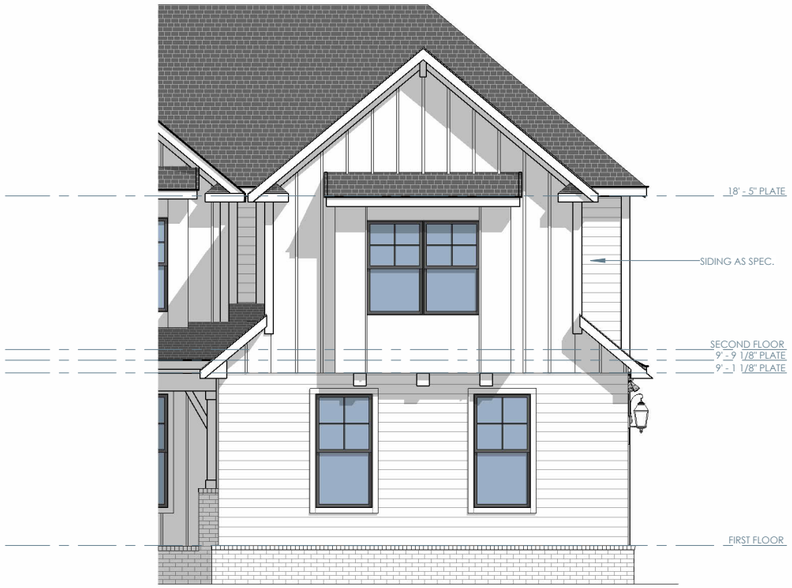
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.08



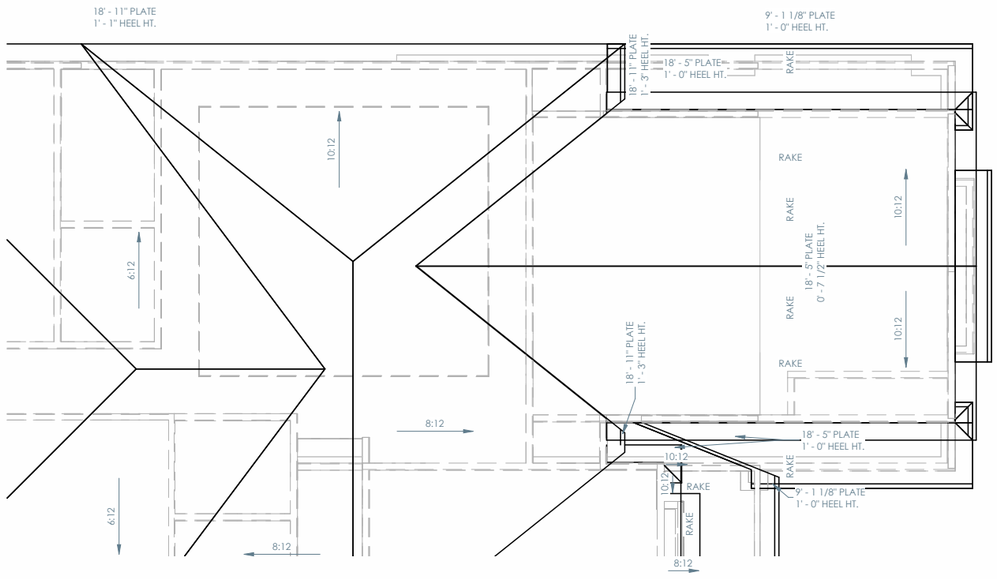
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION B - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION B - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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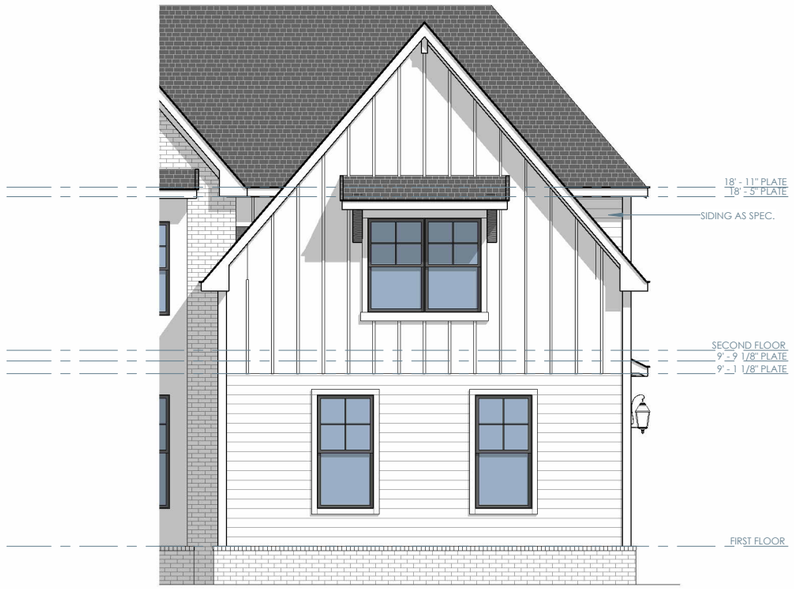
PLAN OPTIONS

SHEET NO.

A7.09



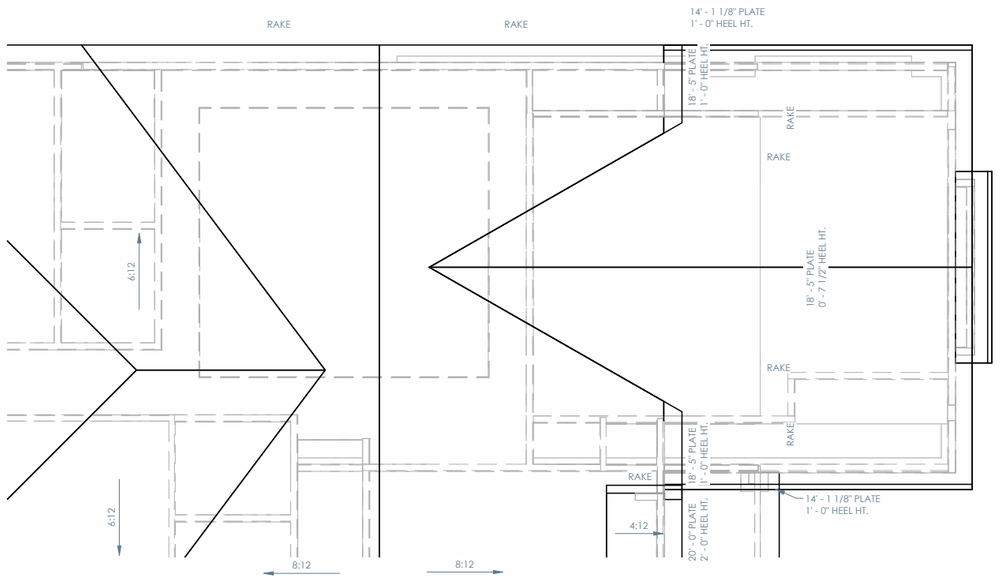
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION C - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION C - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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3510

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SCALE	1/8" = 1'-0"

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PLAN OPTIONS

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A7.10



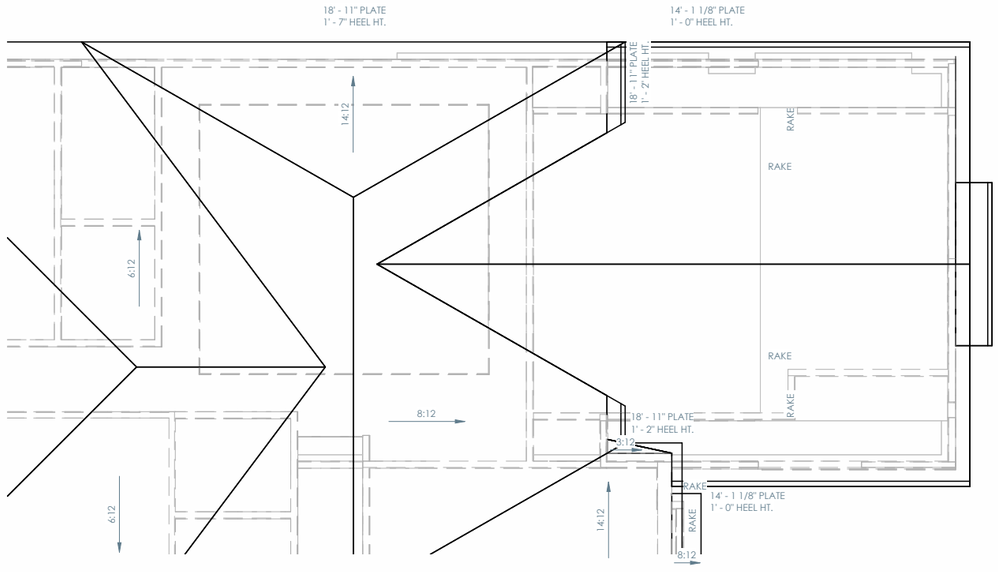
OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION D - FRONT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELEVATION D - RIGHT

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"

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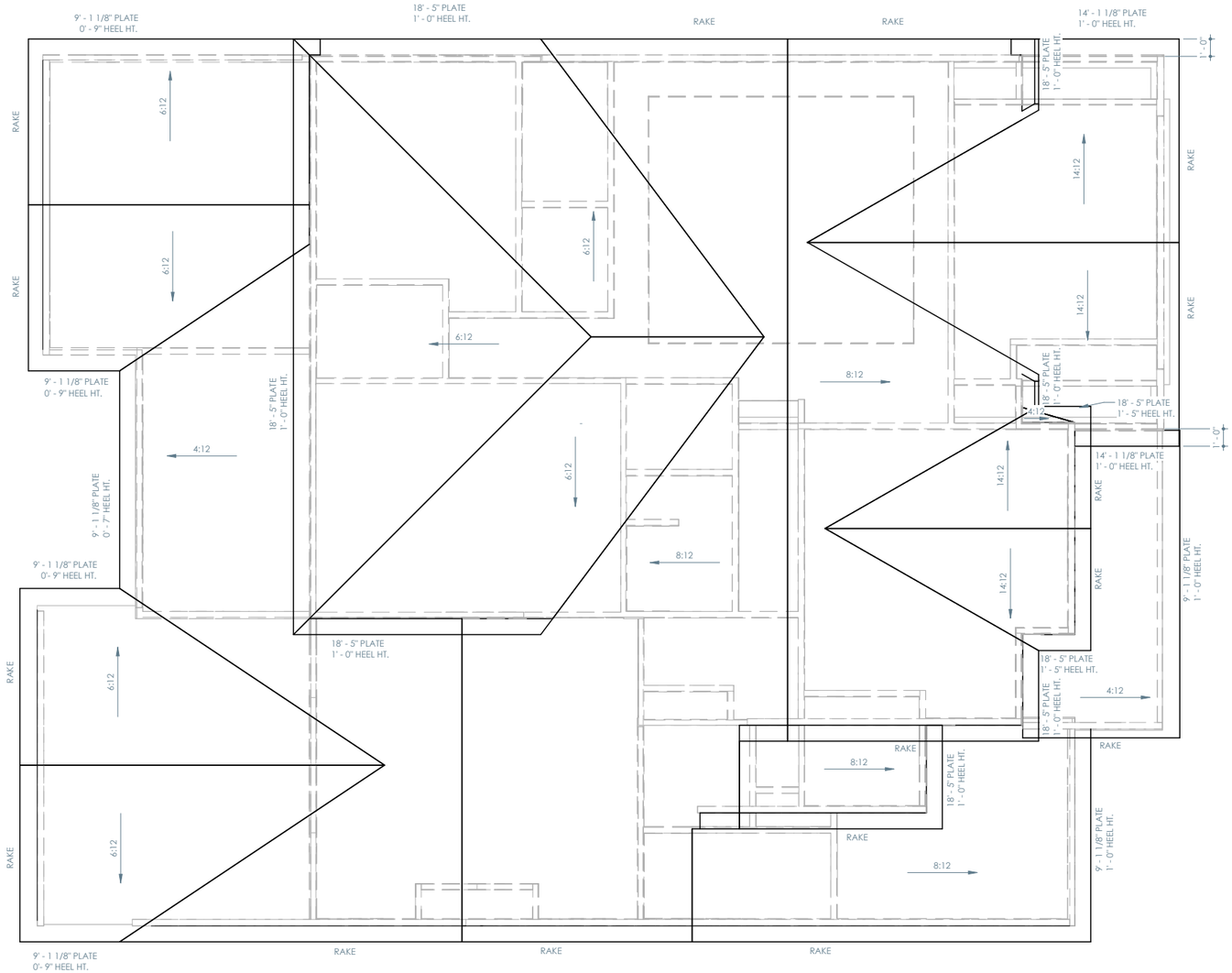
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

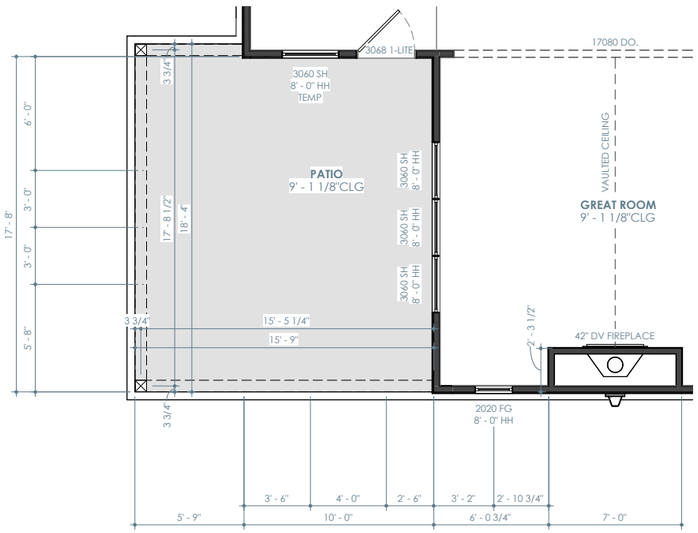
SHEET NO.

A7.11



OPT. EXTENDED PATIO - ROOF PLAN

1/8" = 1'-0"



OPT. EXTENDED PATIO - FIRST FLOOR PLAN

1/8" = 1'-0"

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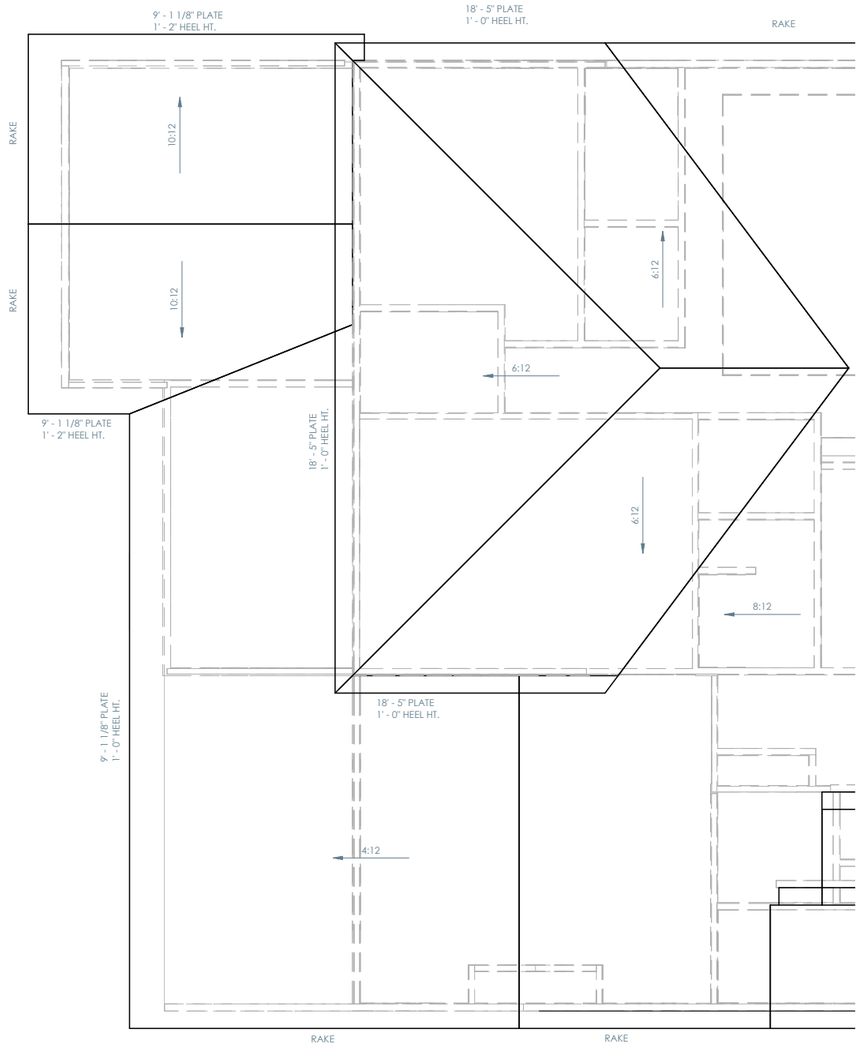
SHEET NAME

PLAN OPTIONS

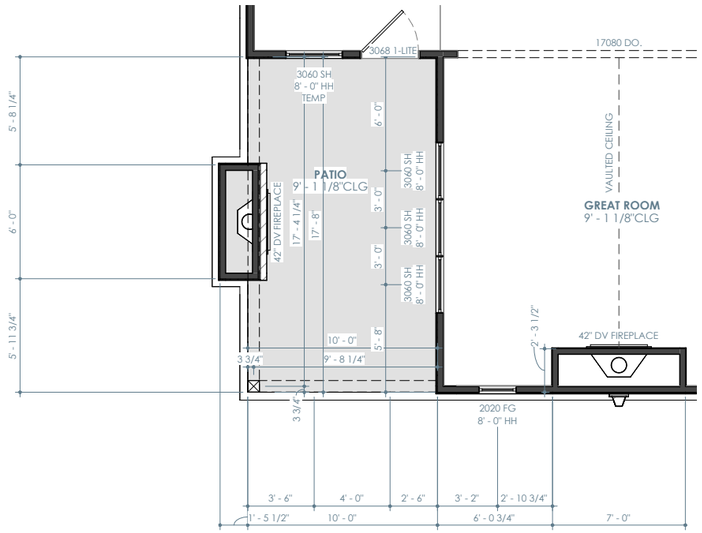
SHEET NO.

A7.12



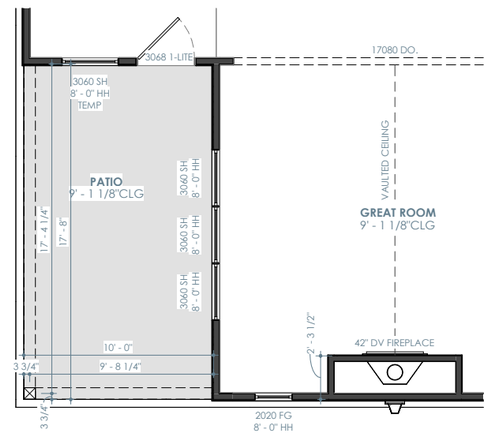
OPT. COVERED PATIO - ROOF PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH W/ OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH- FIRST FLOOR PLAN

1/8" = 1'-0"

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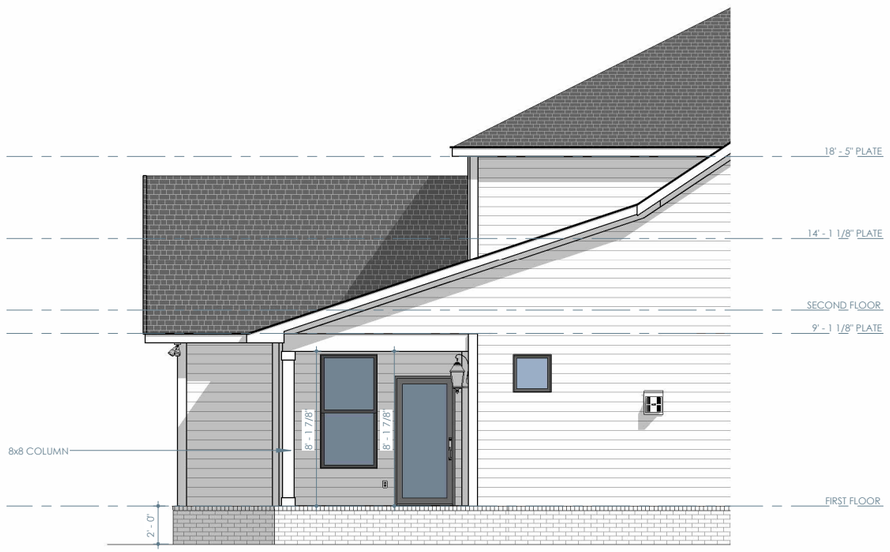
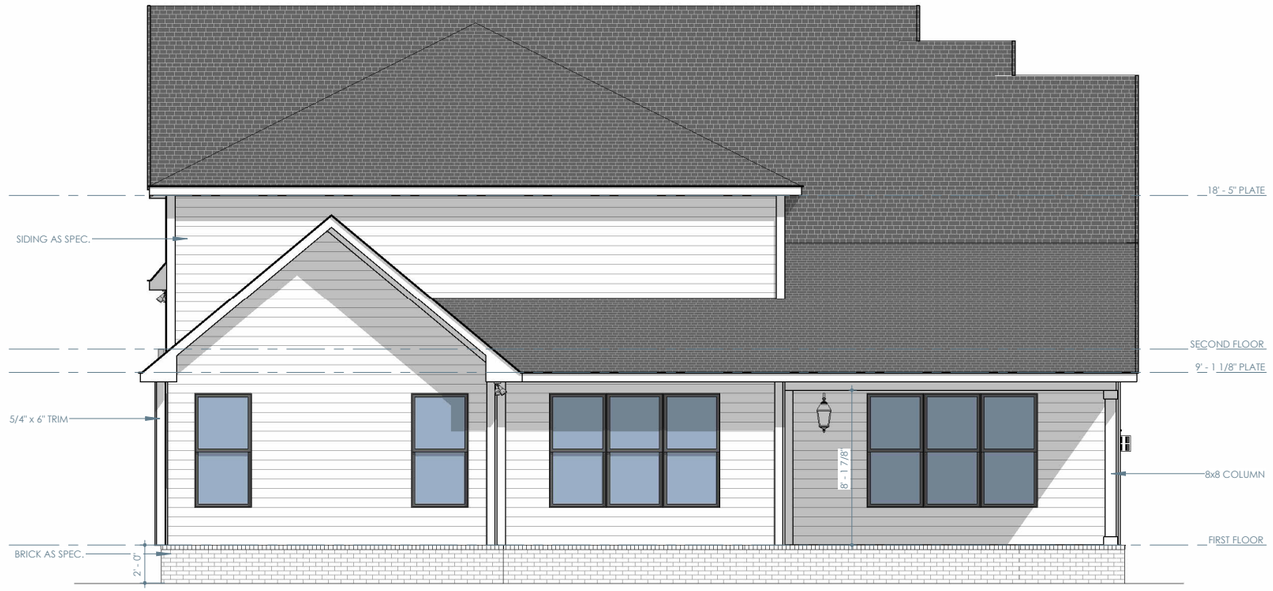
SHEET NO.

A7.13



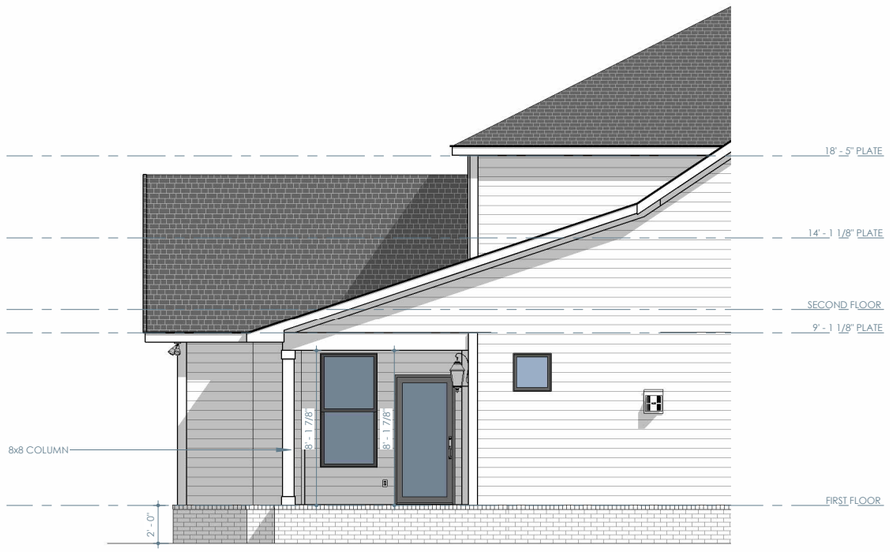
OPT. REAR COVERED PORCH - LEFT

1/8" = 1'-0"



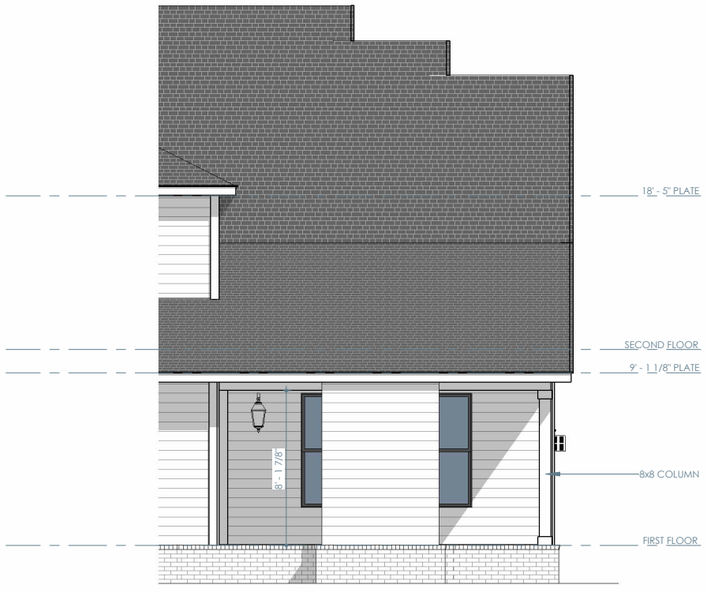
OPT. REAR COVERED PORCH - REAR

1/8" = 1'-0"



OPT. REAR COVERED PORCH W/ OPT. PORCH FIREPLACE - LEFT

1/8" = 1'-0"



OPT. REAR COVERED PORCH W/ OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"

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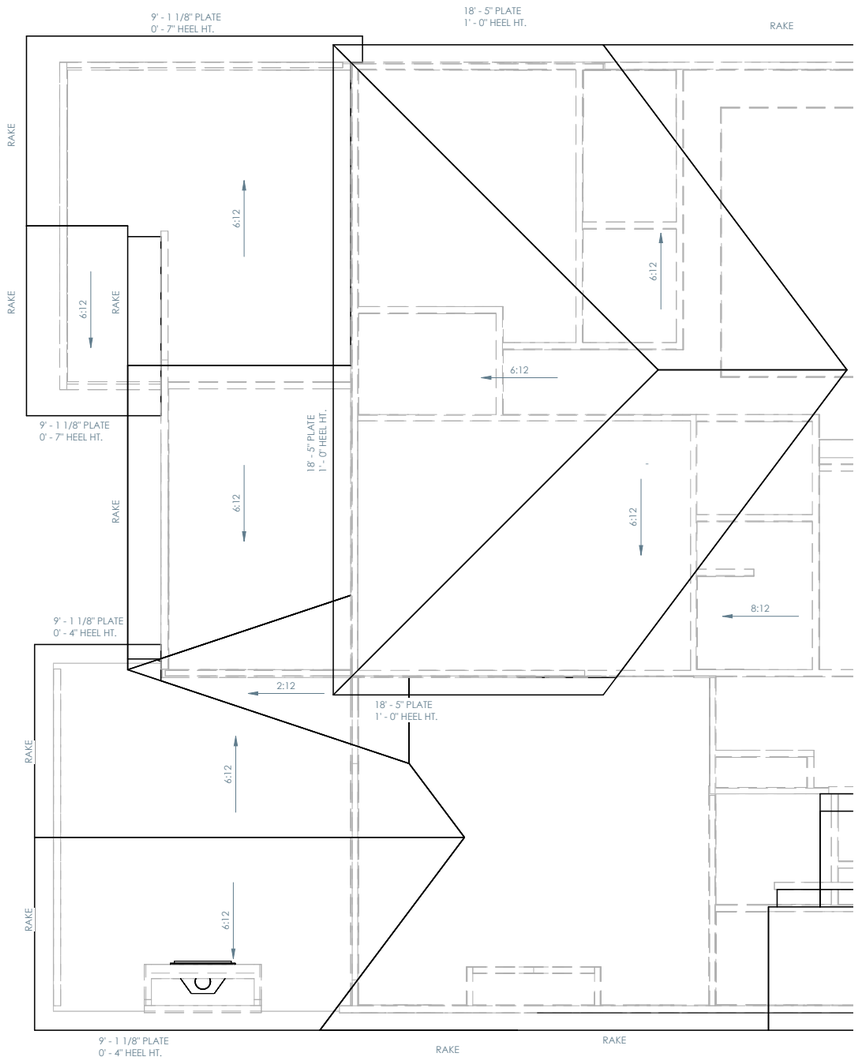
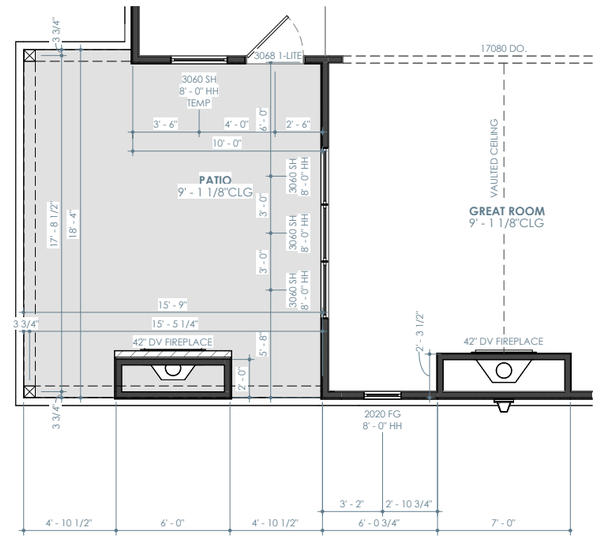
SHEET NO.

A7.14



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - ROOF PLAN

1/8" = 1'-0"



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"

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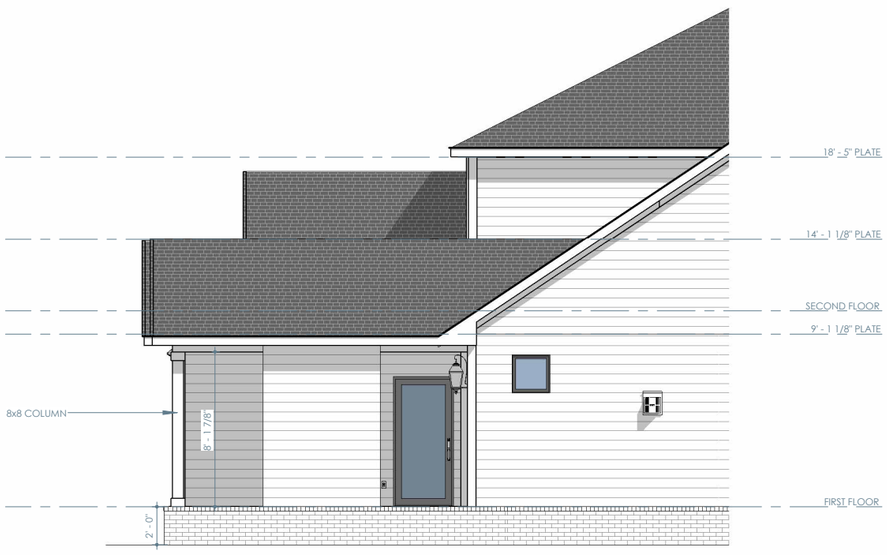
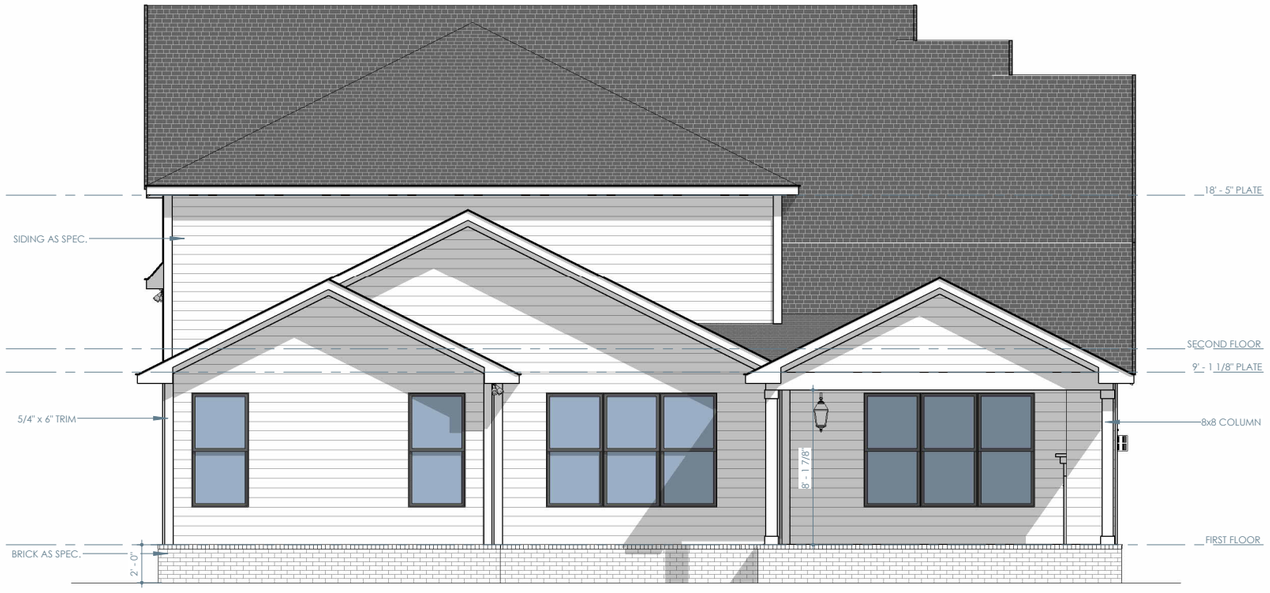
SHEET NO.

A7.15



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - LEFT

1/8" = 1'-0"



OPT. EXTENDED PATIO
W/ REAR COVERED PORCH
W/ OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"

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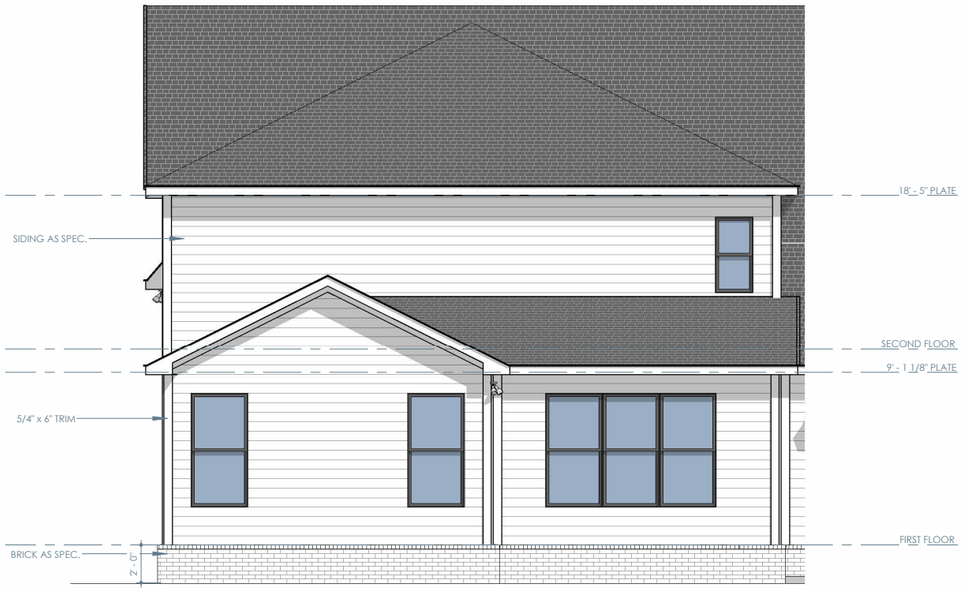
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

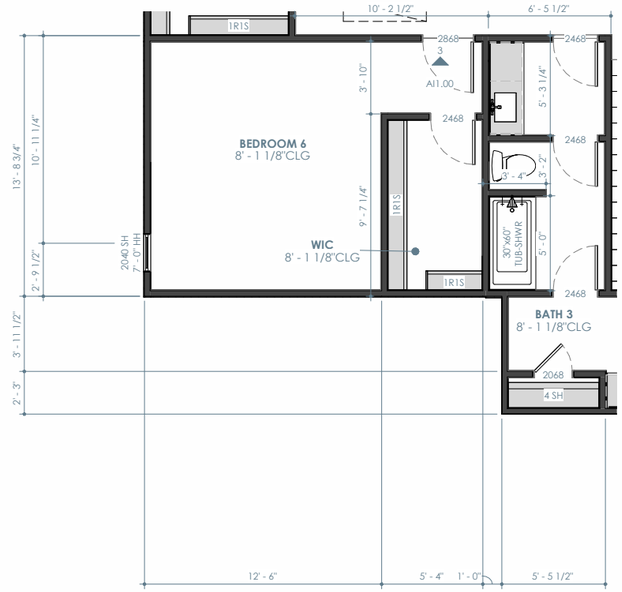
SHEET NO.

A7.16



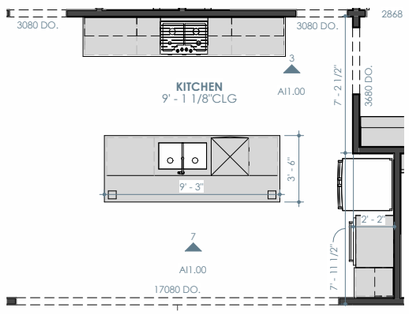
OPT. BEDROOM 6 - REAR

1/8" = 1'-0"



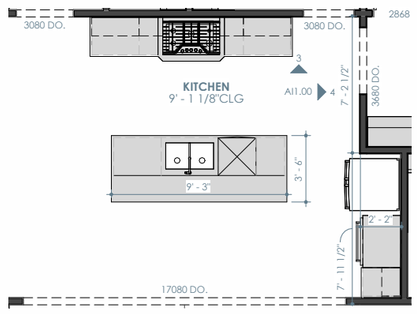
OPT. BEDROOM 6 - SECOND FLOOR PLAN

1/8" = 1'-0"



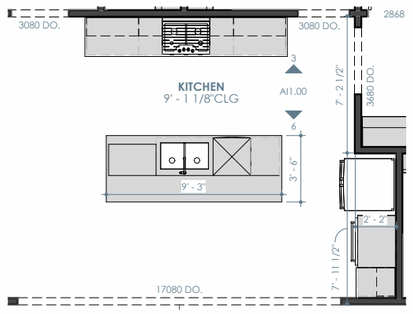
OPT. ISLAND - FIRST FLOOR PLAN

1/8" = 1'-0"



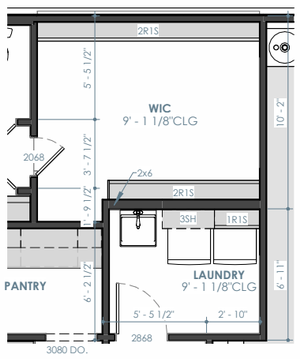
OPT. DOUBLE OVEN - FIRST FLOOR PLAN

1/8" = 1'-0"



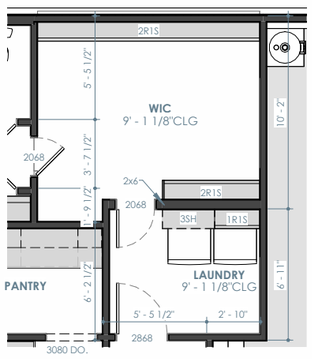
OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



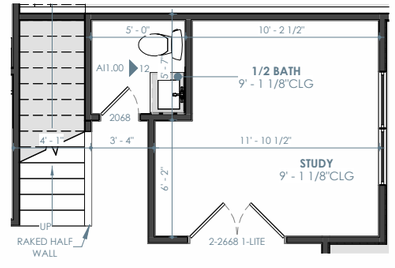
OPT. LAUNDRY SINK - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. LAUNDRY DOOR - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 1/2 BATH VANITY - FIRST FLOOR PLAN

1/8" = 1'-0"

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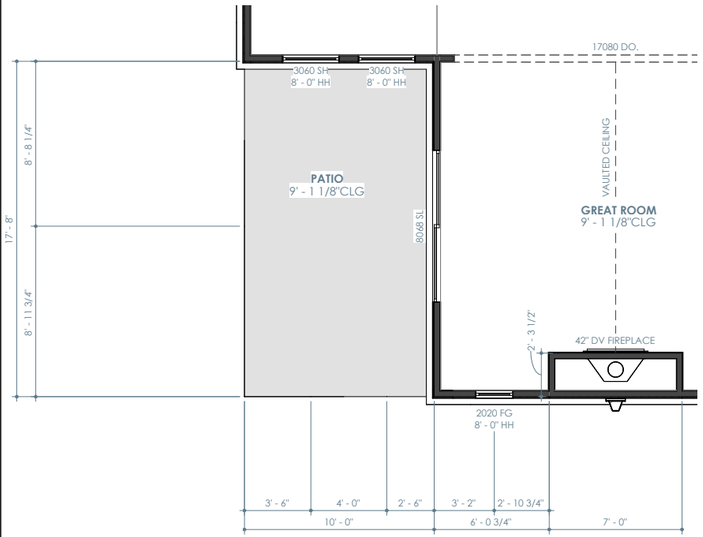
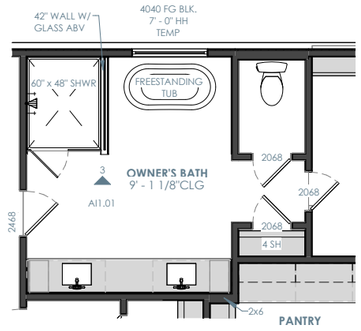


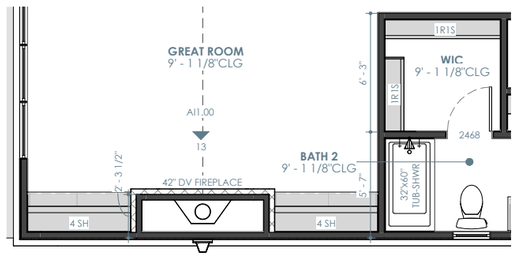
OPT. GREAT ROOM SLIDER - FIRST FLOOR PLAN

1/8" = 1'-0"



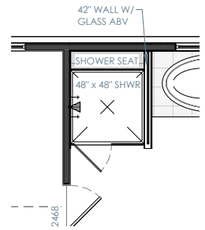
OPT. FREE STANDING TUB

1/8" = 1'-0"



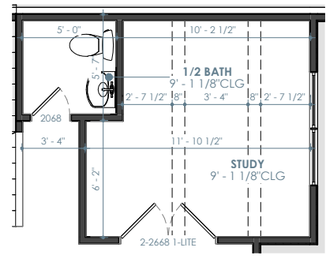
OPT. FIREPLACE BUILT-INS - FIRST FLOOR PLAN

1/8" = 1'-0"



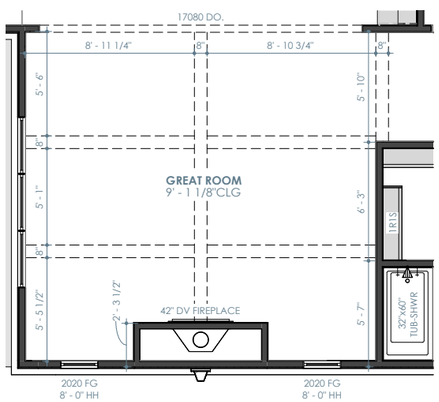
OPT. SHOWER SEAT

1/8" = 1'-0"



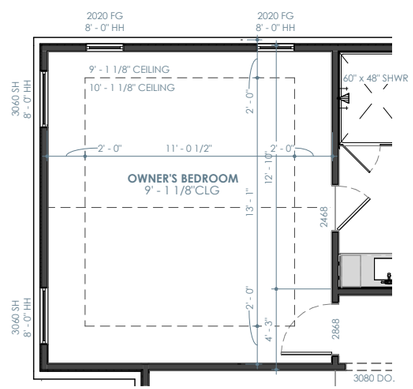
OPT. STUDY COFFERED CEILING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. GREAT ROOM COFFERED CEILING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. OWNERS BEDROOM TRAY CIELING - FIRST FLOOR PLAN

1/8" = 1'-0"

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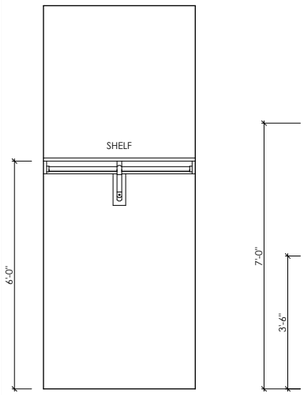
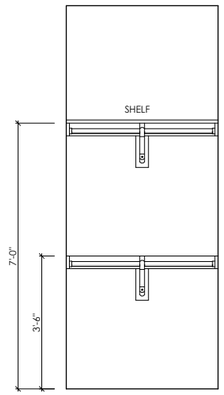
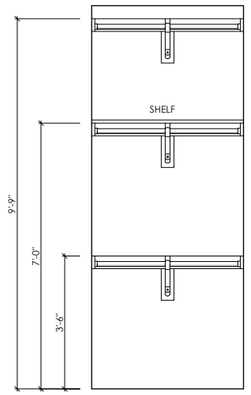
A7.18



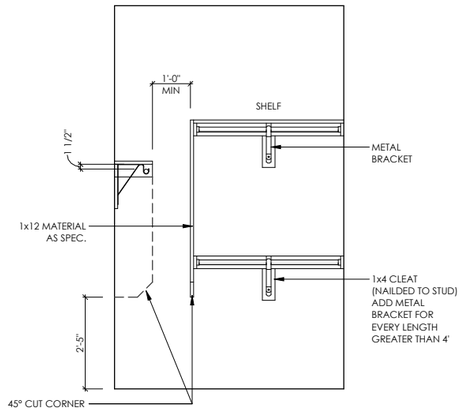
1R1S



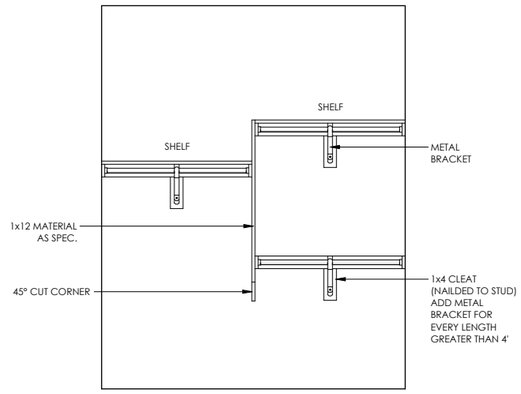
2R1S



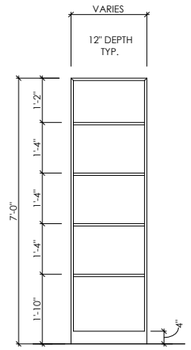
3R1S



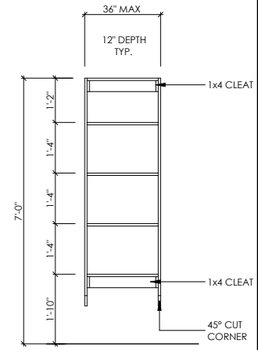
CLOSET CORNER DETAIL



1R1S TO 2R1S TRANSITION DETAIL



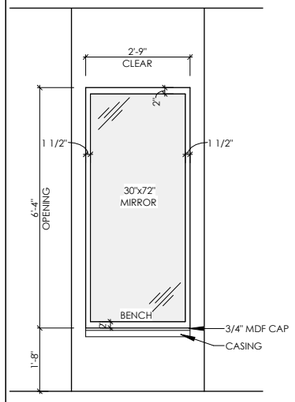
5SH



5SH
(SUSPENDED)

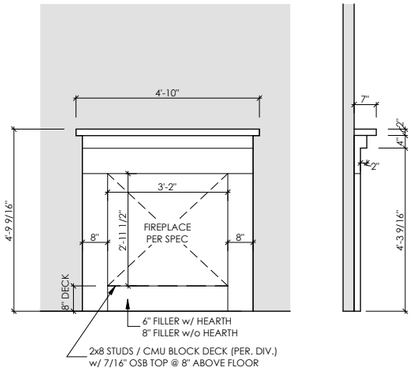
1 CLOSET DETAILS

1/4" = 1'-0"



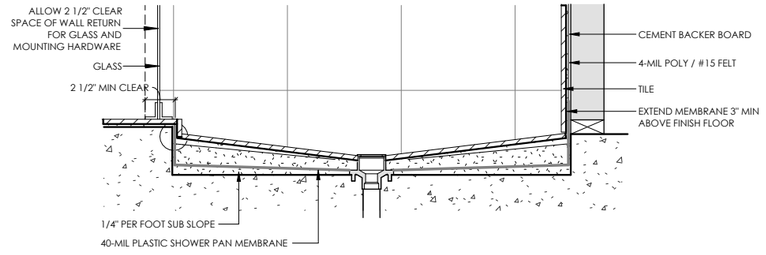
2 CLOSET BENCH

1/4" = 1'-0"



3 FIREPLACE DETAIL

1/4" = 1'-0"



4 MUD PAN SHOWER

3/4" = 1'-0"

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PLAN NO.

3510

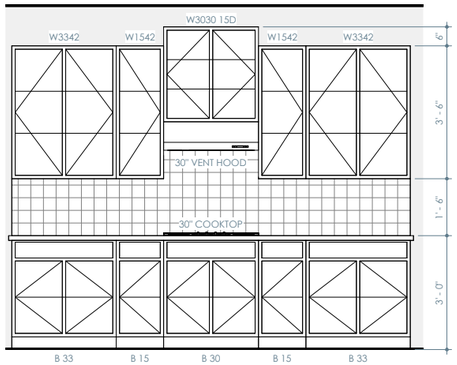
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	As indicated

SHEET NAME

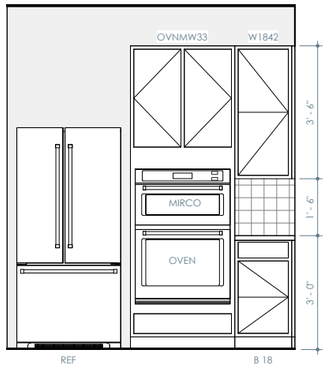
DETAILS

SHEET NO.

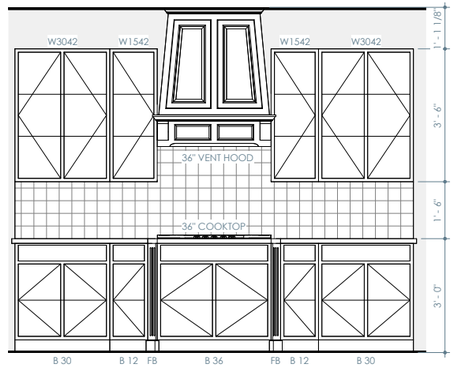
AD1.00



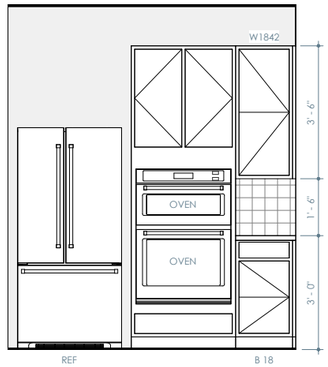
1 KITCHEN
1/4" = 1'-0"



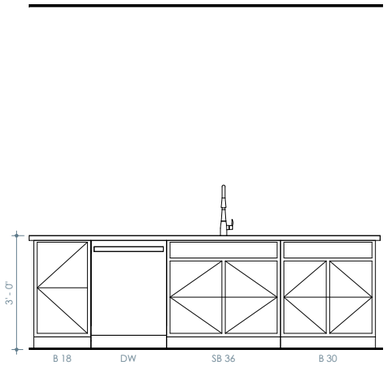
2 KITCHEN
1/4" = 1'-0"



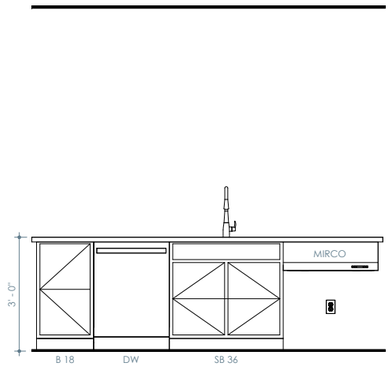
3 OPT. DOUBLE OVEN
1/4" = 1'-0"



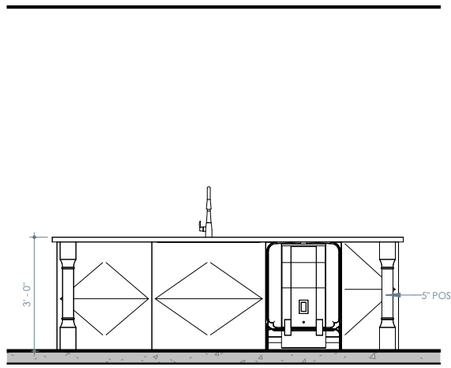
4 OPT. DOUBLE OVEN
1/4" = 1'-0"



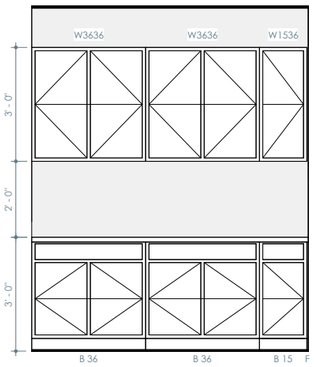
5 ISLAND
1/4" = 1'-0"



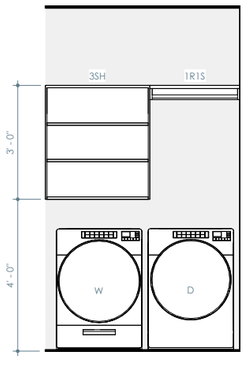
6 OPT. ISLAND MICROWAVE
1/4" = 1'-0"



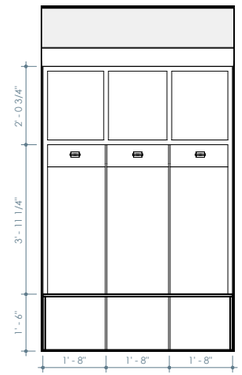
7 OPT. ISLAND
1/4" = 1'-0"



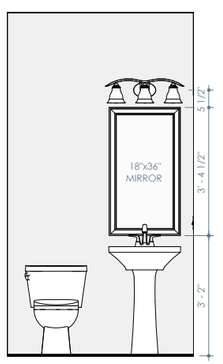
8 PANTRY
1/4" = 1'-0"



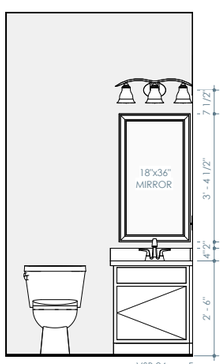
9 LAUNDRY
1/4" = 1'-0"



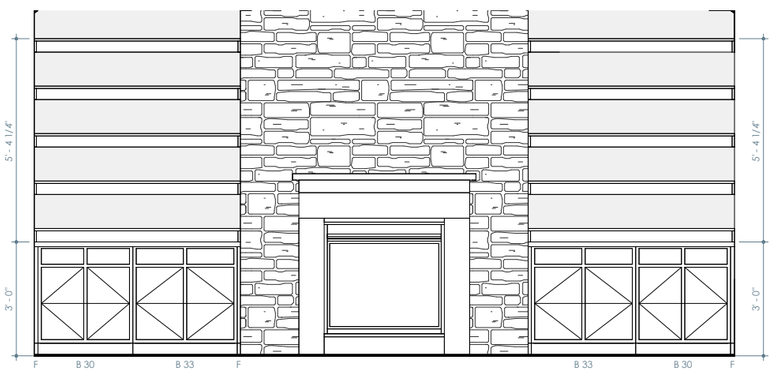
10 CUBBIES
1/4" = 1'-0"



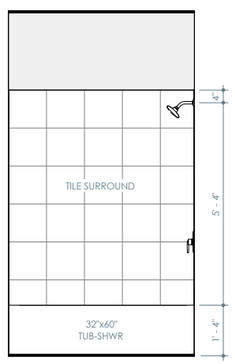
11 1/2 BATH
1/4" = 1'-0"



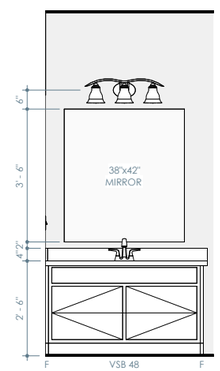
12 OPT. 1/2 BATH VANITY
1/4" = 1'-0"



13 OPT. FIREPLACE BUILT-INS
1/4" = 1'-0"



14 BATH 2
1/4" = 1'-0"



15 BATH 2
1/4" = 1'-0"

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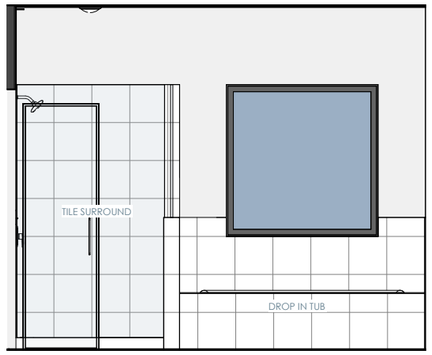
PLAN NO.
3510

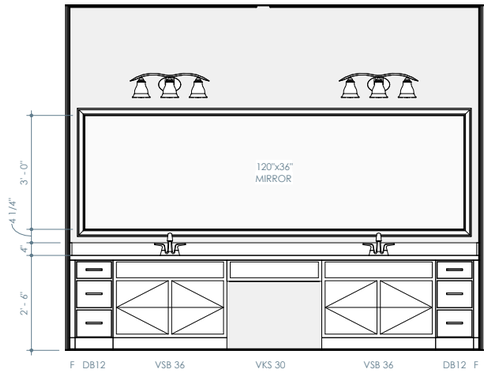
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

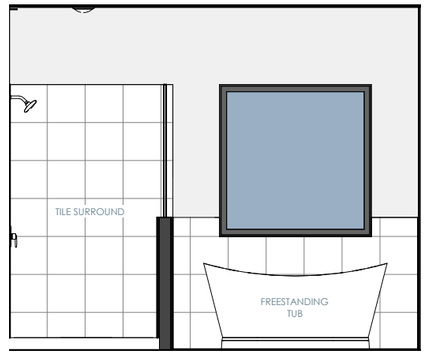
SHEET NO.
AI1.00



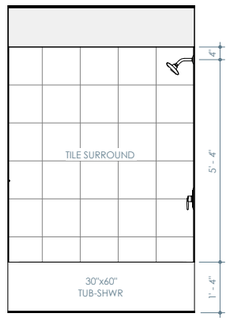
1 OWNER'S BATH
1/4" = 1'-0"



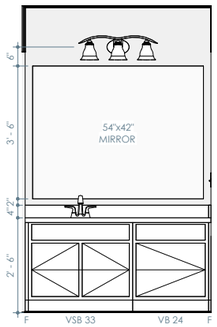
2 OWNER'S BATH
1/4" = 1'-0"



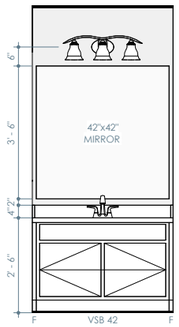
3 OPT. FREE STANDING TUB
1/4" = 1'-0"



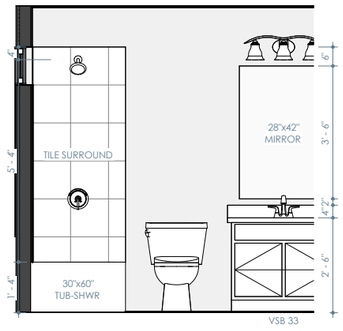
5 BATH 3
1/4" = 1'-0"



6 BATH 3
1/4" = 1'-0"



7 BATH 3
1/4" = 1'-0"



8 BATH 4
1/4" = 1'-0"

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DRAWN BY	STT
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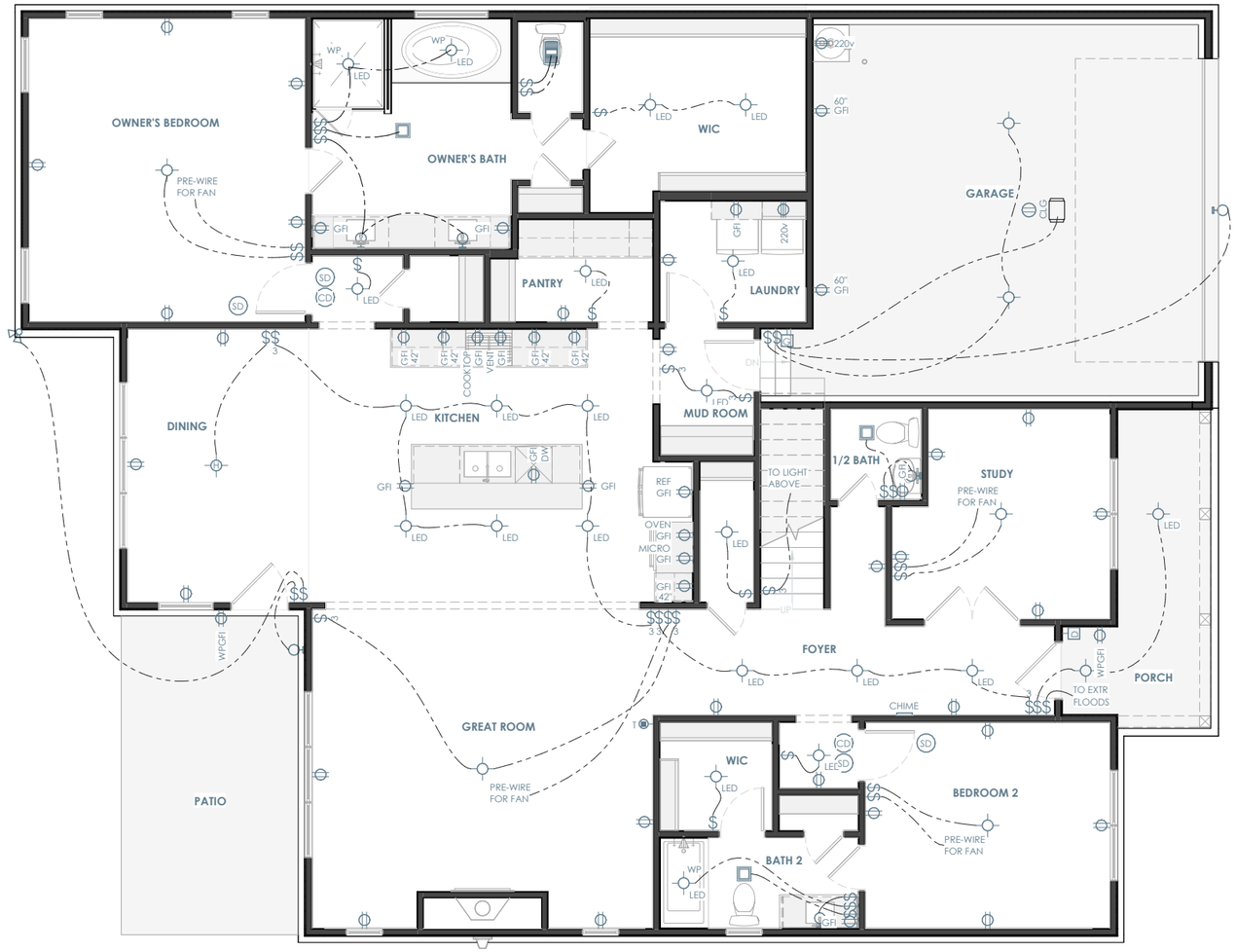
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

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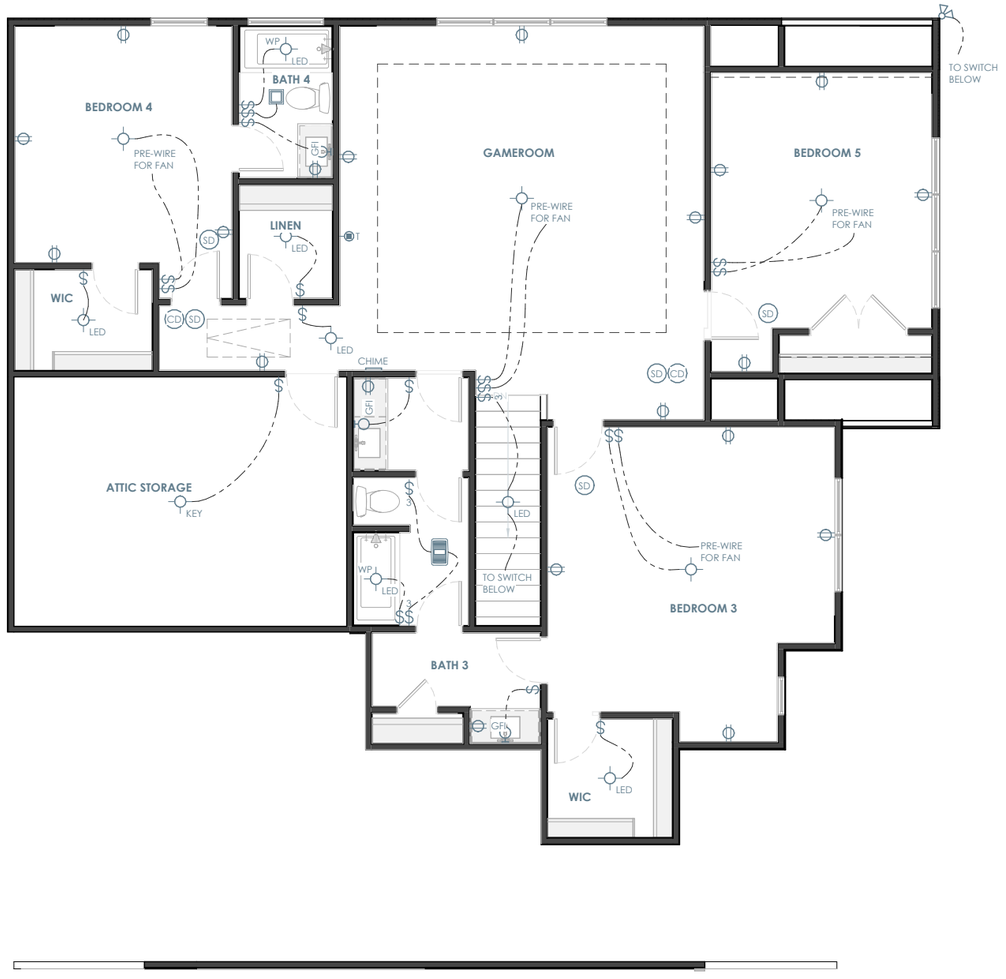
SHEET NAME

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.

E1.00



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- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY, RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

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PLAN NO.

3510

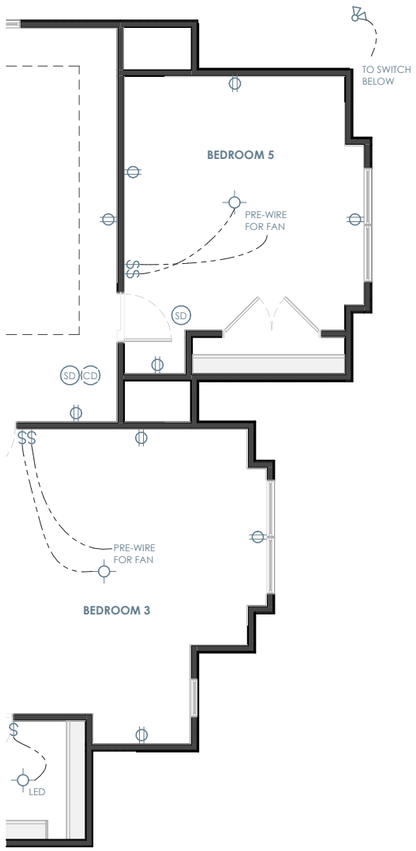
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

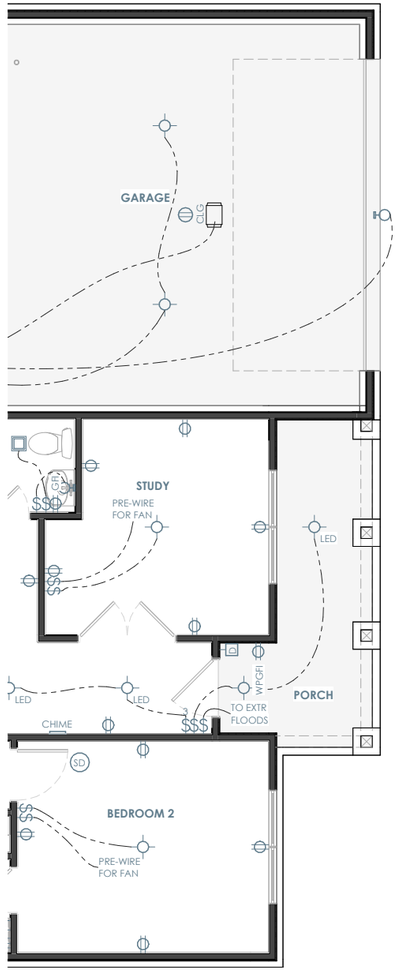
SHEET NO.

E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN

- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS

- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES

- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS

- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING

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PLAN NO.

3510

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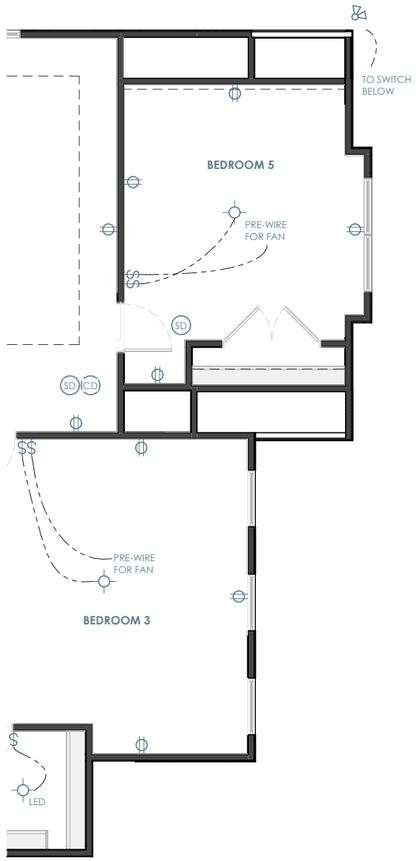
SHEET NAME

ELEVATION B - PARTIAL ELECTRICAL PLANS

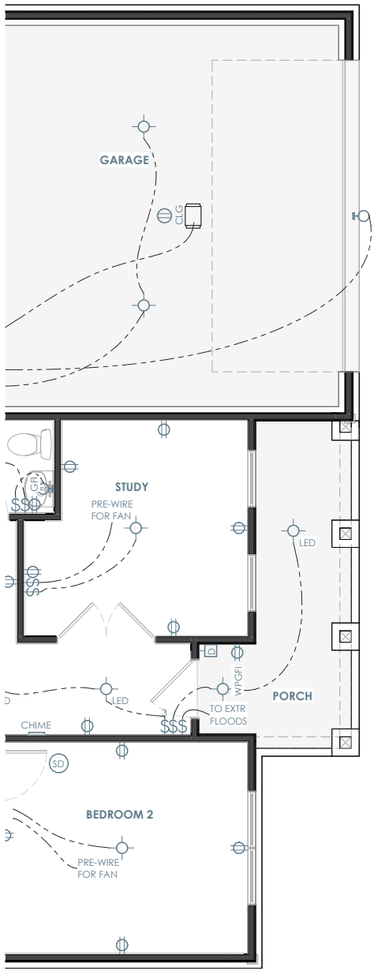
SHEET NO.

E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
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- G GARAGE DOOR SWITCH
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- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
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- S SUB SPEAKER (DESIGNATION BELOW)

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- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

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PLAN NO.

3510

ISSUE DATE	04-17-2024
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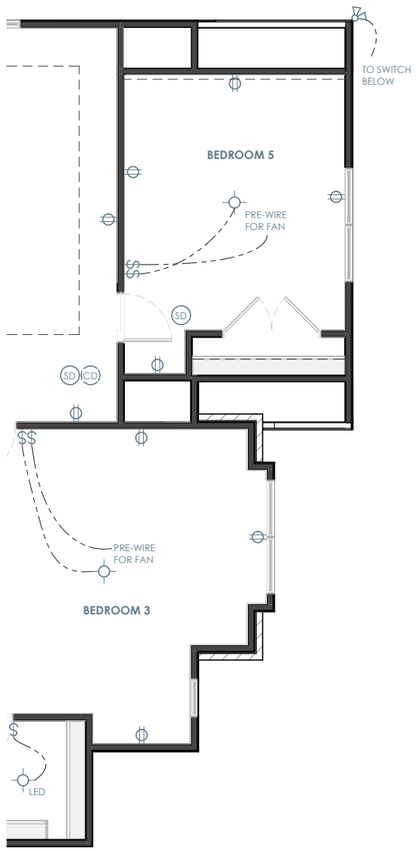
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

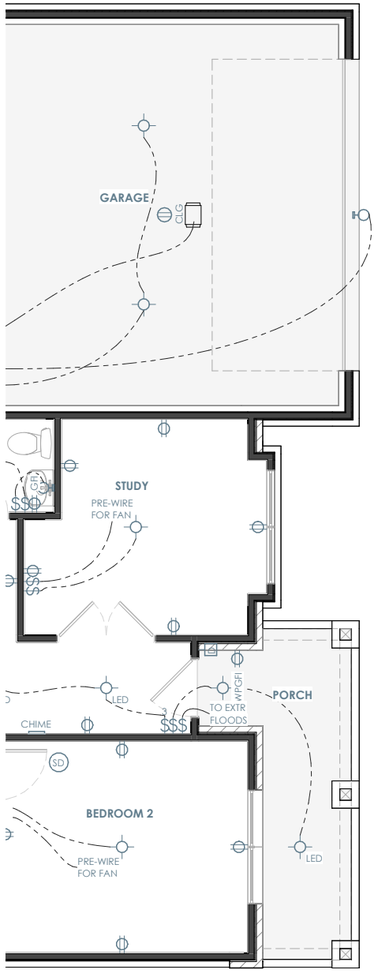
SHEET NO.

E3.00



ELEVATION D - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
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- PENDANT LIGHT FIXTURE
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- CD CARBON DETECTOR

EQUIPMENT

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- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

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LIGHTING
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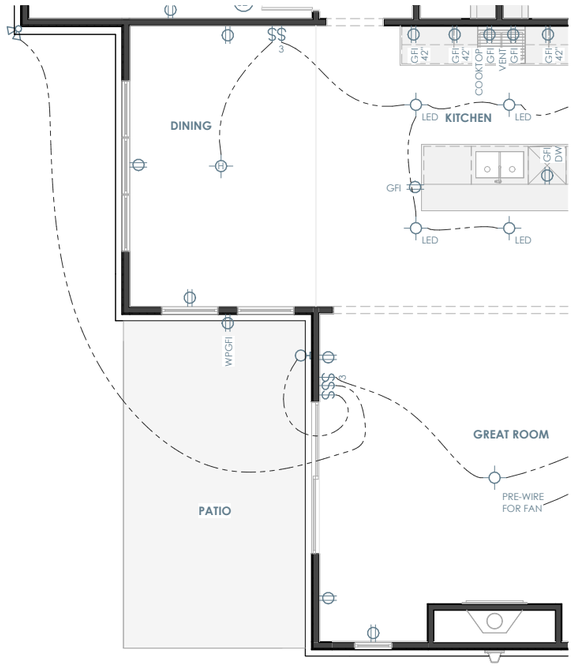
SHEET NAME

ELEVATION D - PARTIAL ELECTRICAL PLANS

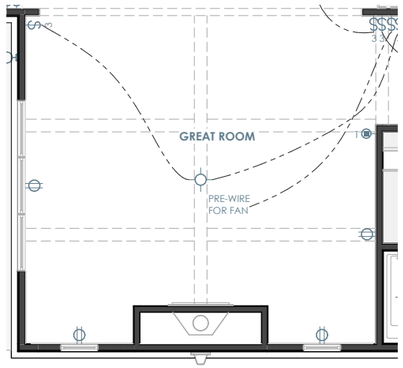
SHEET NO.

E4.00



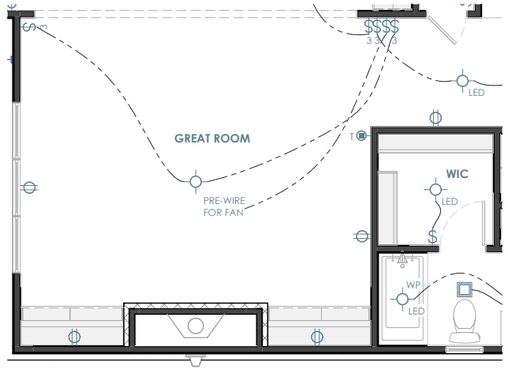
OPT. GREAT ROOM SLIDER - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



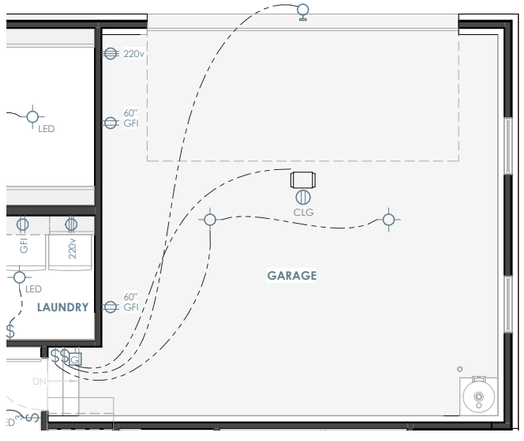
OPT. GREAT ROOM COFFERED CEILING - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



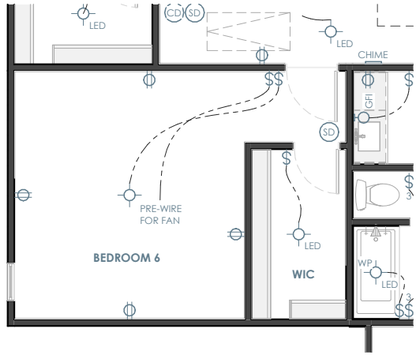
OPT. FIREPLACE BUILT-INS - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



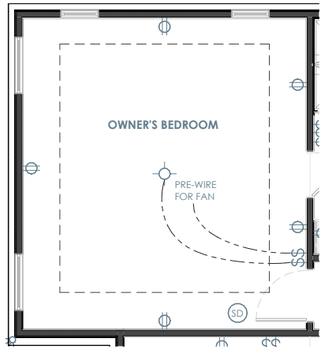
OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. BEDROOM 6 - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. OWNERS BEDROOM TRAY CEILING - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

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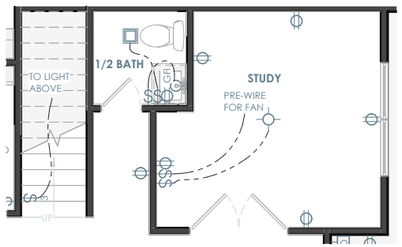
SHEET NAME

PLAN OPTIONS

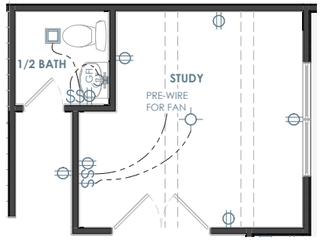
SHEET NO.

E7.00



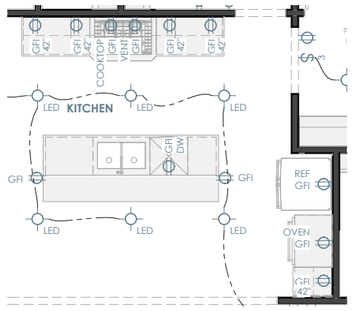
OPT. 1/2 BATH VANITY - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



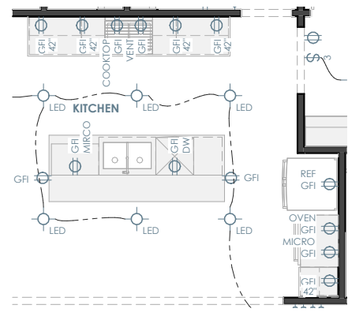
OPT. STUDY COFFERED CEILING - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



OPT. DOUBLE OVEN - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. LAUNDRY SINK - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

BRADFORD

PREMIER SERIES

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PLAN NO.

3510

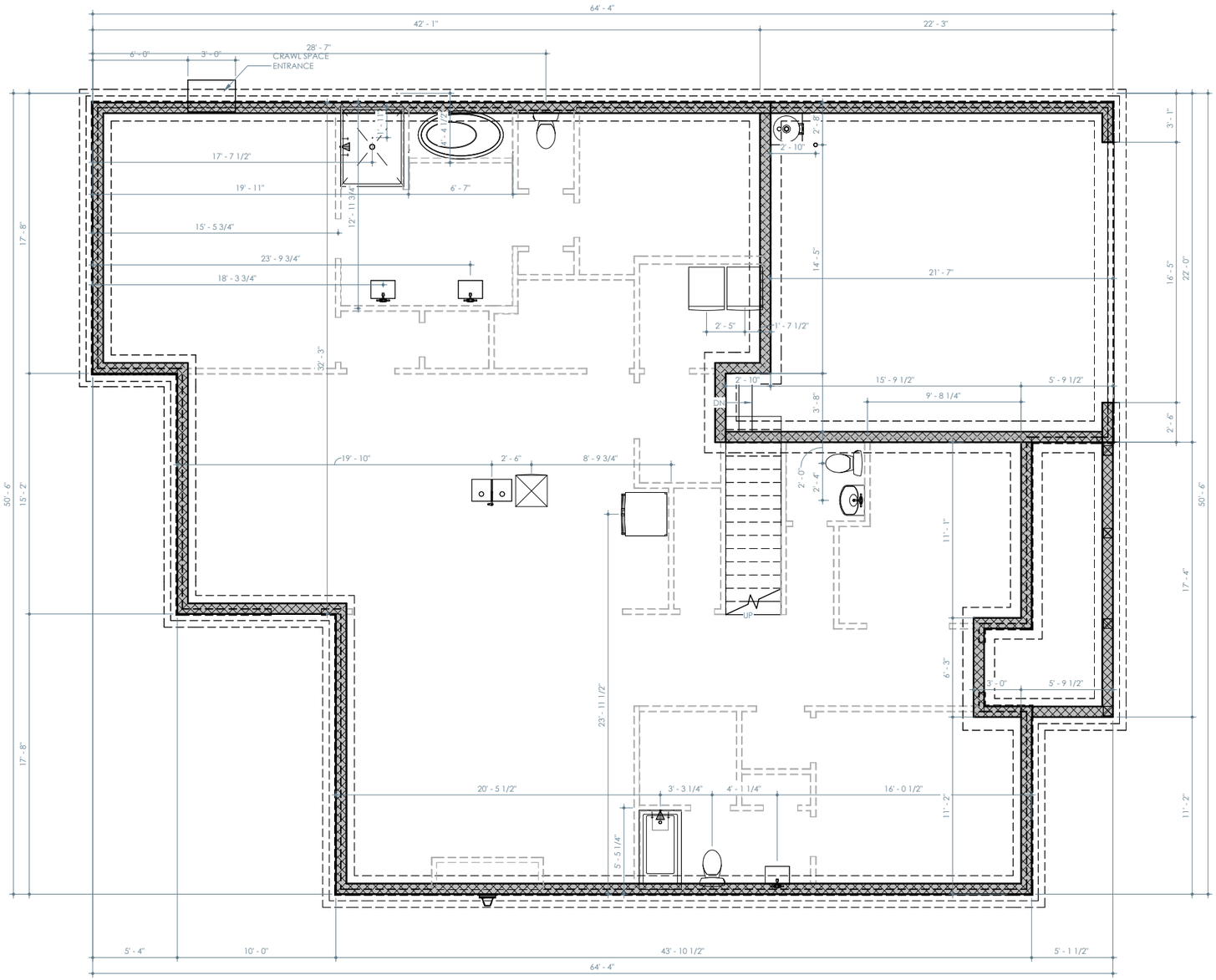
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN (SIMILAR FOR ELEVATIONS B & C)

1/8" = 1'-0"

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PROJECT NAME

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PLAN NO.

3510

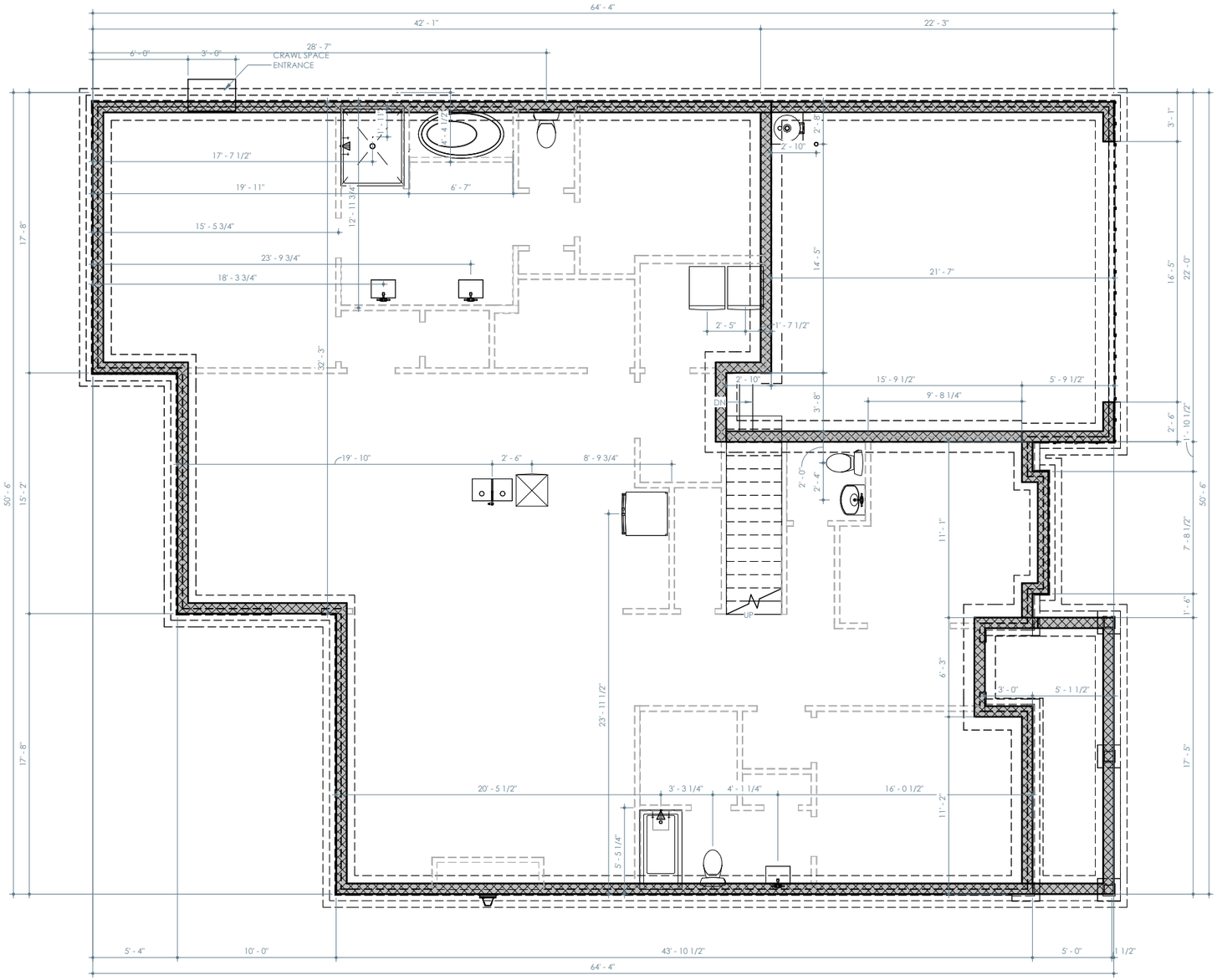
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

SHEET NO.

SF1.00



ELEVATION D - FOUNDATION PLAN

1/8" = 1'-0"

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PROJECT NAME

BRADFORD

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PLAN NO.

3510

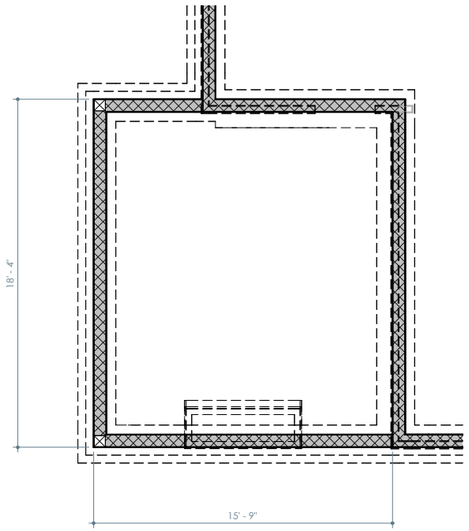
ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION D

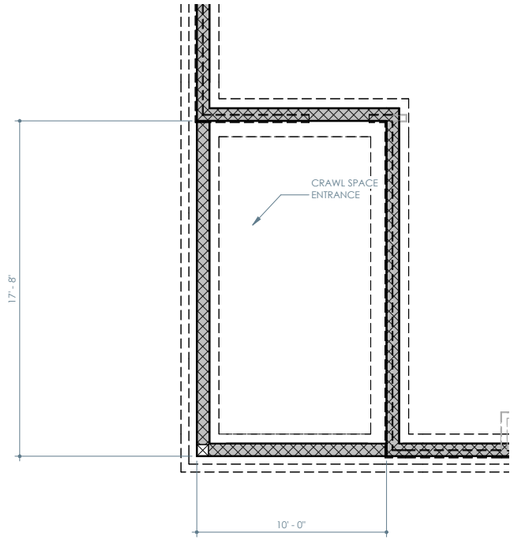
SHEET NO.

SF4.00



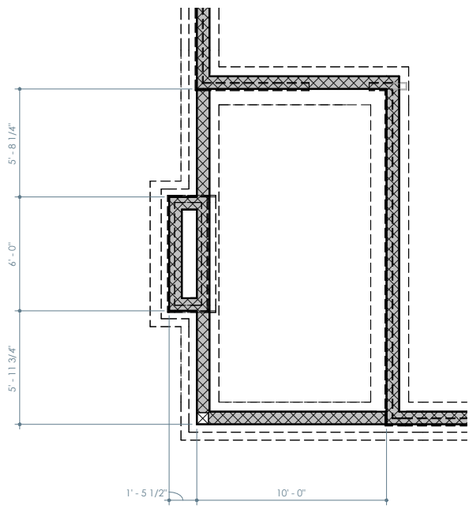
OPT. EXTENDED PATIO
W/ REAR COVERED PORCH - FOUNDATION PLAN

1/8" = 1'-0"



OPT. COVERED PATIO - FOUNDATION PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH
W/ PORCH FIREPLACE - FOUNDATION PLAN

1/8" = 1'-0"

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ISSUE DATE	04-17-2024
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

SF7.00



ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D

REVISION LOG

SHEET LIST

SHEET NO.	SHEET NAME	SHEET NO.	SHEET NAME
A0.00	COVER	A4.02	ELEVATION D - ROOF PLAN
A1.01	SLAB FOUNDATION PLAN	A5.00	OPTIONS
A1.02	FIRST FLOOR PLAN	A5.01	OPTIONS
A1.03	FIRST FLOOR ELECTRICAL PLAN	A5.02	OPTIONS
A1.04	ELEVATION A - EXTERIOR ELEVATIONS	A5.03	OPTIONS
A1.05	ELEVATION A - EXTERIOR ELEVATIONS	A5.04	OPTIONS
A1.06	ELEVATION A - EXTERIOR ELEVATIONS	A5.05	OPTIONS
A1.07	ELEVATION A - ROOF PLAN	A5.06	OPTIONS
A2.00	ELEVATION B - EXTERIOR ELEVATIONS	A5.07	OPTIONS
A2.01	ELEVATION B - EXTERIOR ELEVATIONS	A5.08	OPTIONS
A2.02	ELEVATION B - ROOF PLAN	A5.09	OPTIONS
A3.00	ELEVATION C - EXTERIOR ELEVATIONS	A5.10	OPTIONS
A3.01	ELEVATION C - ROOF PLAN	A5.11	OPTIONS
A4.00	ELEVATION D - EXTERIOR ELEVATIONS	A6.00	INTERIOR ELEVATIONS
A4.01	ELEVATION D - EXTERIOR ELEVATIONS	A7.00	DETAIL SHEET

PLAN OPTIONS

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PROJECT NAME

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PLAN NO.

2370 (237)

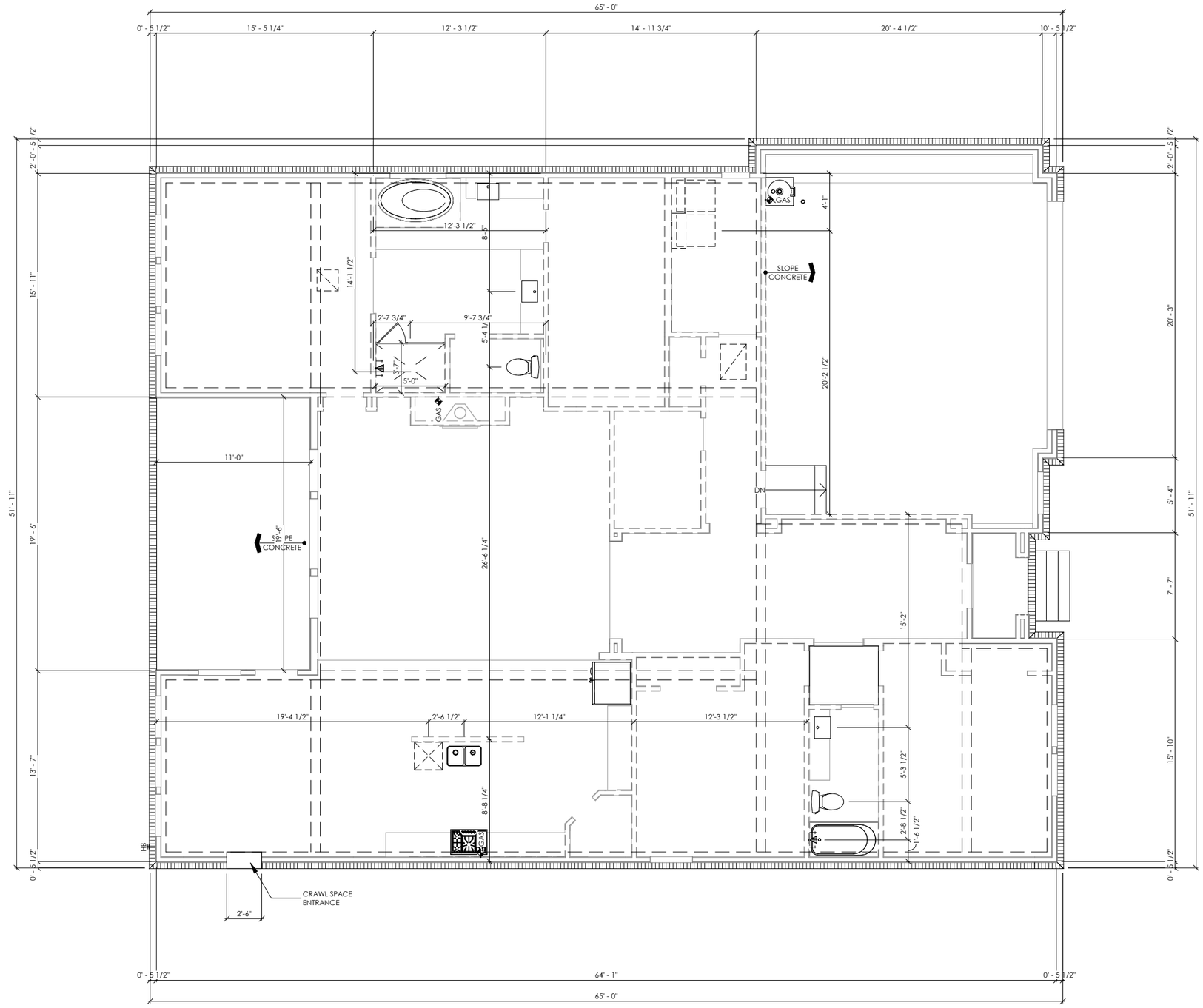
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/16" = 1'-0"

SHEET NAME

COVER

SHEET NO.

A0.00



SLAB FOUNDAITON PLAN

1/8" = 1'-0"

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PLAN NO.

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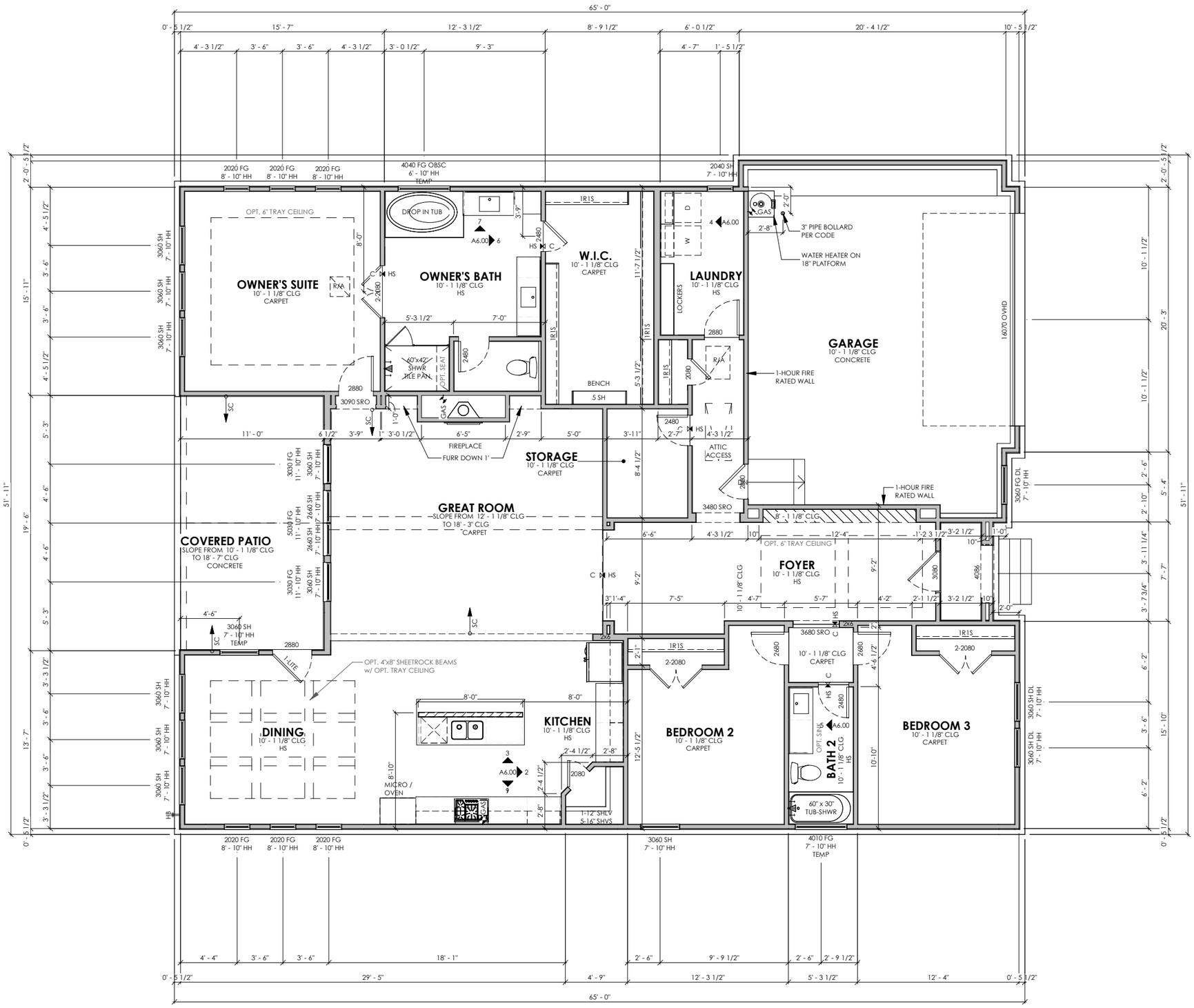
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

SLAB FOUNDATION PLAN

SHEET NO.

A1.01



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - LIVING SPACE

FIRST FLOOR	2369 SF
TOTAL	2369 SF

ELEVATION A - NON-LIVING

GARAGE	546 SF
PORCH	31 SF
PATIO	215 SF
TOTAL	791 SF

TOTAL UNDER ROOF	3160 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

2370 (237)

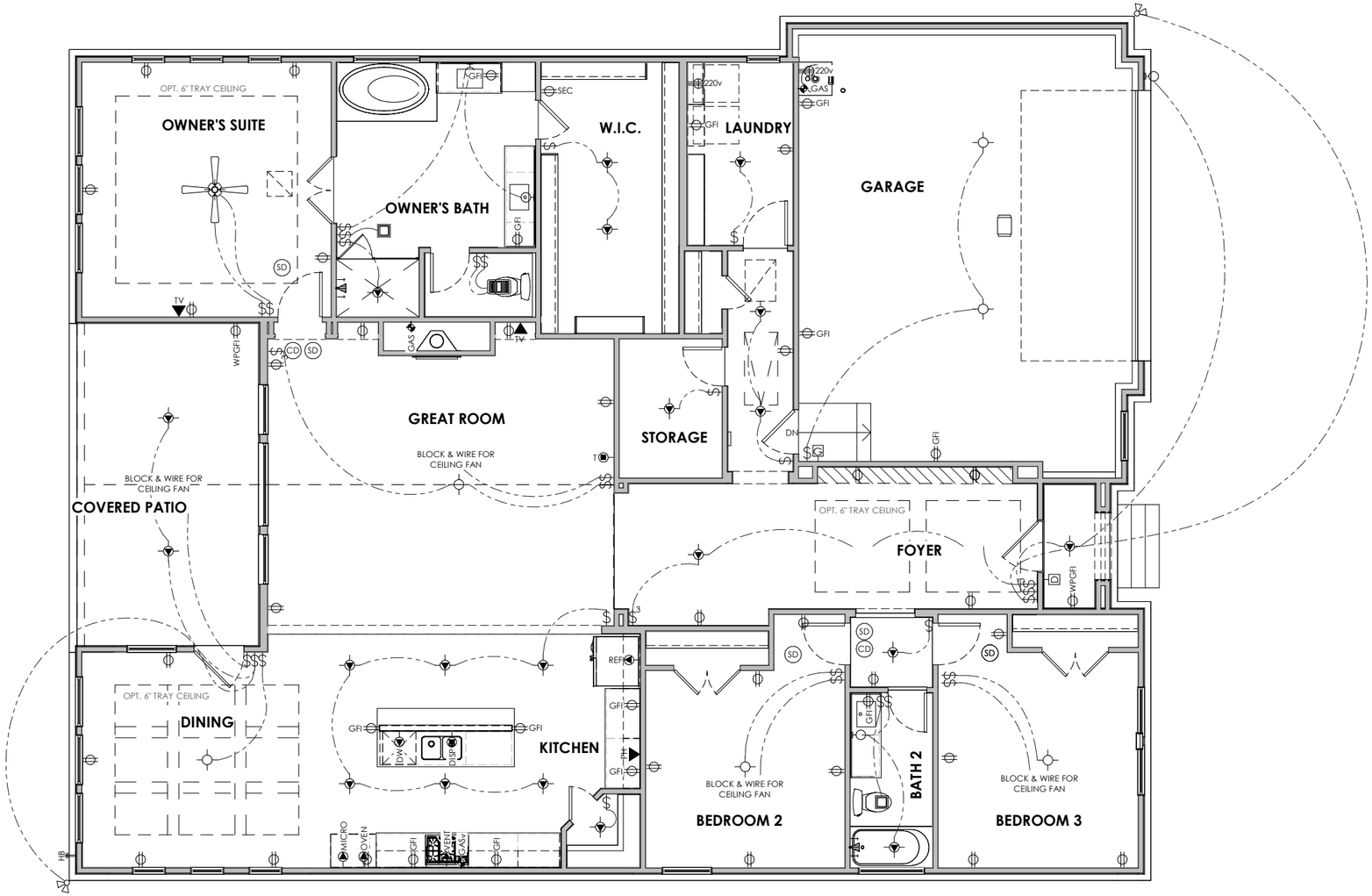
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

FIRST FLOOR PLAN

SHEET NO.

A1.02



ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

- OUTLET
- SWITCHED OUTLET (SW)
- 220v OUTLET (220v)
- CEILING OUTLET (CLG)
- FLOOR OUTLET (FLR)
- PHONE OUTLET (PH)
- SURROUND SOUND OUTLET (5.1 SS)
- TV OUTLET (TV)
- SWITCH
- 3 WAY SWITCH (3)
- 4 WAY SWITCH (4)
- WALL LIGHT
- SURFACE MOUNT LIGHT
- HANGING LIGHT (H)
- LED DISK
- GFCI OUTLET (GFI)
- WEATHERPROOF GFCI OUTLET (WPGFI)
- EQUIPMENT SPECIFIC OUTLET (EQUIP)
- THERMOSTAT (T)
- SPEAKER (S)
- SMOKE DETECTOR (SD)
- CARBON DETECTOR (CD)
- PRESSURE SWITCH (P)
- DIMMER SWITCH (D)
- RECESSED CAN
- RECESSED EYEBALL
- PENDANT LIGHT
- UNDER/OVER CABINET LIGHT
- EXHAUST FAN
- FLOURESCENT LIGHT BOX
- CEILING FAN
- CEILING FAN w/ LIGHT KIT

ELECTRICAL NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN ALL ELECTRICAL TO BE INSTALLED PER CODE AND/OR LOCAL AMENDMENTS TO THE SPECIFICATIONS REQUIRED

SCAN FOR ADDITIONAL INFORMATION ON ELECTRICAL LEGEND SYMBOLS AND NOTES

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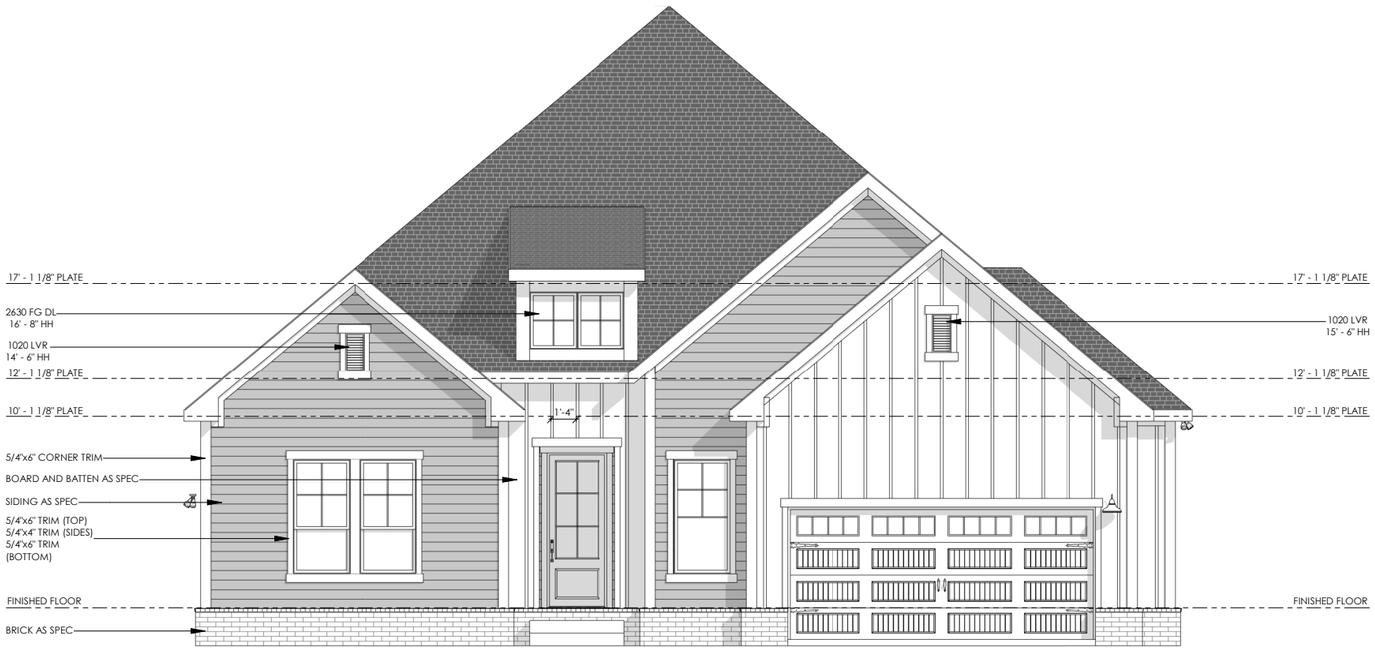
PLAN NO.
2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

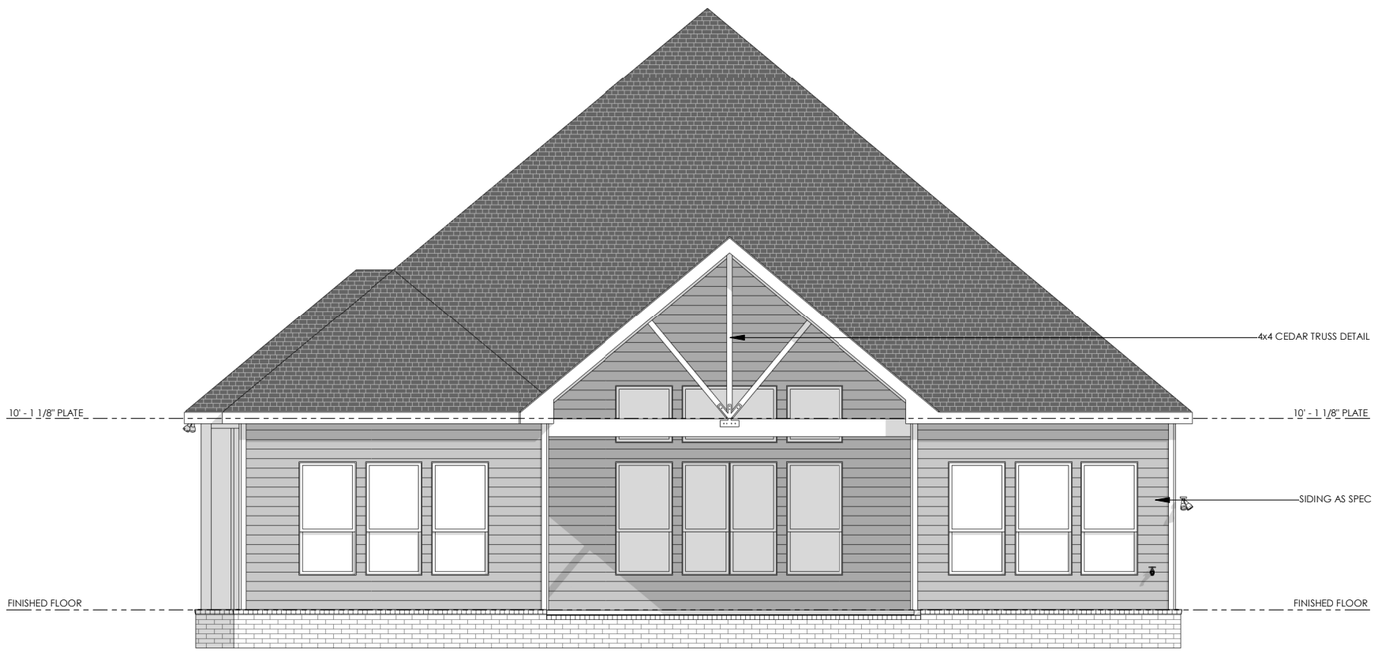
SHEET NAME
FIRST FLOOR ELECTRICAL PLAN

SHEET NO.
A1.03



ELEVATION A - FRONT ELEVATION

1/8" = 1'-0"



ELEVATION A - REAR ELEVATION

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.04



ELEVATION A - OPT. STONE FRONT ELEVATION

1/8" = 1'-0"

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2370 (237)

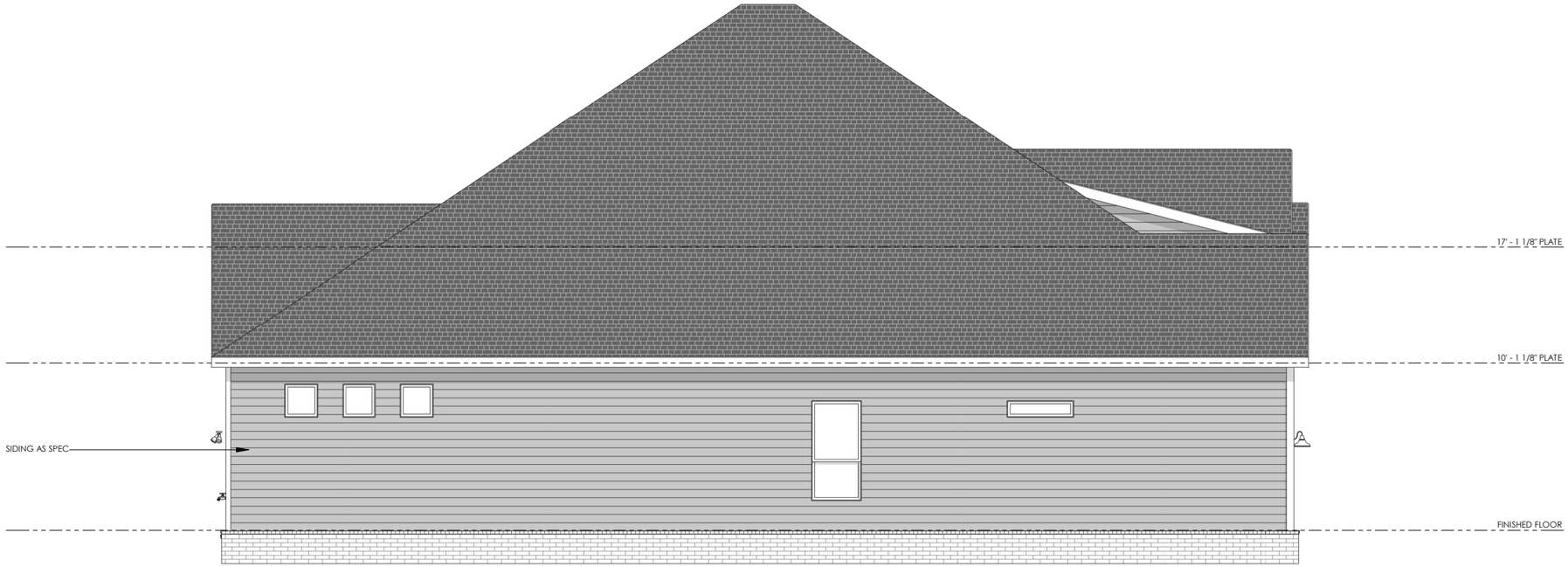
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.05



ELEVATION A - LEFT ELEVATION

1/8" = 1'-0"



ELEVATION A - RIGHT ELEVATION

1/8" = 1'-0"

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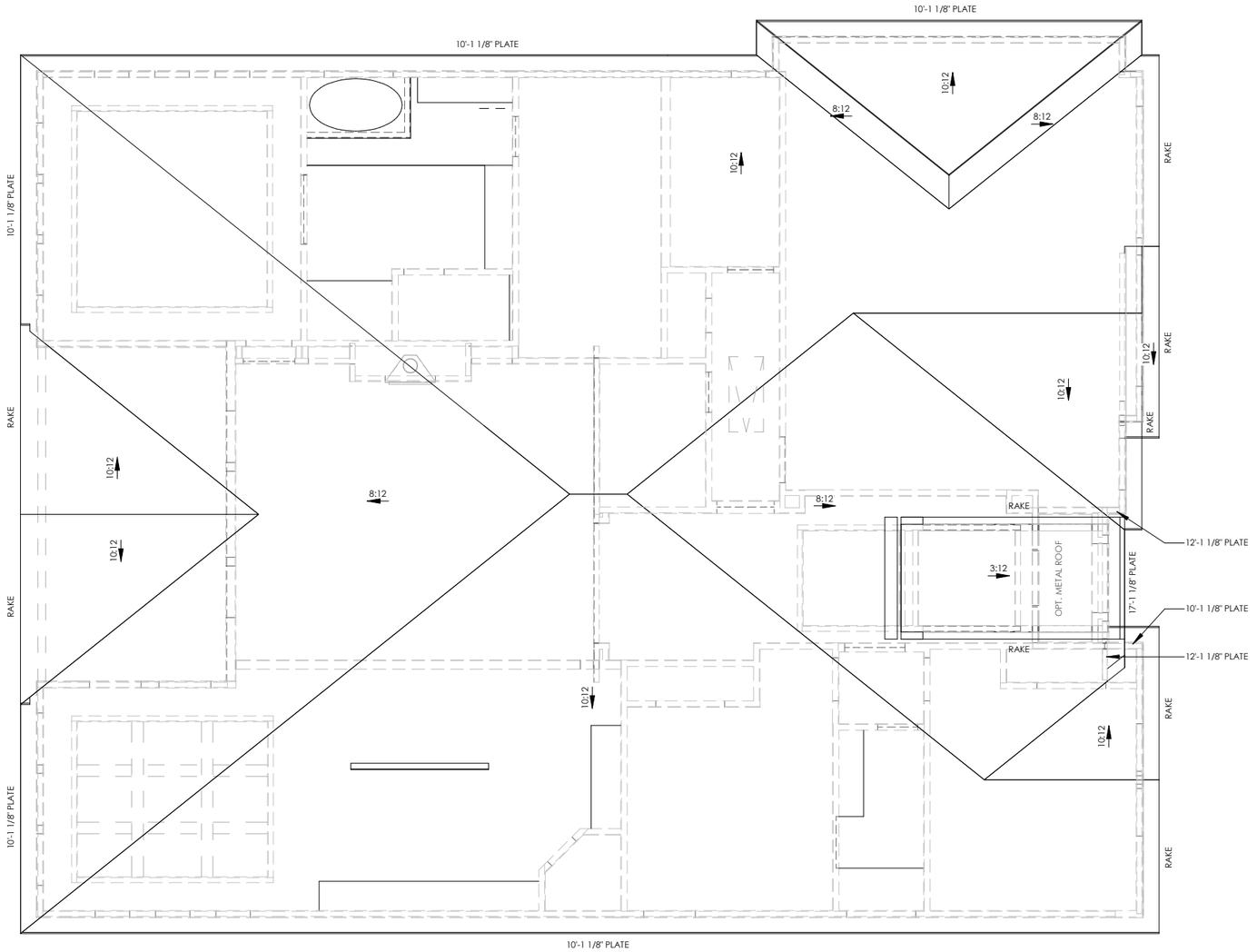
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.06



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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PLAN NO.

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ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - ROOF PLAN

SHEET NO.

A1.07

ELEVATION B - LIVING SPACE	
FIRST FLOOR	2369 SF
TOTAL	2369 SF

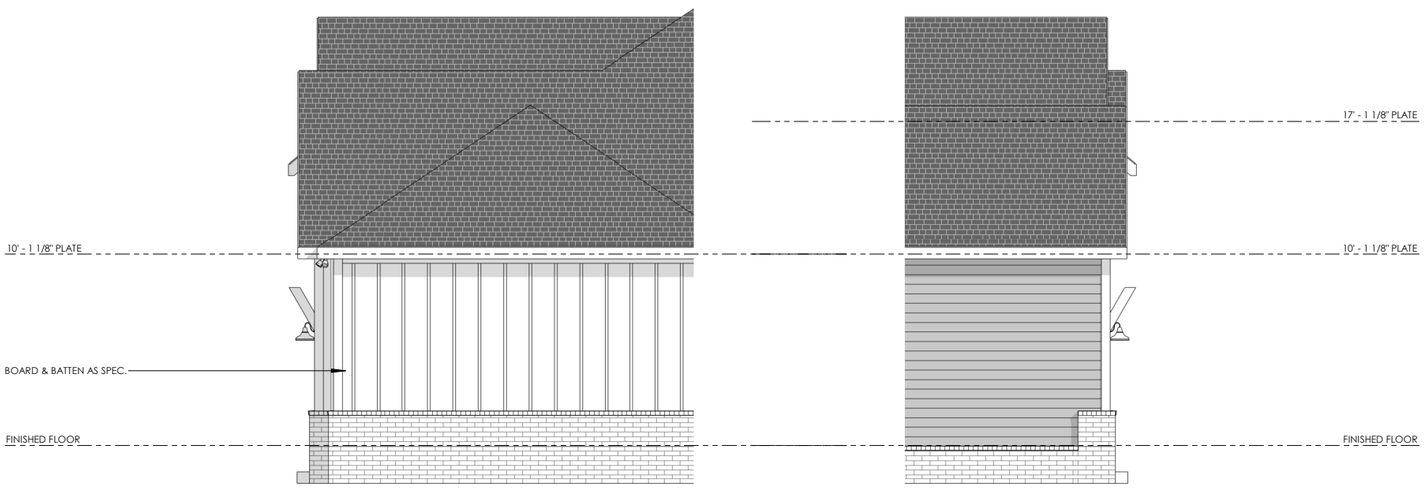
ELEVATION B - NON-LIVING	
GARAGE	519 SF
PORCH	61 SF
PATIO	215 SF
TOTAL	795 SF

TOTAL UNDER ROOF	3164 SF



ELEVATION B - FRONT ELEVATION

1/8" = 1'-0"

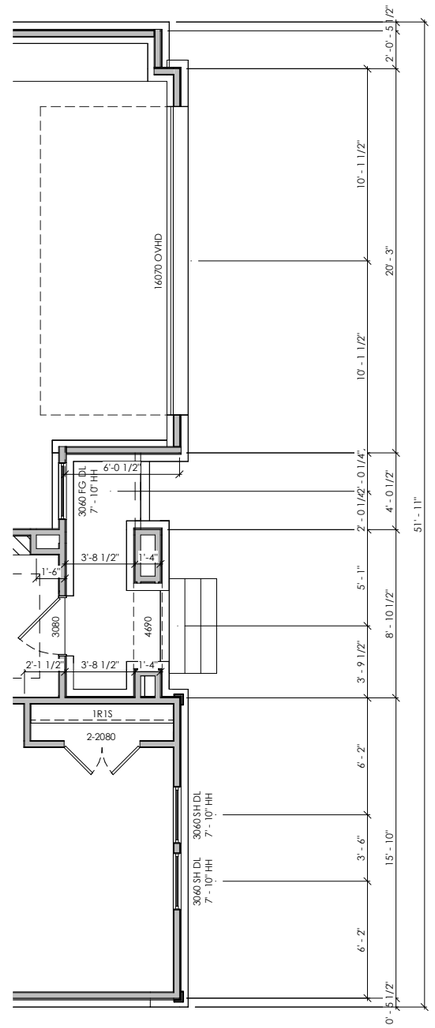


ELEVATION B - RIGHT ELEVATION

1/8" = 1'-0"

ELEVATION B - LEFT ELEVATION

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

2370 (237)

ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.00



ELEVAITON B - OPT. STONE - FRONT

1/8" = 1'-0"

Brightland HOMES

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PLAN NO.

2370 (237)

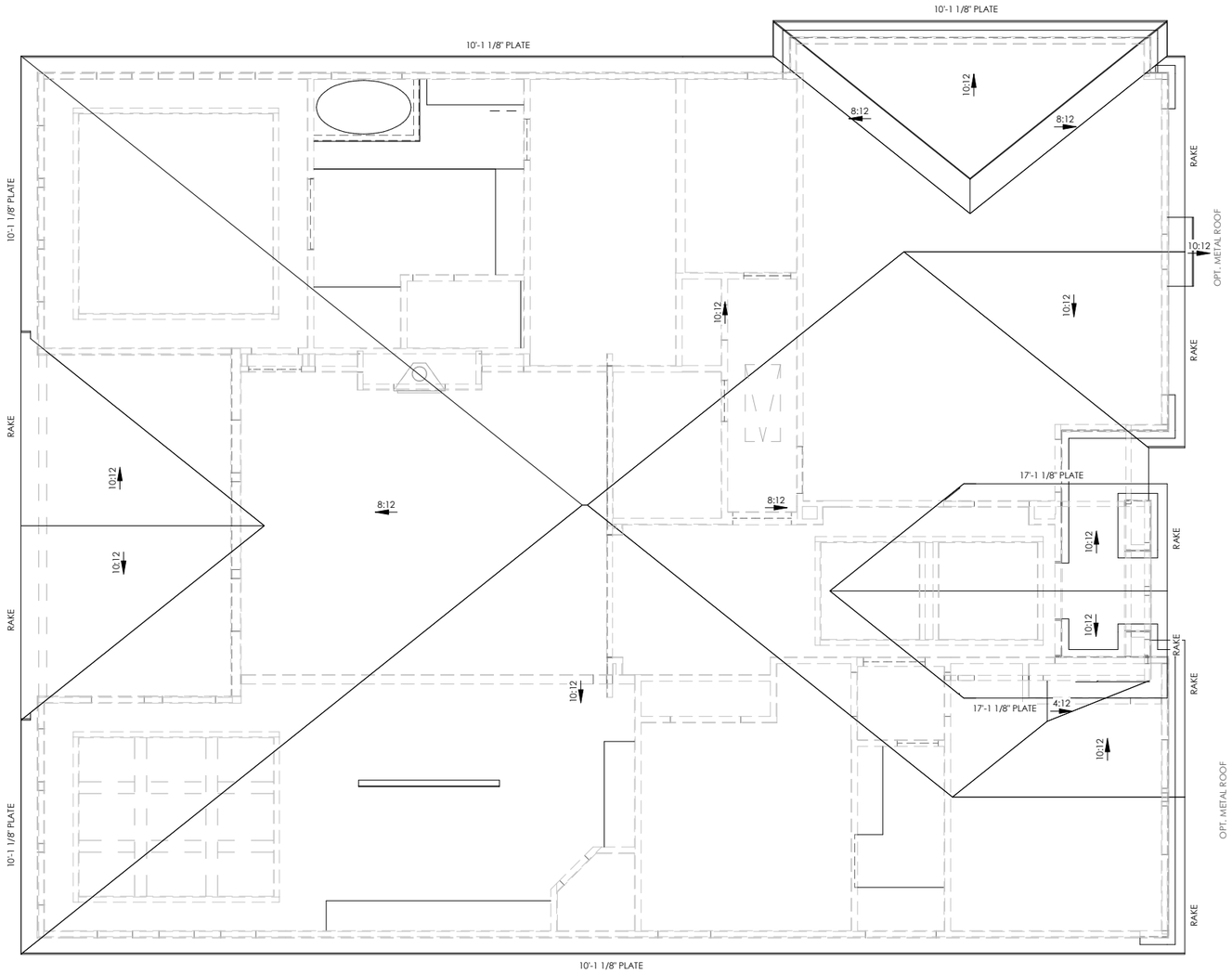
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.01



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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SHEET NAME

ELEVATION B - ROOF PLAN

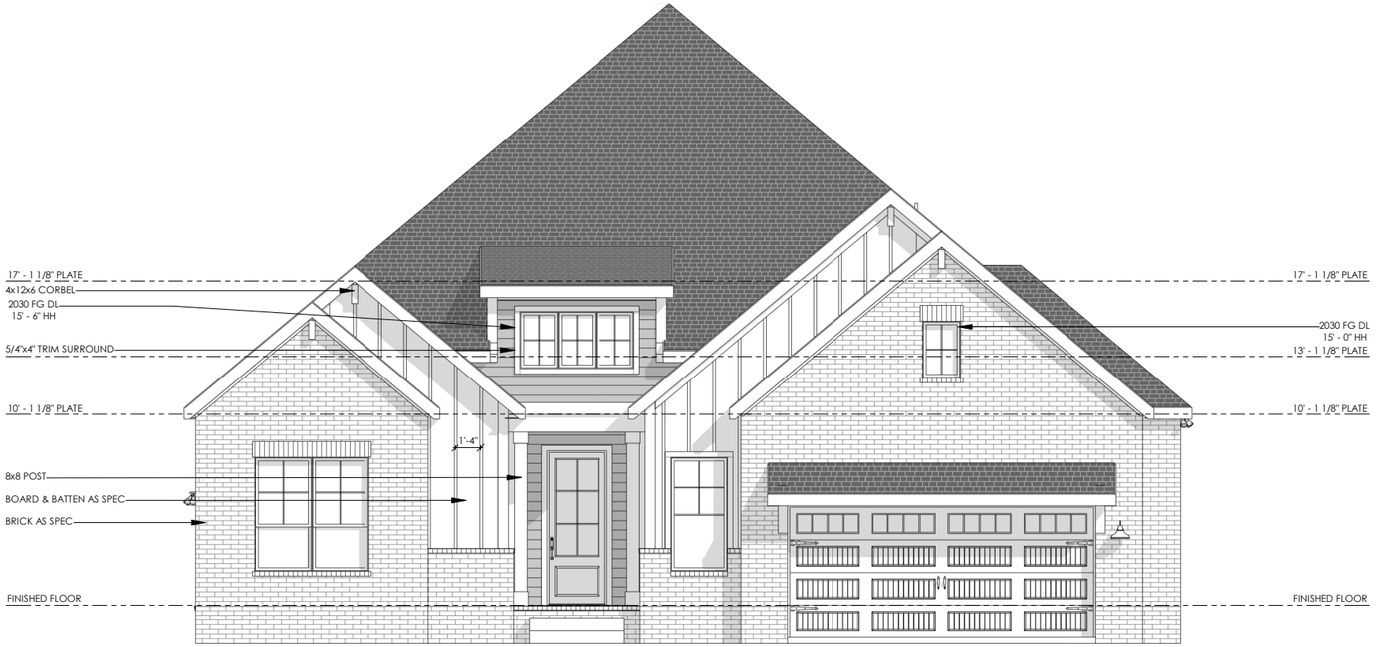
SHEET NO.

A2.02

ELEVATION C - LIVING SPACE	
FIRST FLOOR	2380 SF
TOTAL	2380 SF

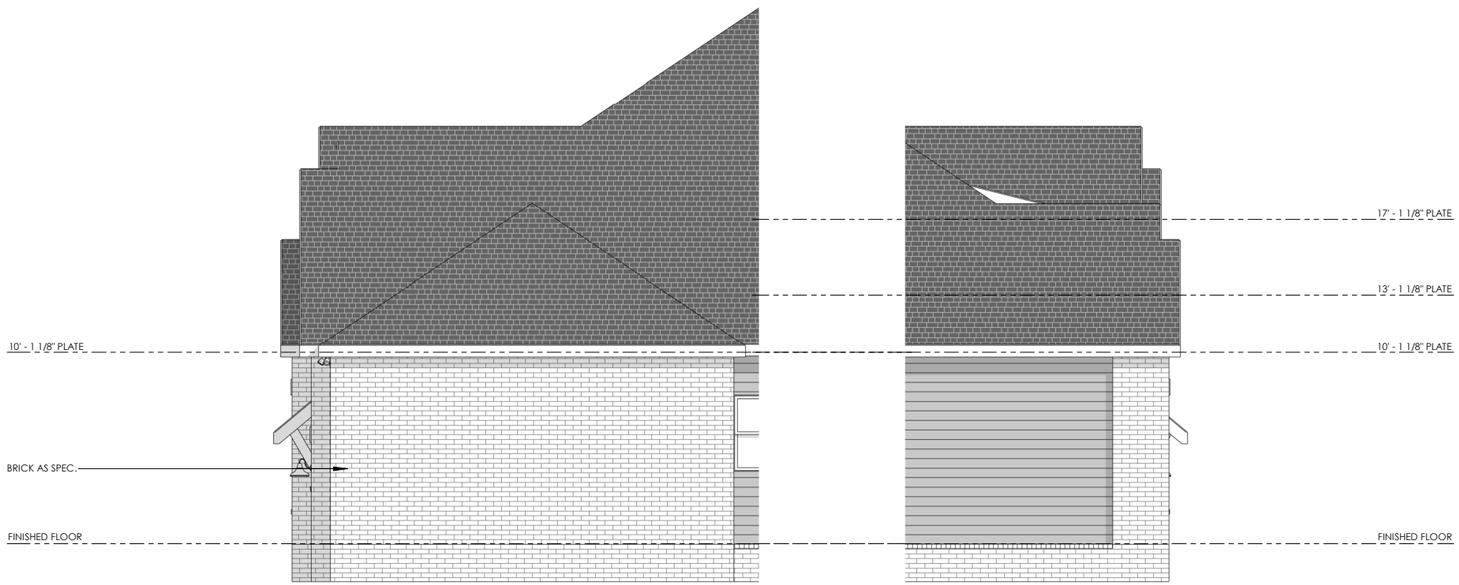
ELEVATION C - NON-LIVING	
PORCH	31 SF
PATIO	215 SF
TOTAL	245 SF

TOTAL UNDER ROOF	3172 SF



ELEVATION C - FRONT ELEVATION

1/8" = 1'-0"

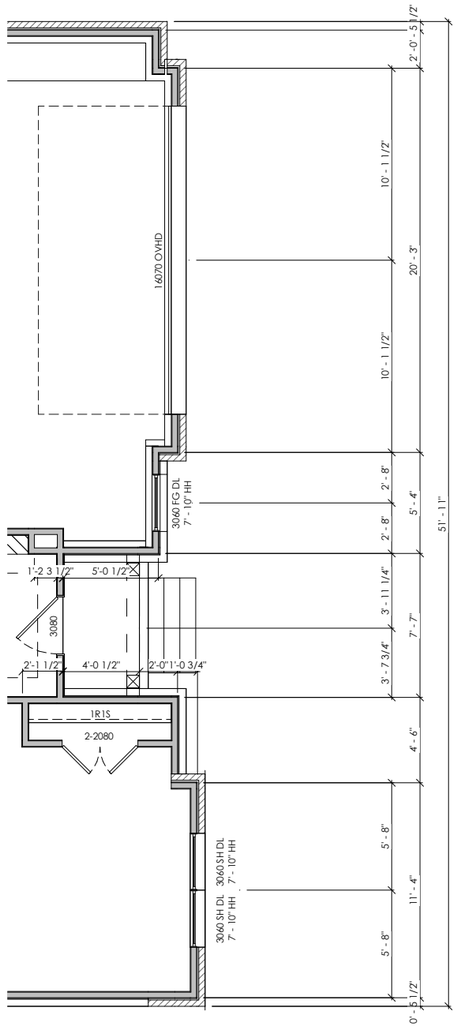


ELEVATION C - RIGHT ELEVATION

1/8" = 1'-0"

ELEVATION C - RIGHT ELEVATION

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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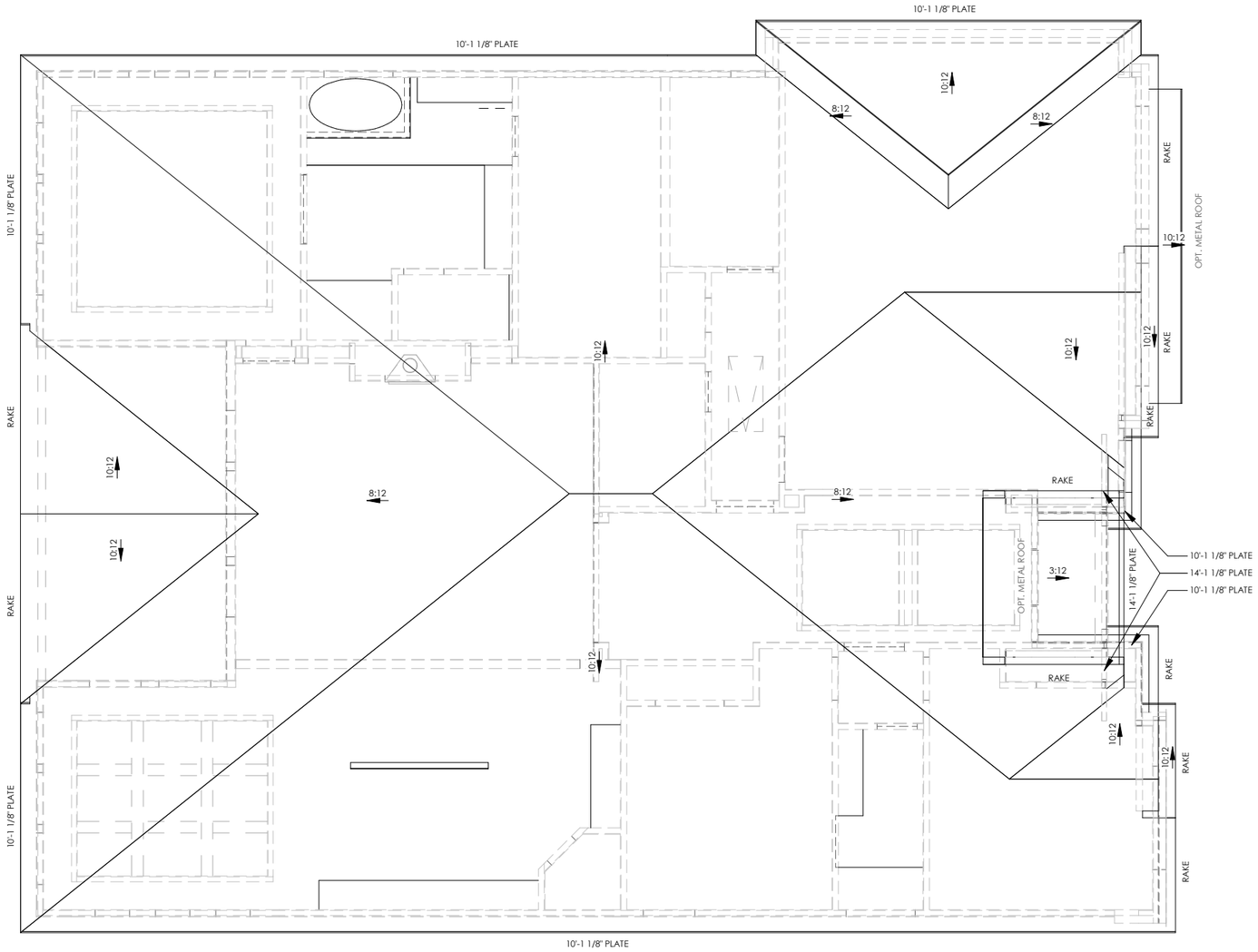
SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.00



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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SHEET NAME

ELEVATION C - ROOF PLAN

SHEET NO.

A3.01



ELEVATION D - FRONT

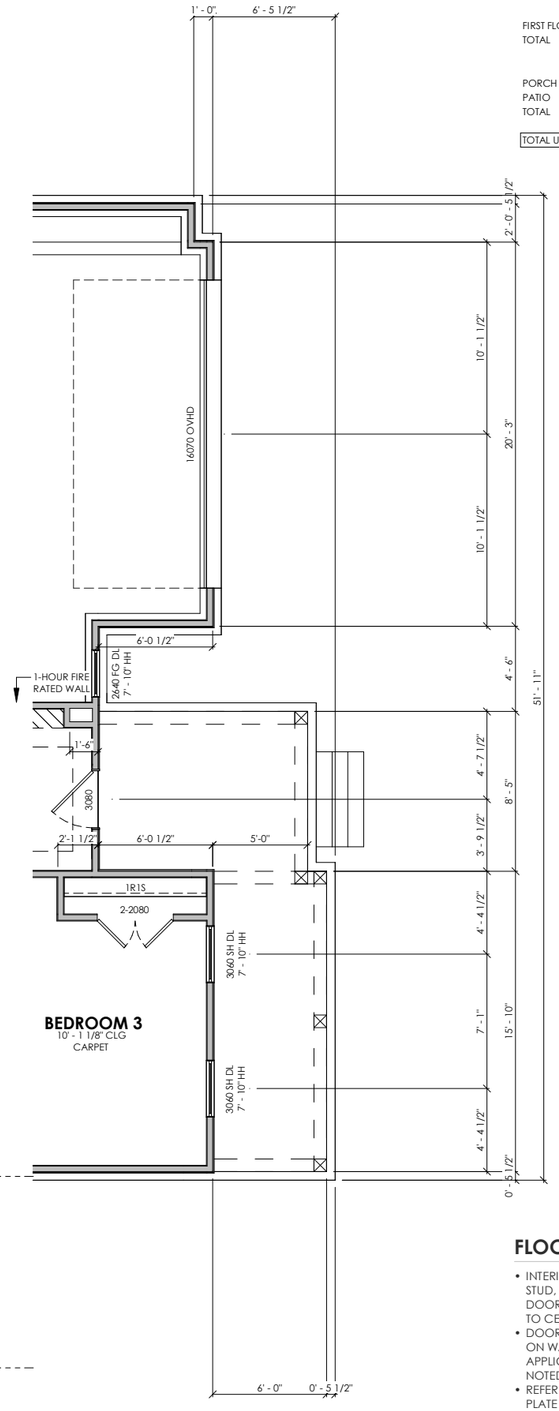
1/8" = 1'-0"

ELEVATION D - LEFT

1/8" = 1'-0"

ELEVATION D - RIGHT

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING SPACE

FIRST FLOOR	2380 SF
TOTAL	2380 SF

ELEVATION D - NON-LIVING

PORCH	31 SF
PATIO	215 SF
TOTAL	245 SF

TOTAL UNDER ROOF	3172 SF

FLOOR PLAN NOTES

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DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.00



ELEVATION D - OPT. STONE - FRONT

1/8" = 1'-0"

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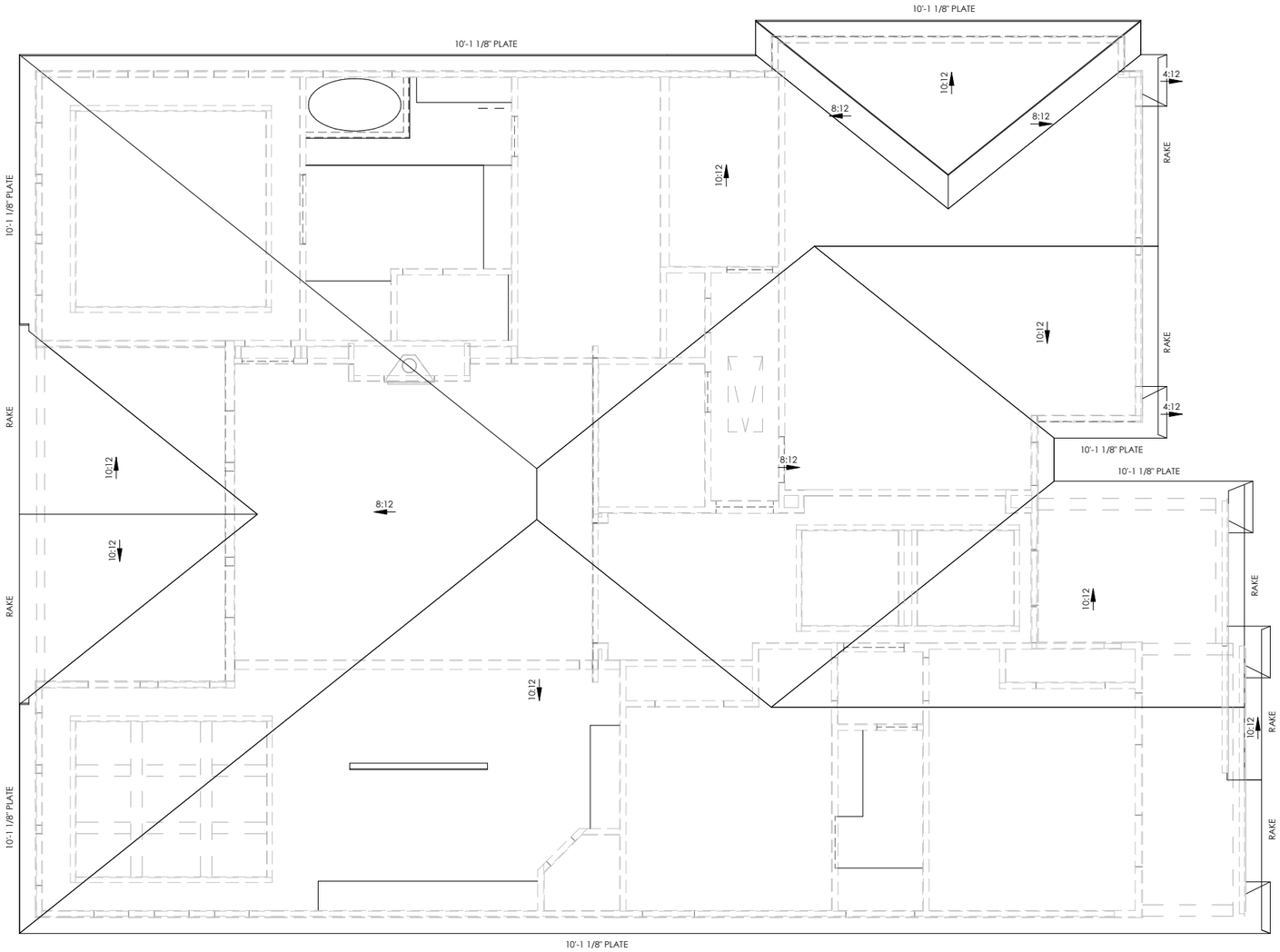
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.01



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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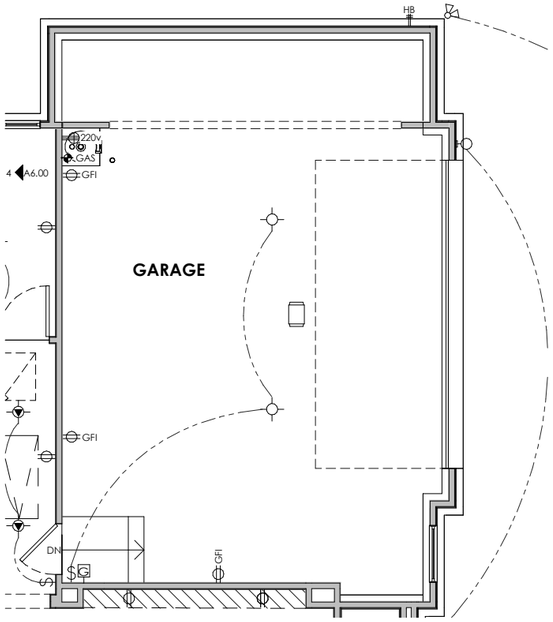
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - ROOF PLAN

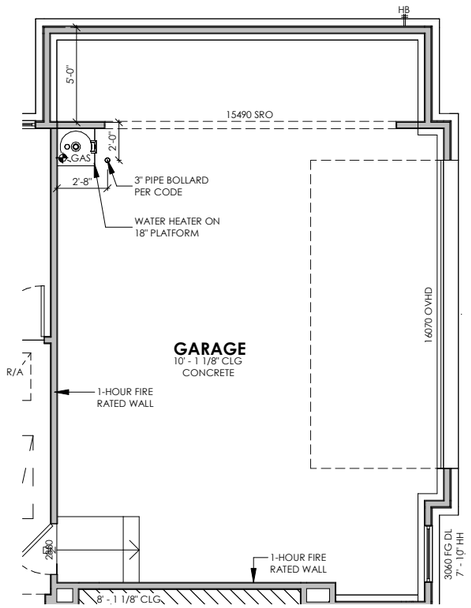
SHEET NO.

A4.02



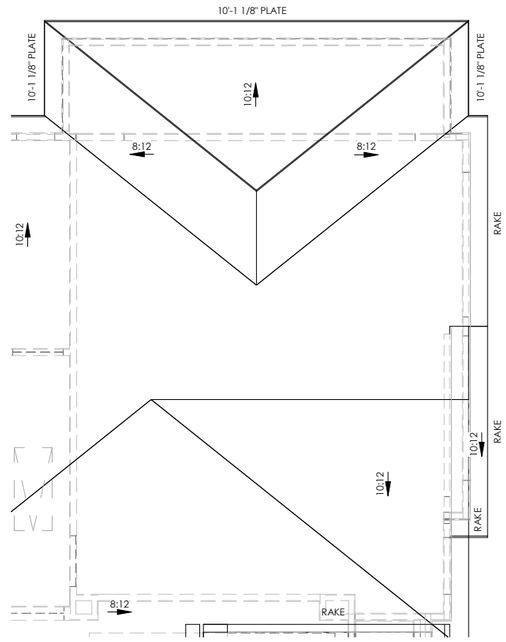
OPT. 1/2 CAR GARAGE ELECTRICAL PLAN

1/8" = 1'-0"



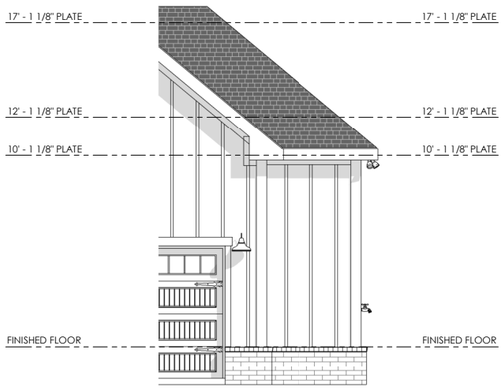
OPT. 1/2 CAR GARAGE FIRST FLOOR PLAN

1/8" = 1'-0"



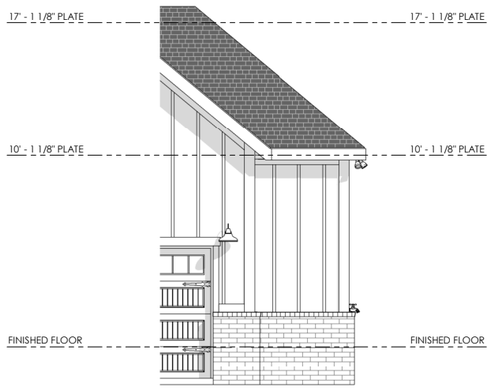
OPT. 1/2 CAR GARAGE ROOF PLAN - A

1/8" = 1'-0"



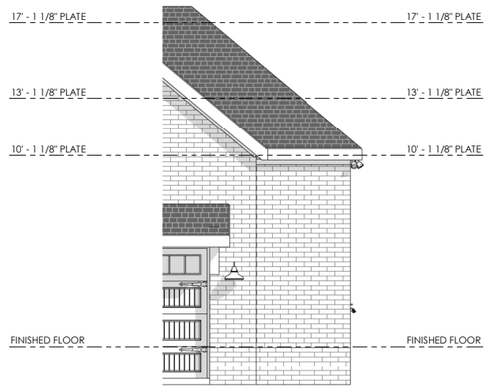
ELEVATION A & D - OPT. 1/2 CAR FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 1/2 CAR FRONT

1/8" = 1'-0"



ELEVATION C - OPT. 1/2 CAR FRONT

1/8" = 1'-0"

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2370 (237)

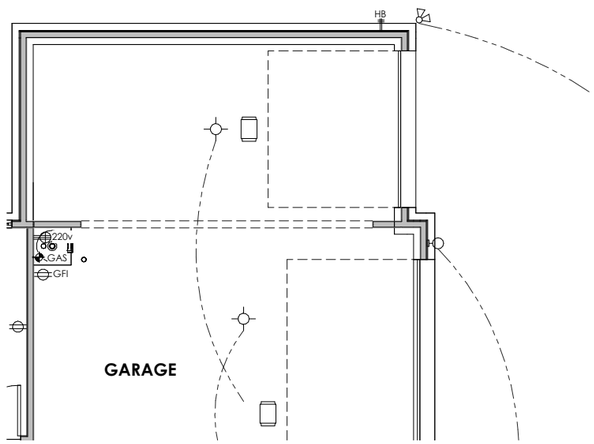
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

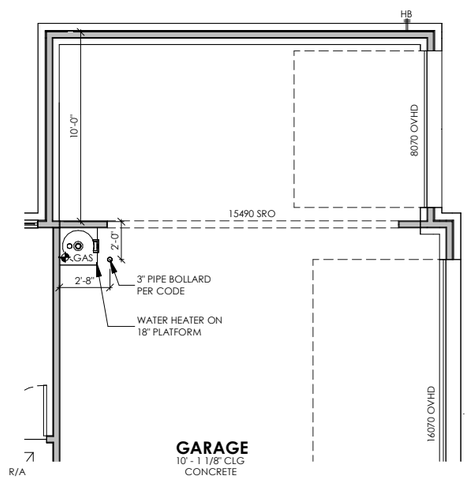
SHEET NO.

A5.00



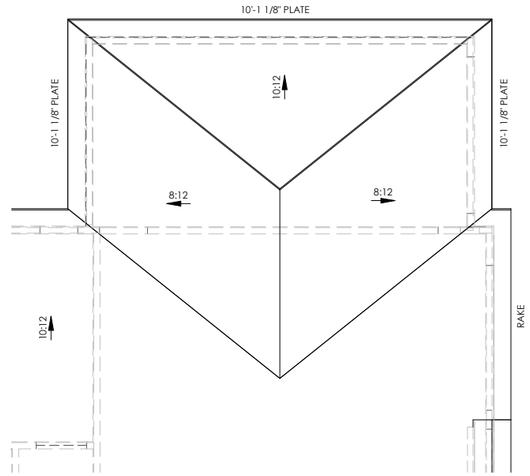
OPT. 3 CAR GARAGE ELECTRICAL PLAN

1/8" = 1'-0"



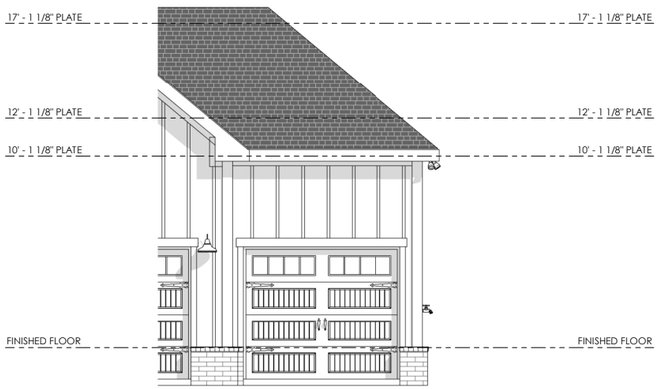
OPT. 3 CAR GARAGE FIRST FLOOR PLAN

1/8" = 1'-0"



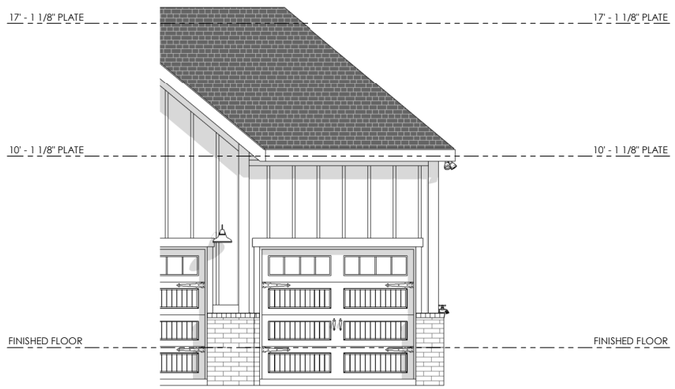
OPT. 3 CAR GARAGE ROOF PLAN

1/8" = 1'-0"



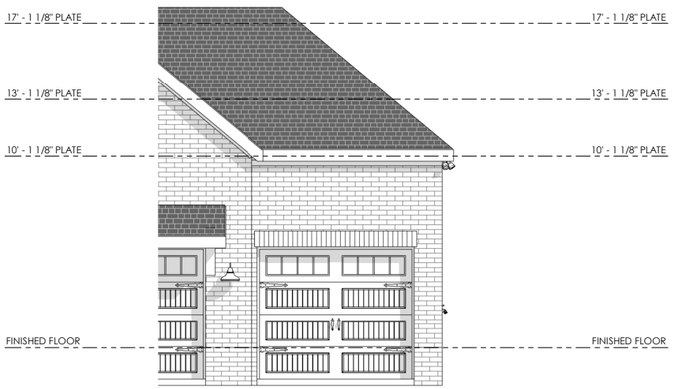
ELEVATION A & D - OPT. 3 CAR FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR FRONT

1/8" = 1'-0"



ELEVATION C - OPT. 3 CAR FRONT

1/8" = 1'-0"

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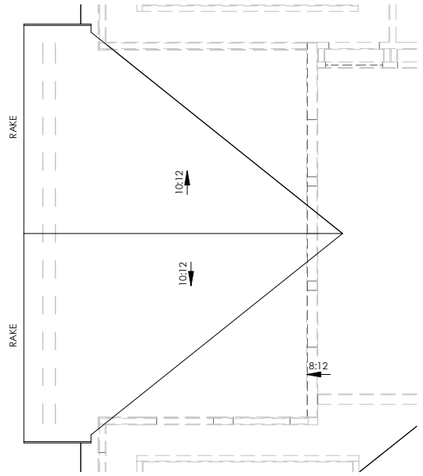
SHEET NAME

OPTIONS

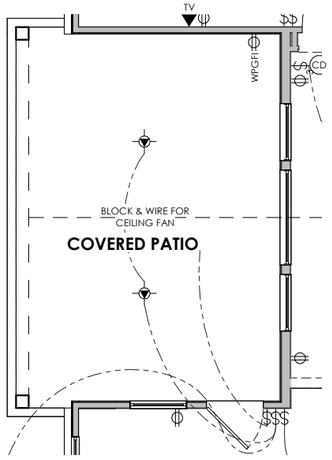
SHEET NO.

A5.01



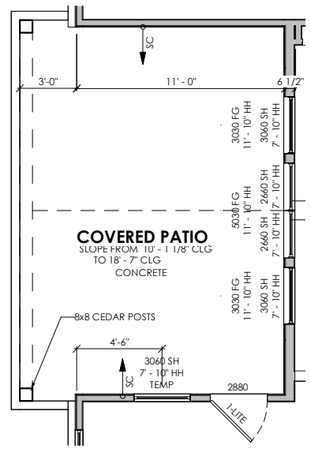
OPT. EXTENDED PATIO ROOF PLAN

1/8" = 1'-0"



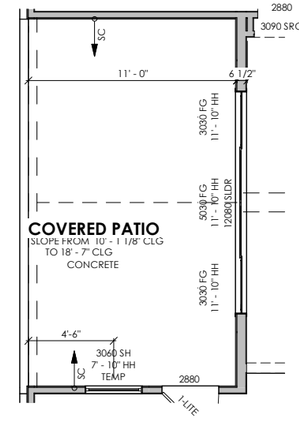
OPT. EXTENDED PATIO - ELECTRICAL

1/8" = 1'-0"



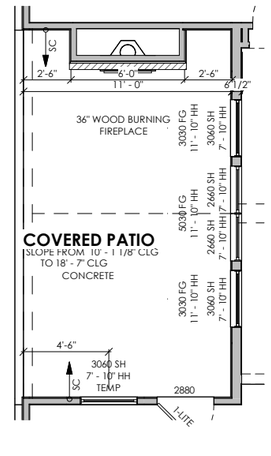
OPT. EXTENDED PATIO - FLOOR PLAN

1/8" = 1'-0"



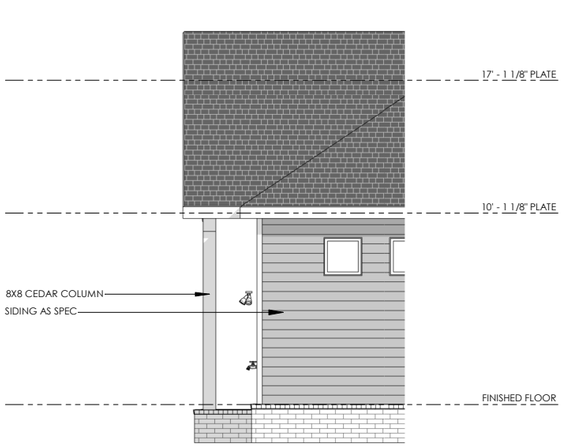
OPT. SLIDING DOOR

1/8" = 1'-0"



OPT. OUTDOOR FIREPLACE

1/8" = 1'-0"



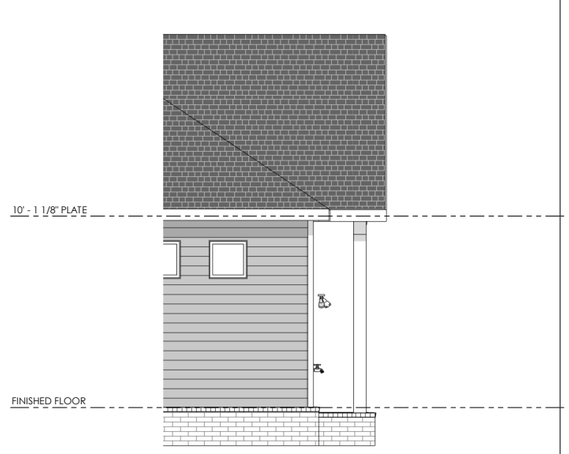
OPT. EXTENDED PATIO - LEFT

1/8" = 1'-0"



OPT. EXTENDED PATIO - REAR

1/8" = 1'-0"



OPT. EXTENDED PATIO - RIGHT

1/8" = 1'-0"

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PROJECT NAME

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PLAN NO.

2370 (237)

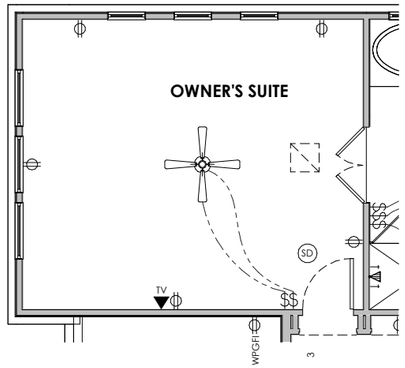
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

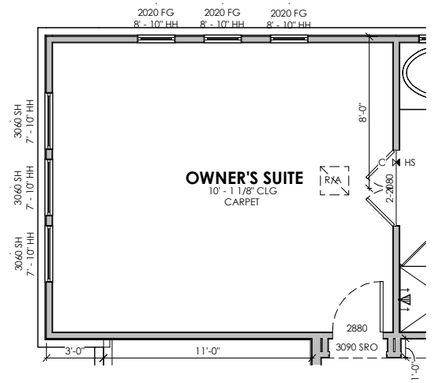
SHEET NO.

A5.02



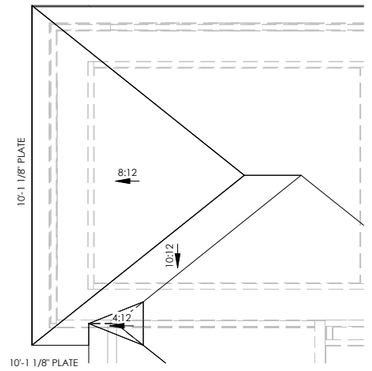
OPT. MASTER EXTENSION - ELECTRICAL

1/8" = 1'-0"



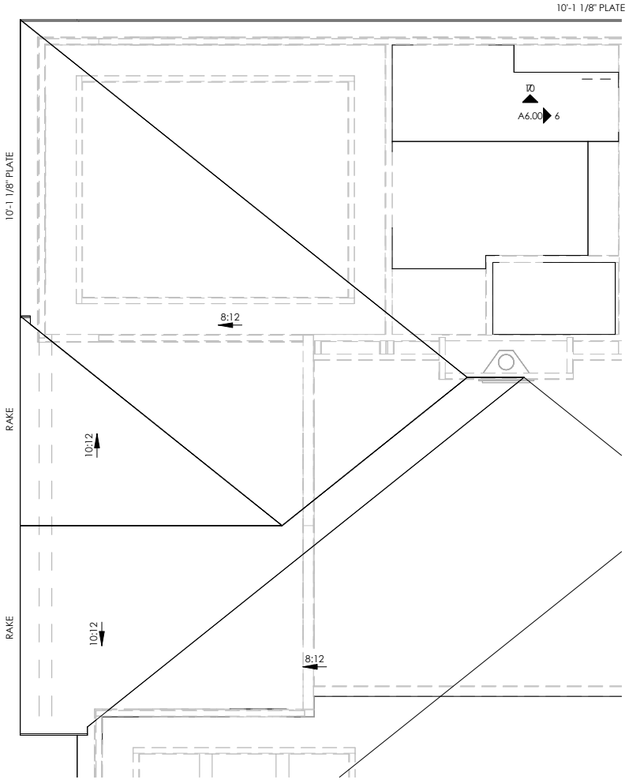
OPT. MASTER EXTENSION - FLOOR PLAN

1/8" = 1'-0"



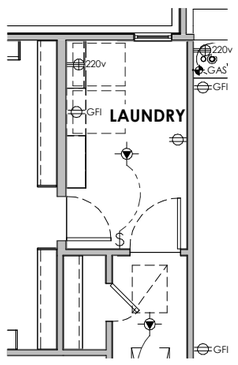
OPT. MASTER EXTENSION - ROOF PLAN

1/8" = 1'-0"



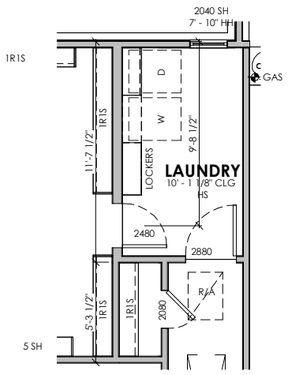
OPT. MASTER EXTENSION & OPT. PATIO 2 - ROOF PLAN

1/8" = 1'-0"



OPT. UTILITY DOOR - ELECTRICAL

1/8" = 1'-0"



OPT. UTILITY DOOR - FLOOR PLAN

1/8" = 1'-0"

PROJECT NAME

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PLAN NO.

2370 (237)

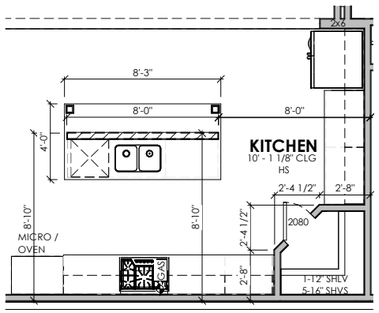
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

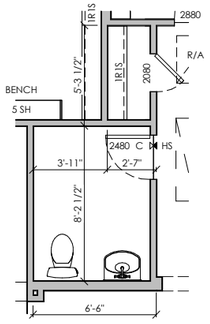
SHEET NO.

A5.03



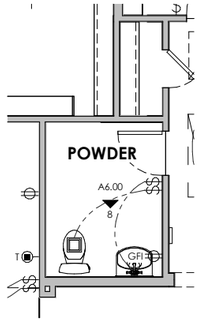
OPT. ISLAND 2 - FLOOR PLAN

1/8" = 1'-0"



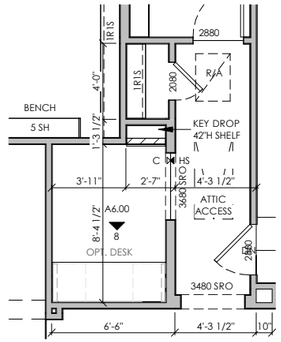
OPT. POWDER

1/8" = 1'-0"



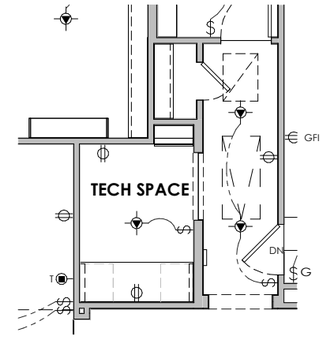
OPT. POWDER - ELECTRICAL

1/8" = 1'-0"



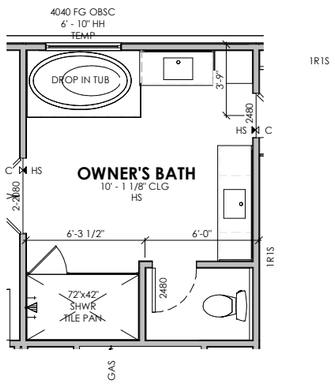
OPT. TECH SPACE

1/8" = 1'-0"



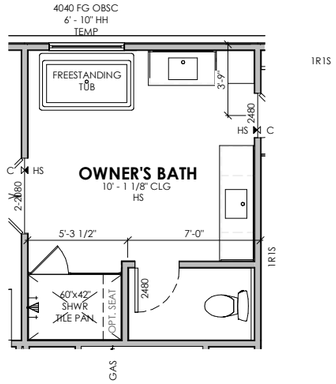
OPT. TECH SPACE - ELECTRICAL

1/8" = 1'-0"



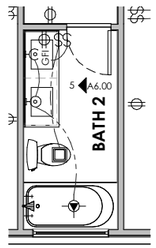
OPT. ENLARGED SHOWER

1/8" = 1'-0"



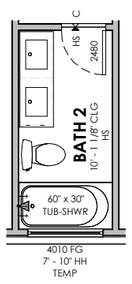
OPT. FREESTANDING TUB

1/8" = 1'-0"



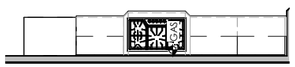
OPT. BATH 2 SINK

1/8" = 1'-0"



OPT. BATH 2 SINK

1/8" = 1'-0"



OPT. KITCHEN

1/8" = 1'-0"

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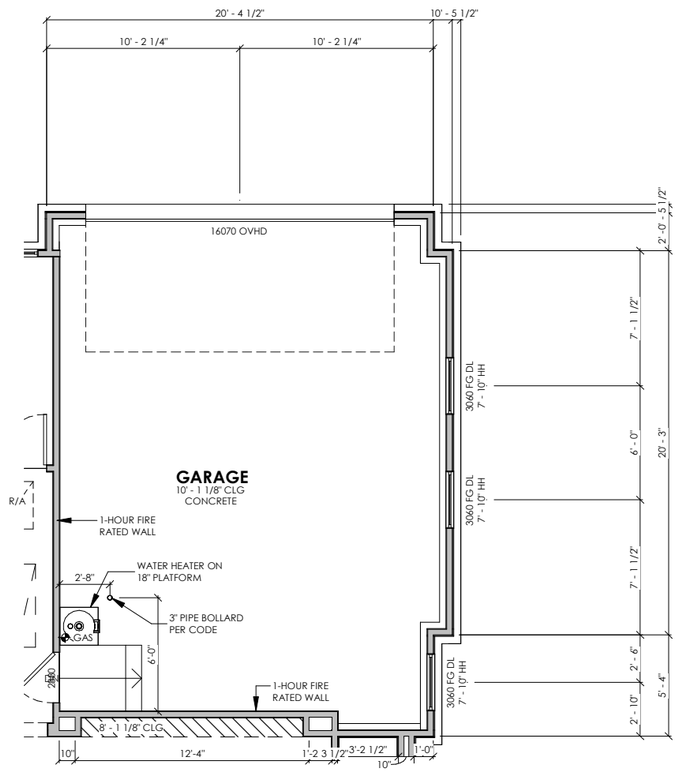
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME
OPTIONS

SHEET NO.
A5.04

OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"

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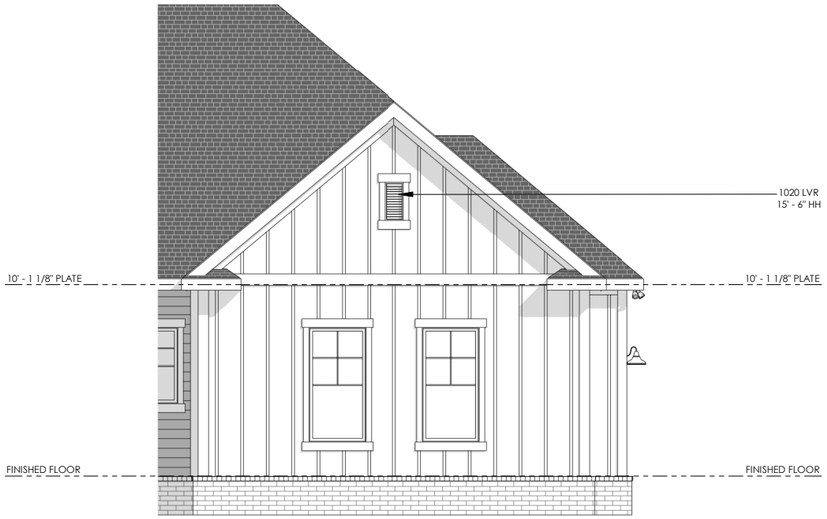
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

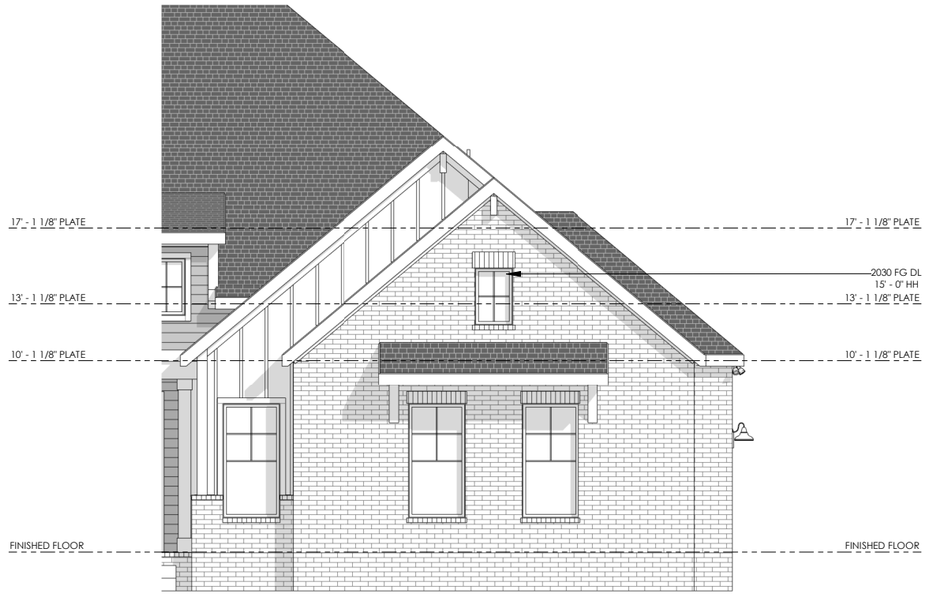
SHEET NO.

A5.05



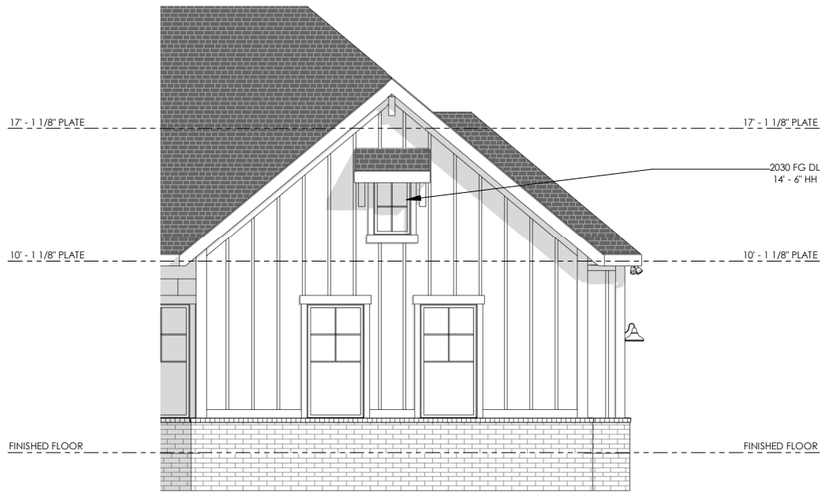
ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



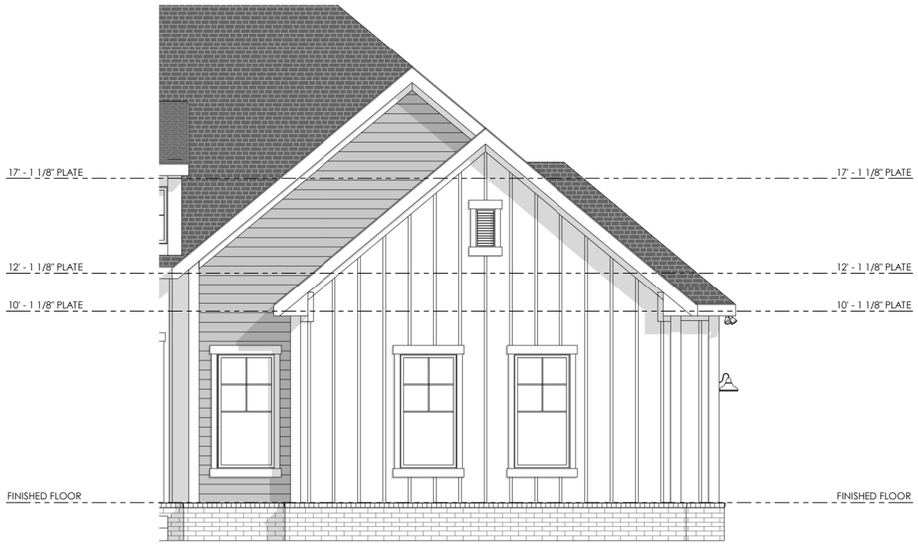
ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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2370 (237)

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SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

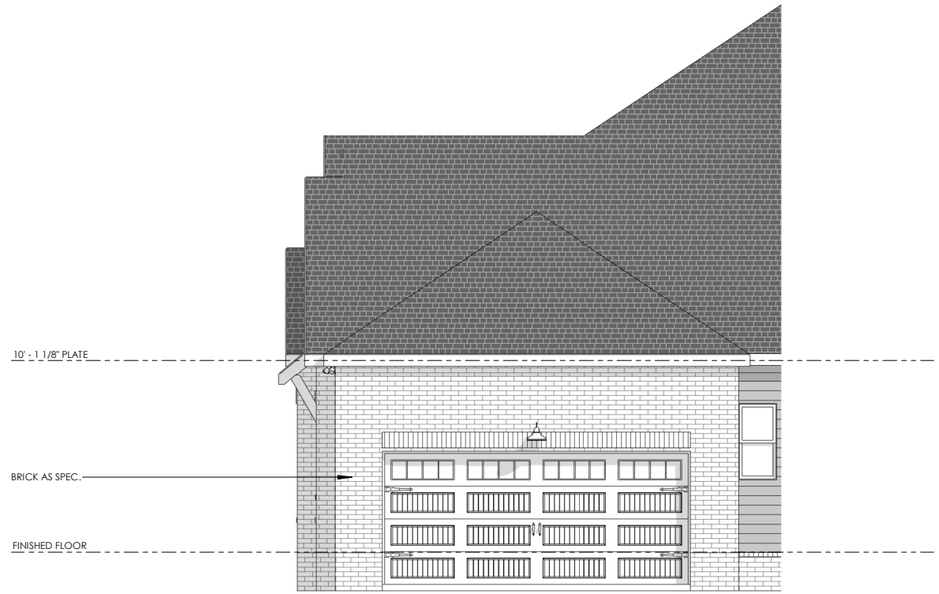
SHEET NO.

A5.06



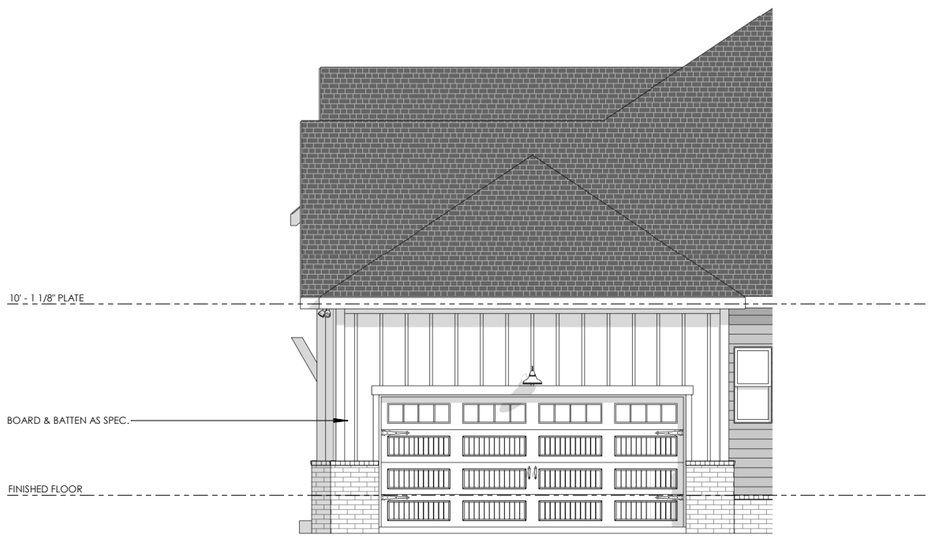
ELEVATION D - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



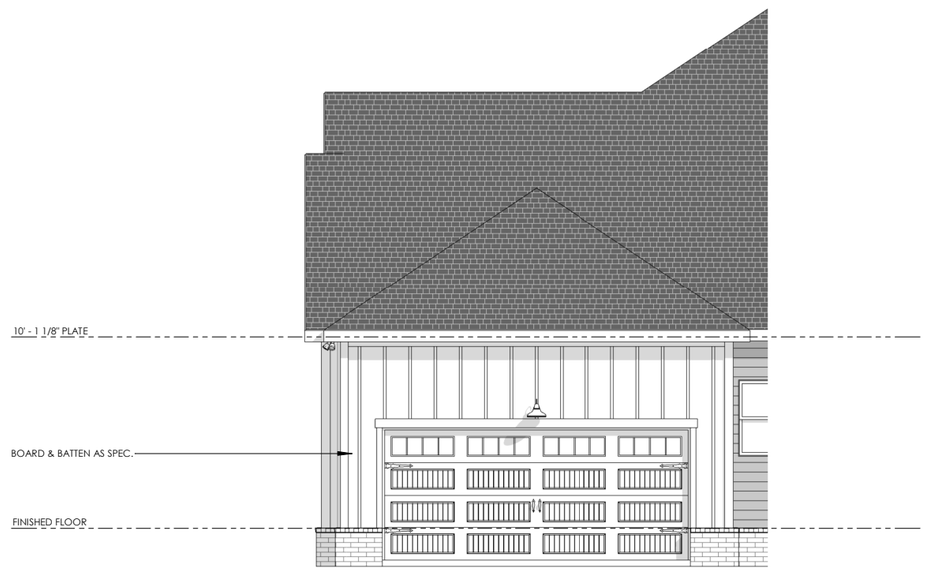
ELEVATION C - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



ELEVATION B - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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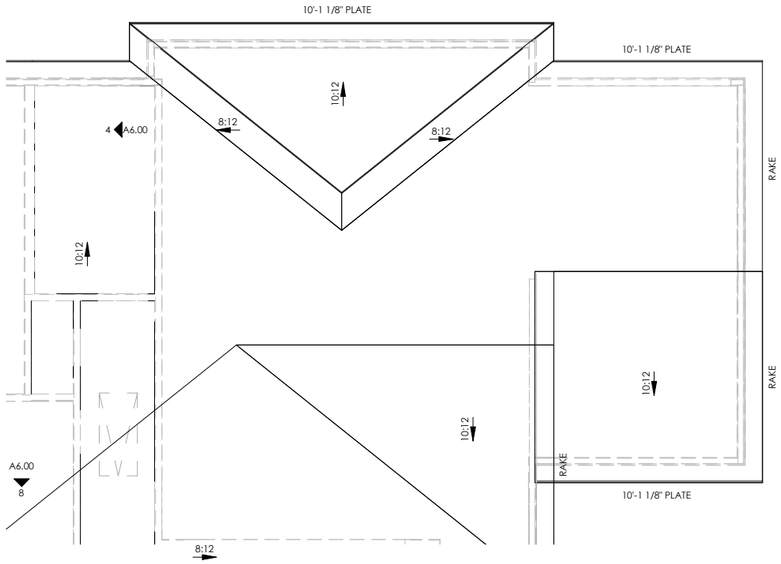
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

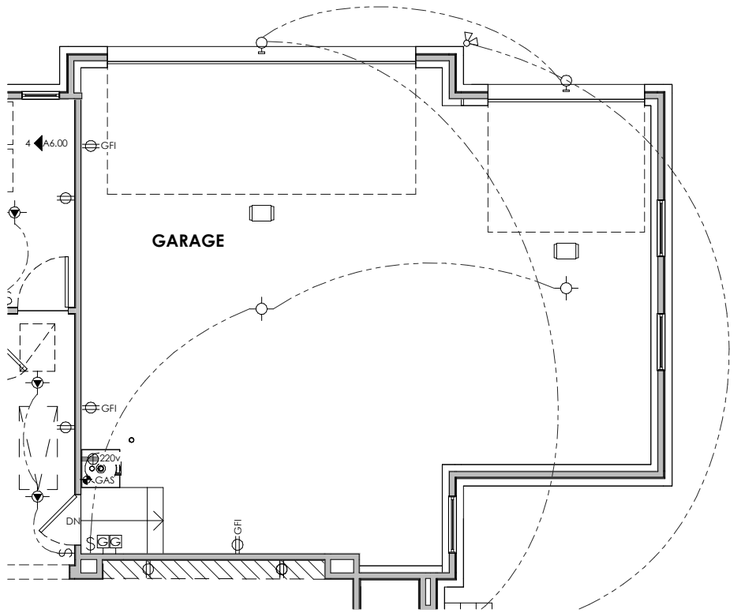
SHEET NO.

A5.07



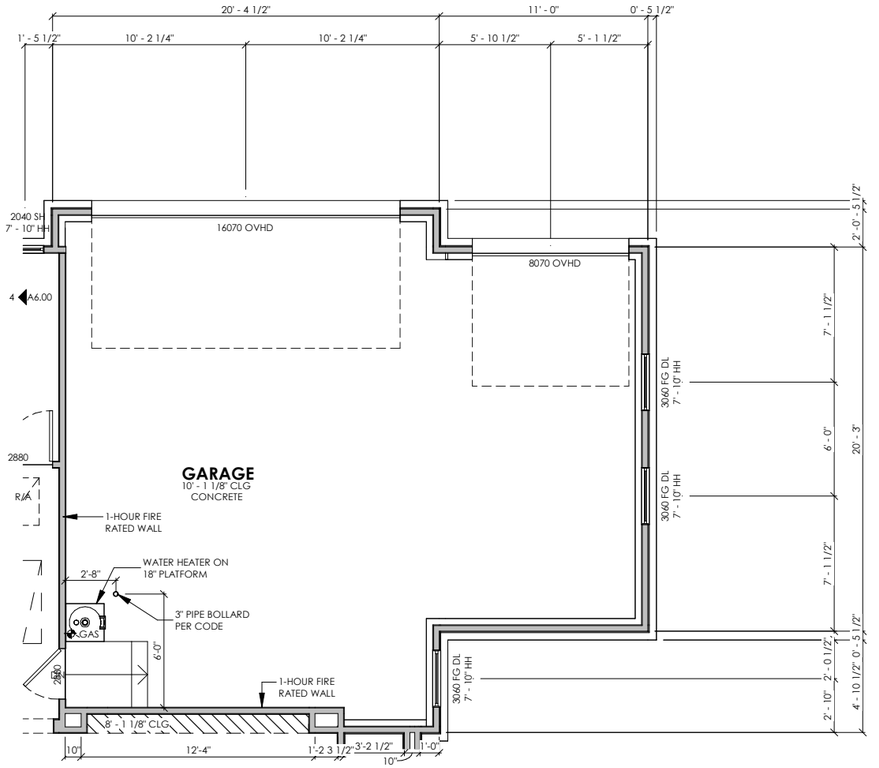
OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - ELECTRICAL PLAN

1/8" = 1'-0"



OPT. 3 CAR SIDE LOAD GARAGE - FLOOR PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

SHEET NO.

A5.08



D - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



C - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



B - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



A - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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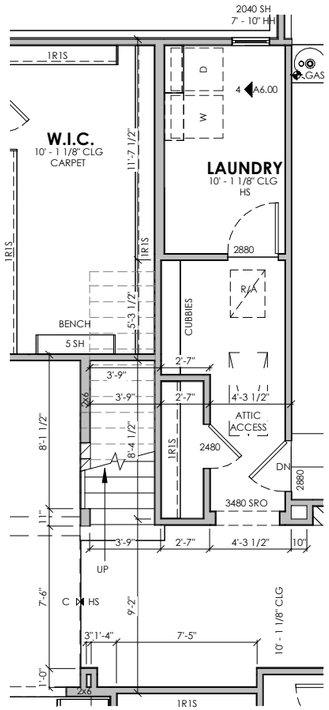
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

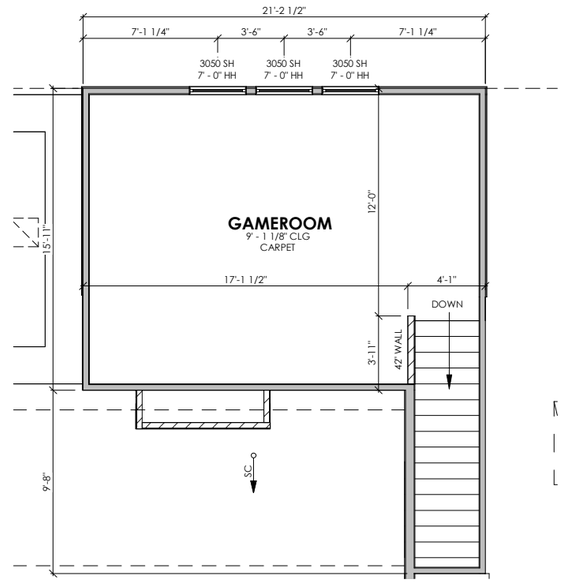
SHEET NO.

A5.09



OPT. GAMEROOM - 1ST FLOOR PLAN

1/8" = 1'-0"



OPT. GAMEROOM - 2ND FLOOR PLAN

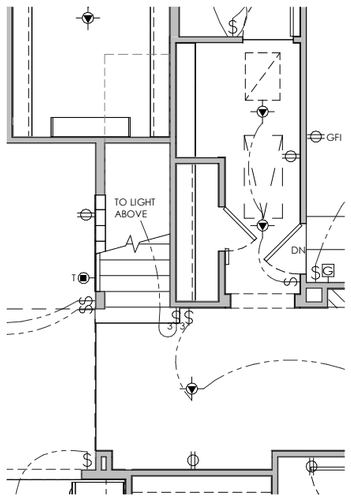
1/8" = 1'-0"

OPT. GAMEROOM - LIVING SPACE

FIRST FLOOR	2369 SF
SECOND FLOOR	338 SF
TOTAL	2706 SF

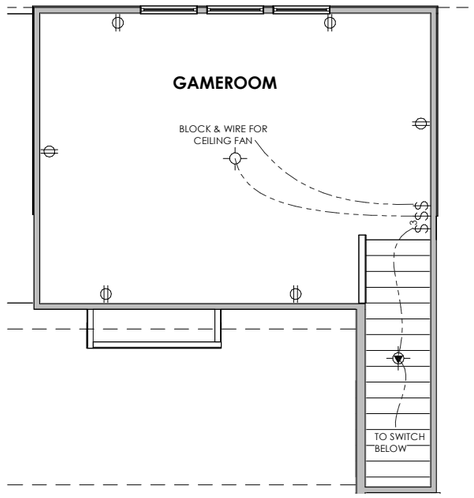
OPT. GAMEROOM - NON-LIVING

GARAGE	546 SF
PORCH	31 SF
PATIO	215 SF
TOTAL	791 SF



OPT. GAMEROOM - 1ST FLOOR ELEC. PLAN

1/8" = 1'-0"



OPT. GAMEROOM - 2ND FLOOR ELEC. PLAN

1/8" = 1'-0"

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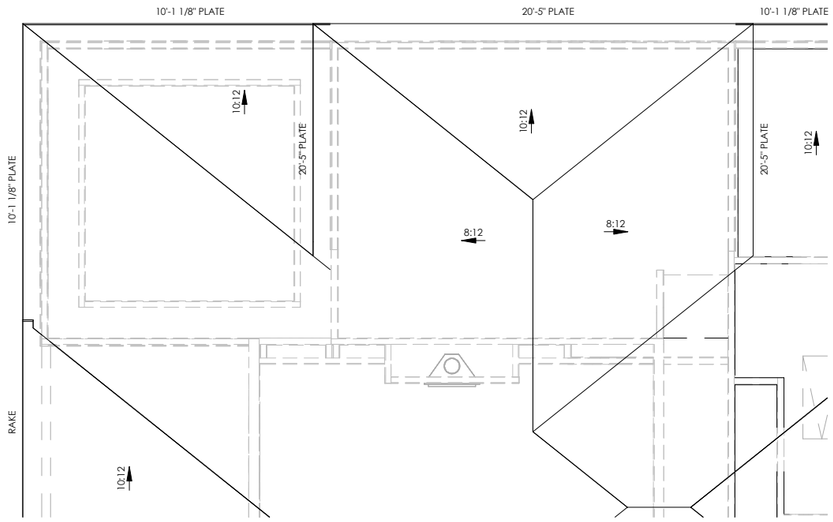
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

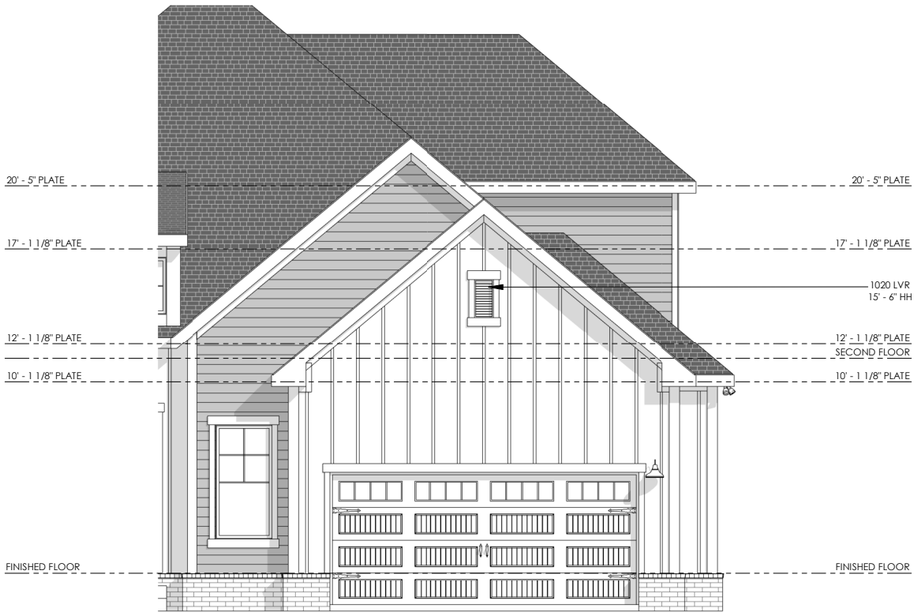
SHEET NO.

A5.10



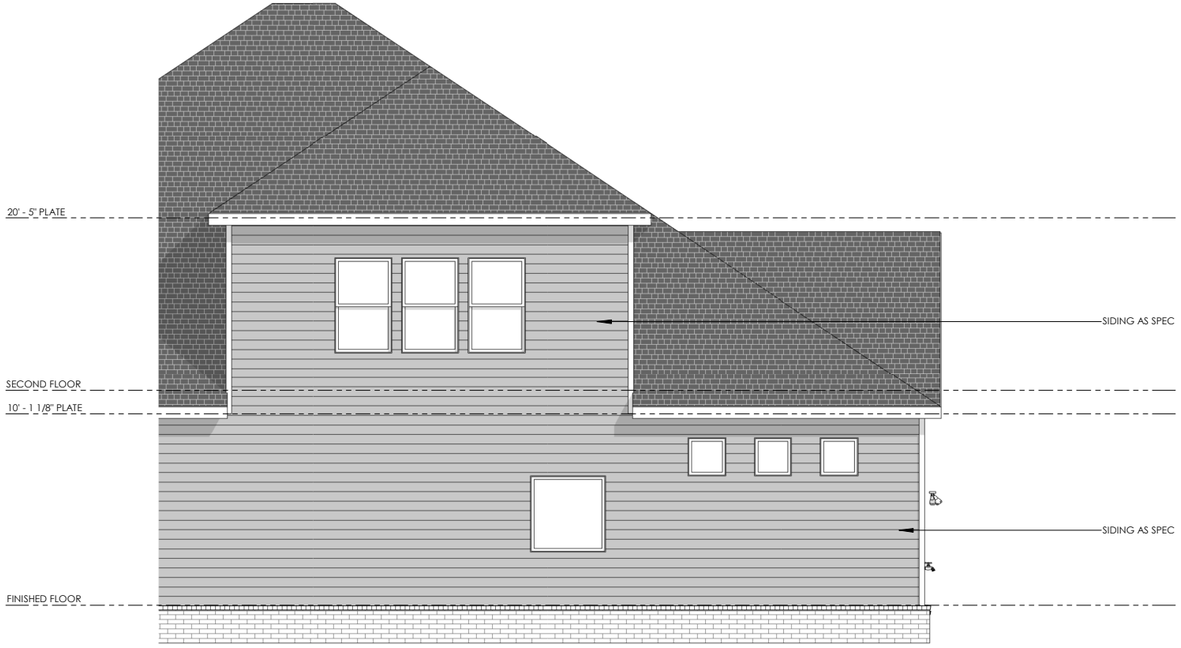
OPT. GAMEROOM - ROOF PLAN

1/8" = 1'-0"



ELEVATION A - OPT. GAMEROOM - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. GAMEROOM - RIGHT

1/8" = 1'-0"

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PLAN NO.

2370 (237)

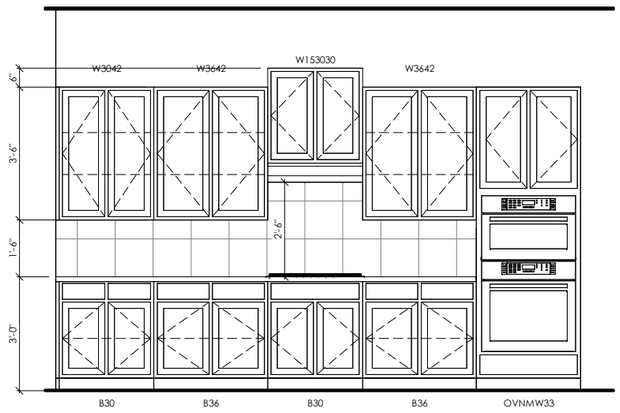
ISSUE DATE	8/1/2023
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

OPTIONS

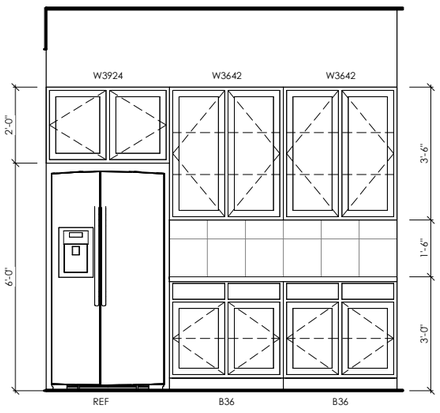
SHEET NO.

A5.11



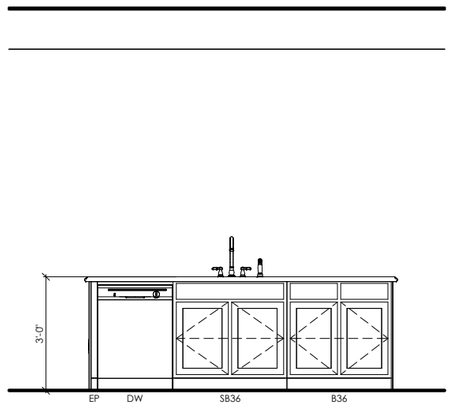
KITCHEN

1/4" = 1'-0"



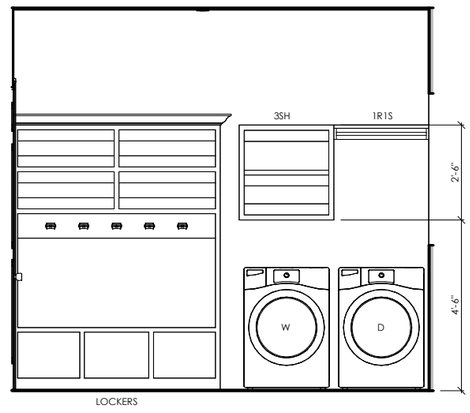
KITCHEN

1/4" = 1'-0"



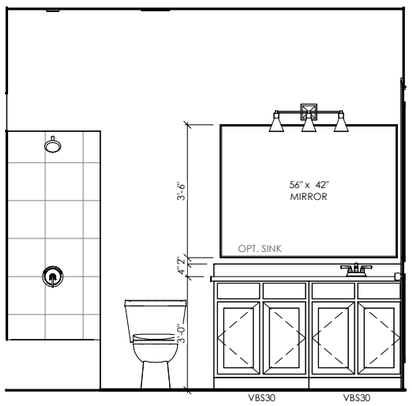
KITCHEN

1/4" = 1'-0"



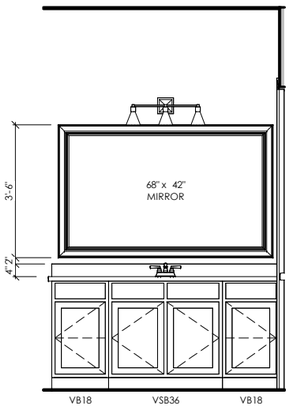
LAUNDRY

1/4" = 1'-0"



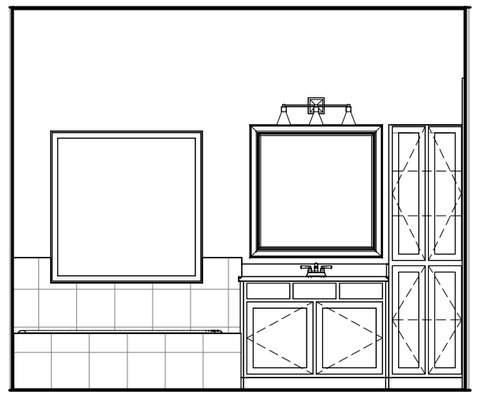
BATH 2

1/4" = 1'-0"



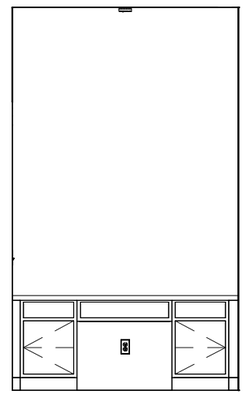
OWNER'S BATH

1/4" = 1'-0"



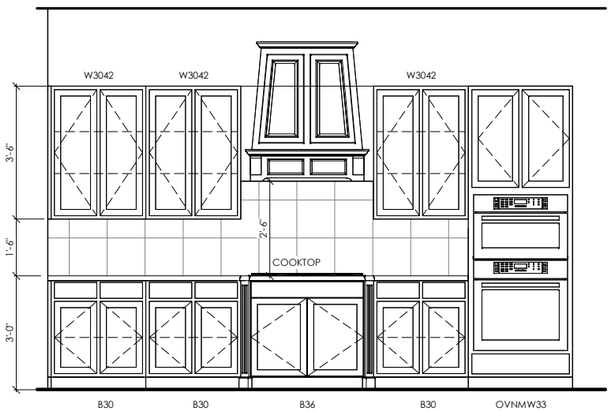
OWNER'S BATH

1/4" = 1'-0"



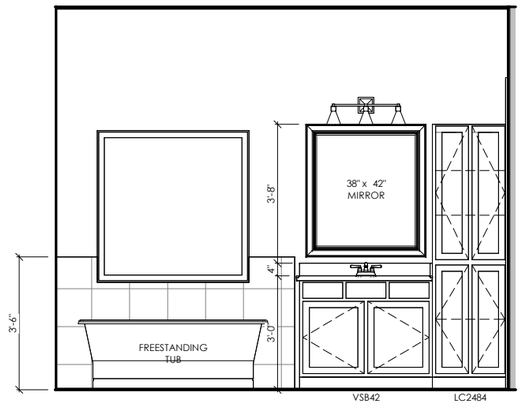
OPT. DESK

1/4" = 1'-0"



OPT. KITCHEN

1/4" = 1'-0"



OPT. FREESTANDING TUB

1/4" = 1'-0"

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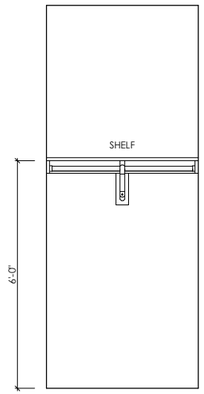
SHEET NAME

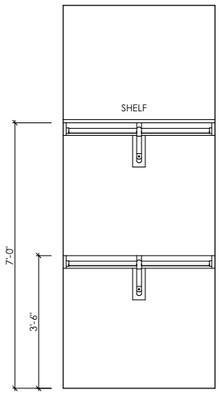
INTERIOR ELEVATIONS

SHEET NO.

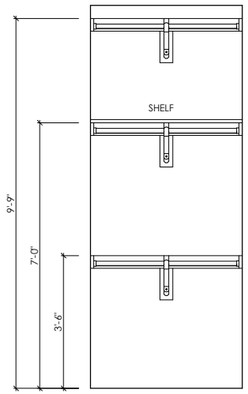
A6.00



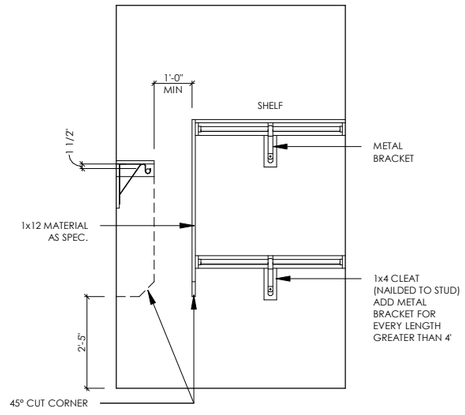
1R1S



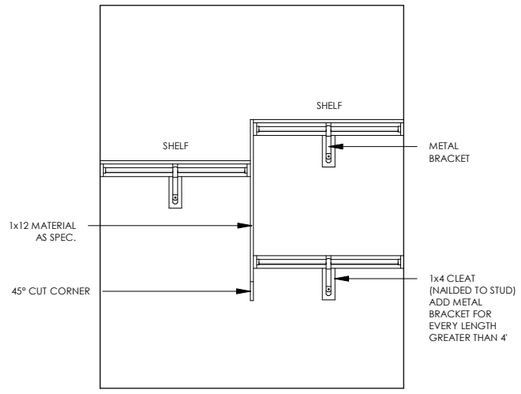
2R1S



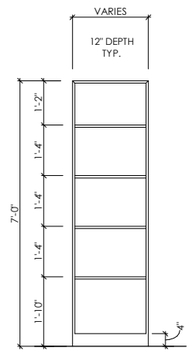
3R1S



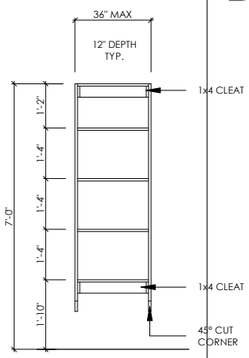
CLOSET CORNER DETAIL



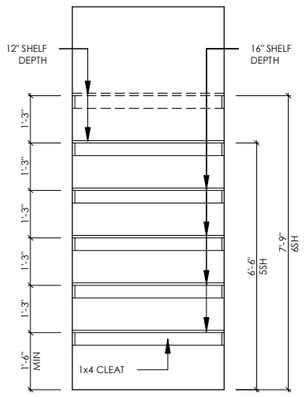
1R1S TO 2R1S TRANSITION DETAIL



5SH

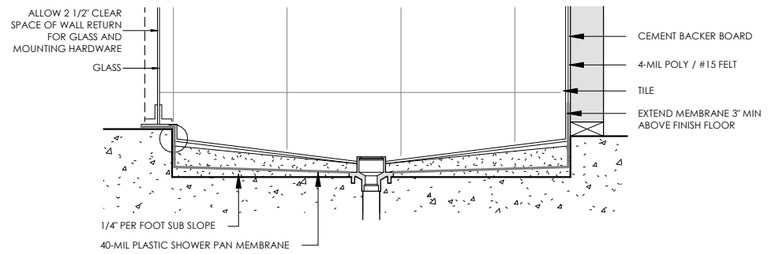


5SH (SUSPENDED)



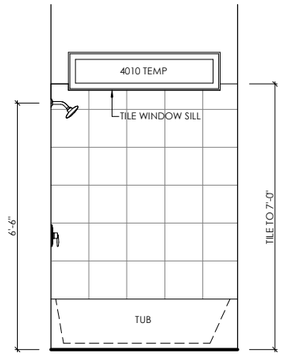
CLOSET DETAILS

1/4" = 1'-0"



MUD PAN SHOWER

3/4" = 1'-0"



TYP. TUB/SHWR W/ WINDOW

1/4" = 1'-0"

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2370 (237)

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SCALE	As indicated

SHEET NAME

DETAIL SHEET

SHEET NO.

A7.00



ELEVATION A



ELEVATION B



ELEVATION C



ELEVATION D

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - EXTERIOR ELEVATIONS
A1.05	ELEVATION A - EXTERIOR ELEVATIONS
A1.06	ELEVATION A - ROOF PLAN
A1.07	ELEVATION A - SECTIONS
A2.01	ELEVATION B - PARTIAL FLOOR PLANS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - EXTERIOR ELEVATIONS
A2.04	ELEVATION B - EXTERIOR ELEVATIONS
A2.05	ELEVATION B - EXTERIOR ELEVATIONS
A2.06	ELEVATION B - ROOF PLAN
A3.01	ELEVATION C - PARTIAL FLOOR PLANS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - EXTERIOR ELEVATIONS
A3.04	ELEVATION C - EXTERIOR ELEVATIONS
A3.05	ELEVATION C - EXTERIOR ELEVATIONS
A3.06	ELEVATION C - ROOF PLAN
A4.01	ELEVATION D - PARTIAL FLOOR PLANS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - EXTERIOR ELEVATIONS
A4.04	ELEVATION D - EXTERIOR ELEVATIONS
A4.05	ELEVATION D - EXTERIOR ELEVATIONS
A4.06	ELEVATION D - ROOF PLAN
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
A7.10	PLAN OPTIONS
A7.11	PLAN OPTIONS
A7.12	PLAN OPTIONS
AD1.00	DETAILS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
E7.02	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A

PLAN OPTIONS

- ☐ ELEVATION **A**
- ☐ ELEVATION **B**
- ☐ ELEVATION **C**
- ☐ ELEVATION **D**
- ☐ **00STN000** - OPT. STONE
- ☐ **BED4BATH3** - OPT. BEDROOM 4 BATH 3
- ☐ **BED5BATH4** - OPT. BEDROOM 5 BATH 4
- ☐ **DR000IN8** - OPT. 8' INTERIOR DOORS
- ☐ **DR000PT8** - OPT. 8' PATIO DOOR
- ☐ **EXECUTV** - OPT. EXECUTIVE PACKAGE
- ☐ **FREESTUB** - OPT. FREESTANDING TUB
- ☐ **GARGE1/2** - OPT. HALF CAR GARAGE
- ☐ **GARGE3** - OPT. 3 CAR GARAGE
- ☐ **GARGE3SL** - OPT. 3 CAR SIDE LOAD GARAGE
- ☐ **GARGSDLD** - OPT. SIDE LOAD GARAGE
- ☐ **ISLAND2** - OPT. ISLAND
- ☐ **KITCHEN2** - OPT. KITCHEN
- ☐ **LAV2BTH2** - OPT. BATH 3 SINK
- ☐ **MBEDENT** - OPT. OWNERS ENTRY
- ☐ **MEDIARM** - OPT. MEDIA
- ☐ **PATIO2** - OPT. COVERED PATIO
- ☐ **PL0MB201** - OPT. ENLARGED SHOWER
- ☐ **REAREXT** - OPT. 3' REAR EXTENSION
- ☐ **SHWRSEAT** - OPT. SHOWER SEAT
- ☐ **STUDY1** - OPT. STUDY

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CUMBERLAND

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2550 (255)

ISSUE DATE	11-08-202
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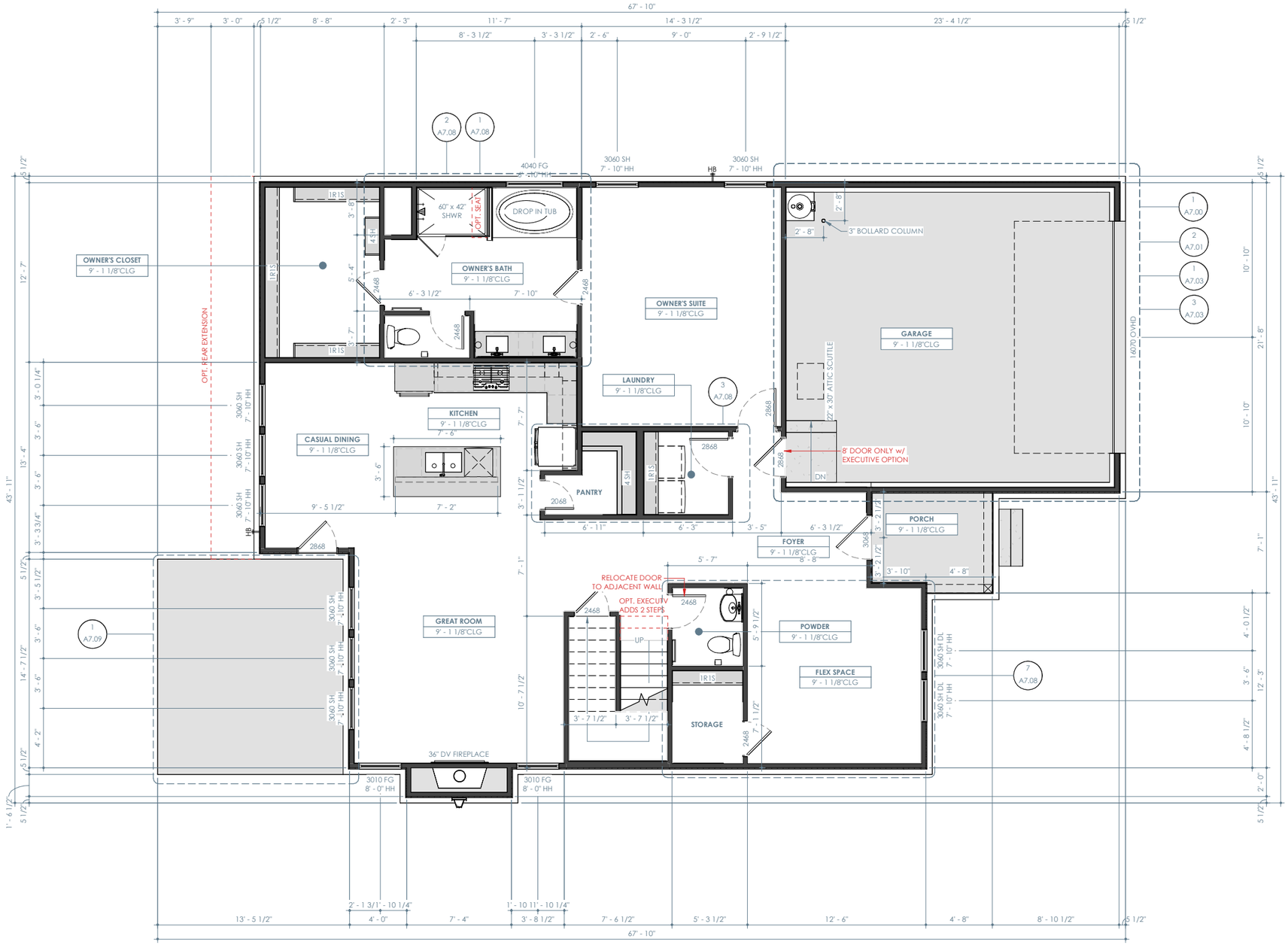
SCALE	As indicated

SHEET NAME
COVER SHEET

SHEET NO.
A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	58 SF
PATIO	196 SF
TOTAL	758 SF
TOTAL UNDER ROOF	3311 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

EXECUTIVE OPTION

- FIRST & SECOND FLOOR PLATE MOVES UP 1'
- RAISE WINDOWS ON FIRST FLOOR UP 1'
- 8' TALL INTERIOR / EXTERIOR DOORS ON FIRST FLOOR
- ADDS 2 RISERS AT STAIRS

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS AND CEILING SLOPES
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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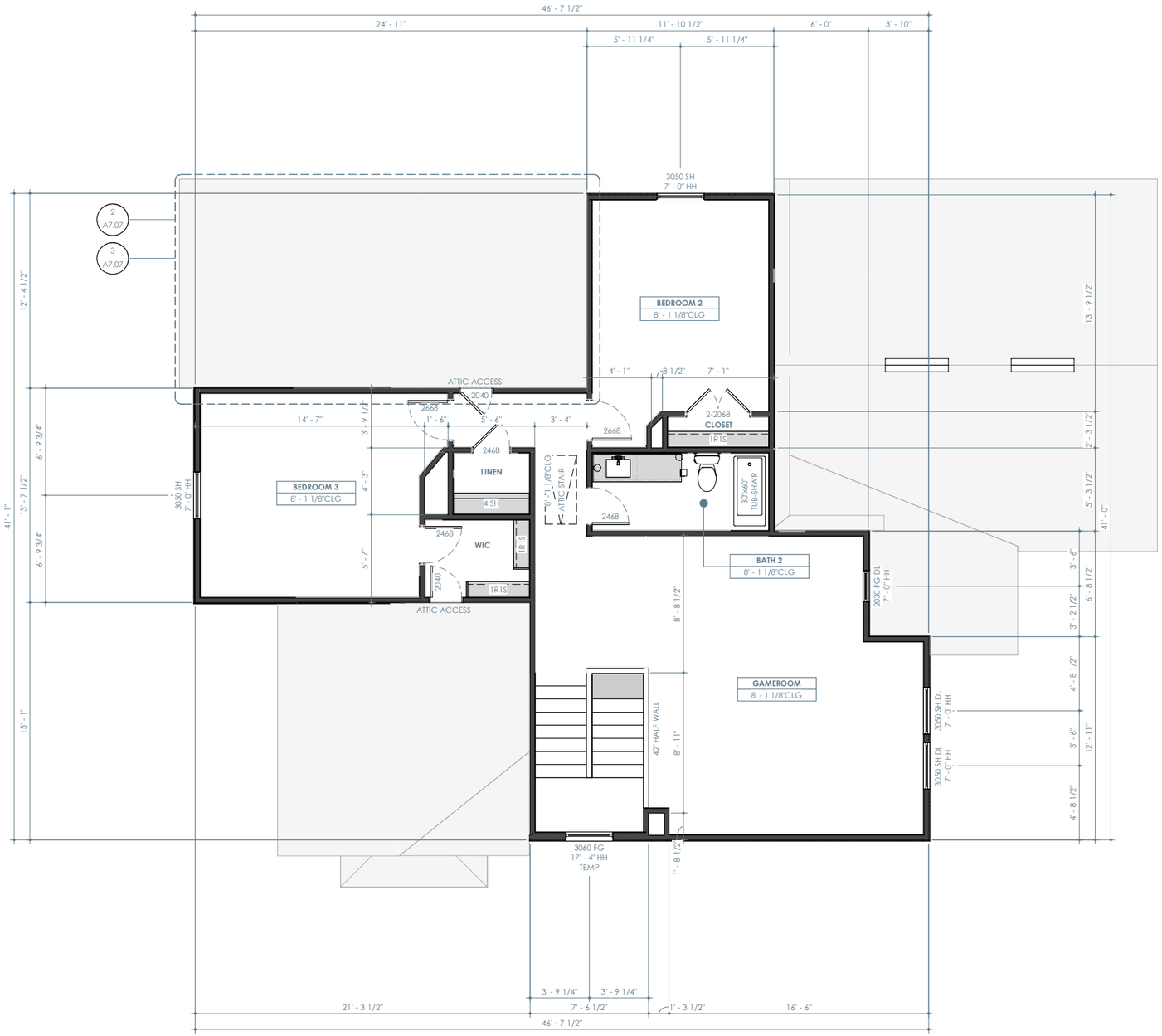
SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

EXECUTIVE OPTION

- FIRST & SECOND FLOOR PLATE MOVES UP 1"
- RAISE WINDOWS ON FIRST FLOOR UP 1"
- 8' TALL INTERIOR / EXTERIOR DOORS ON FIRST FLOOR
- ADDS 2 RISERS AT STAIRS

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS AND CEILING SLOPES
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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PLAN NO.

2550 (255)

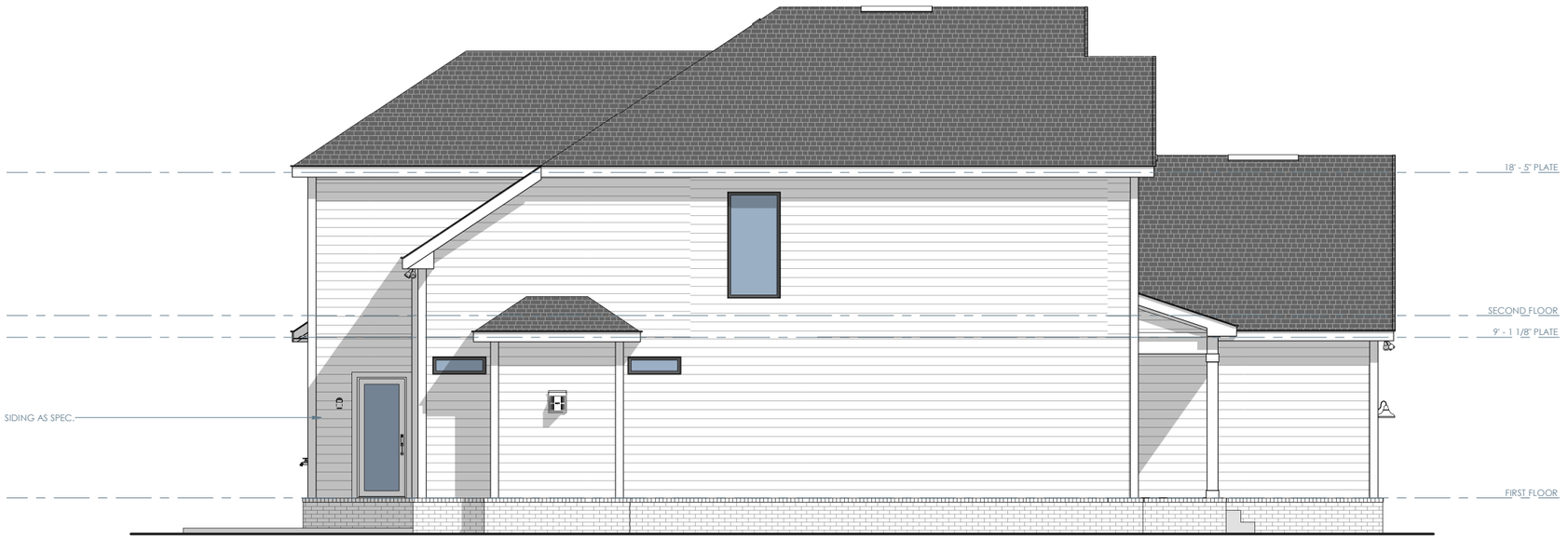
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

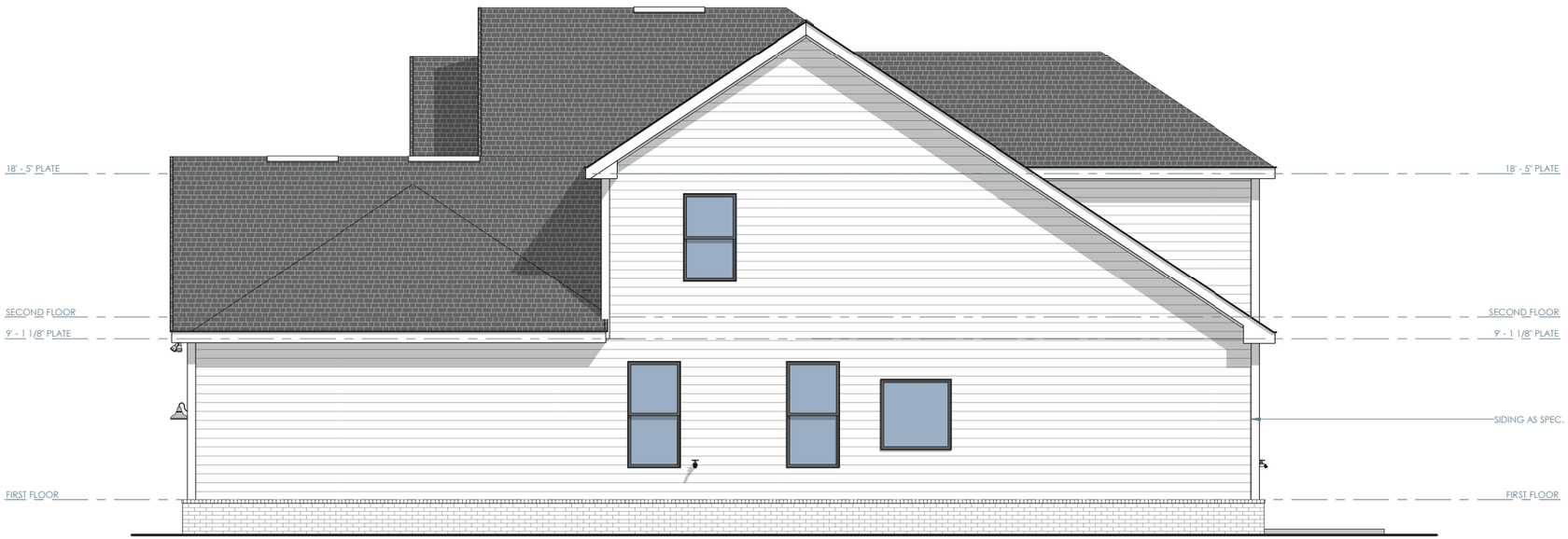
SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



EXECUTV

ELEVATION A - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION A - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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PLAN NO.

2550 (255)

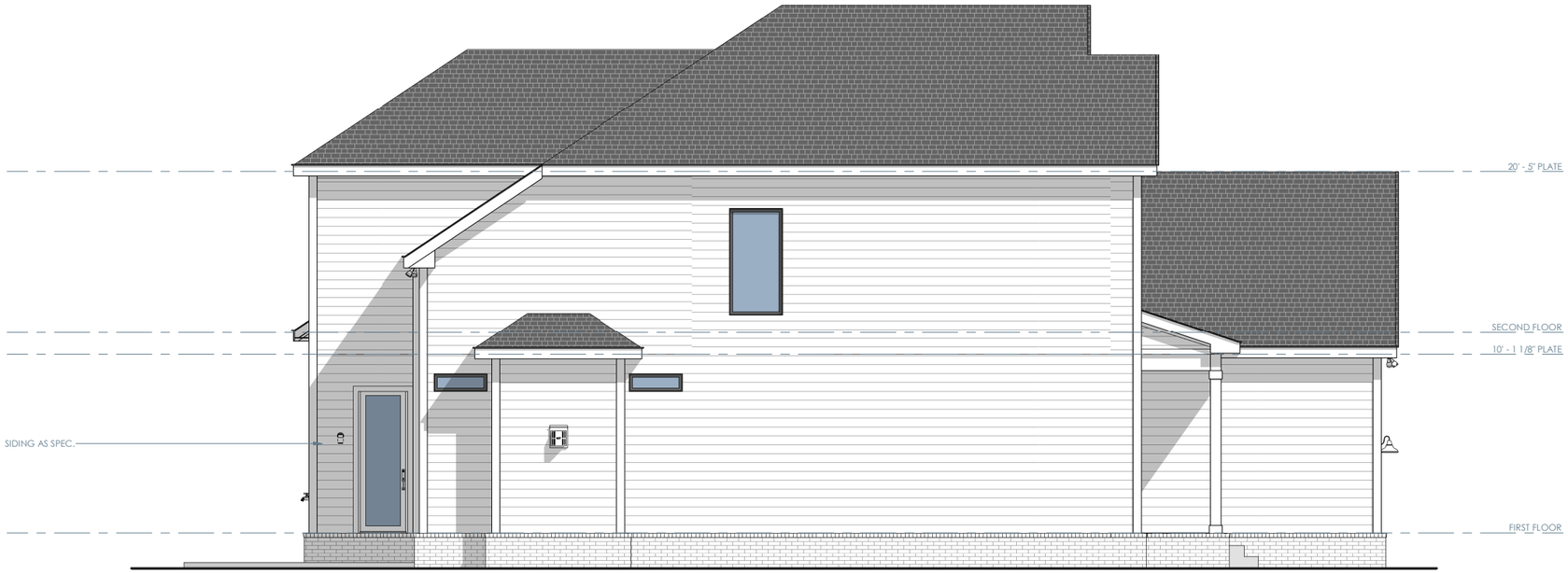
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

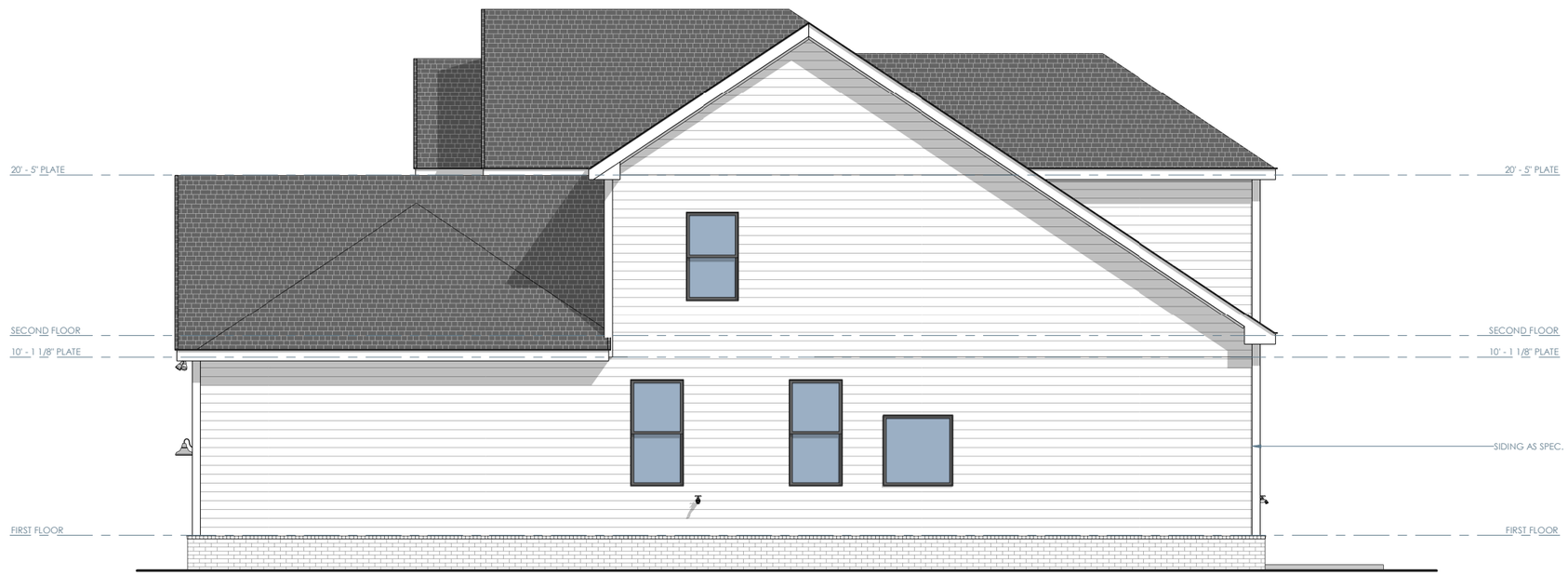
A1.04



EXECUTV

ELEVATION A - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION A - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

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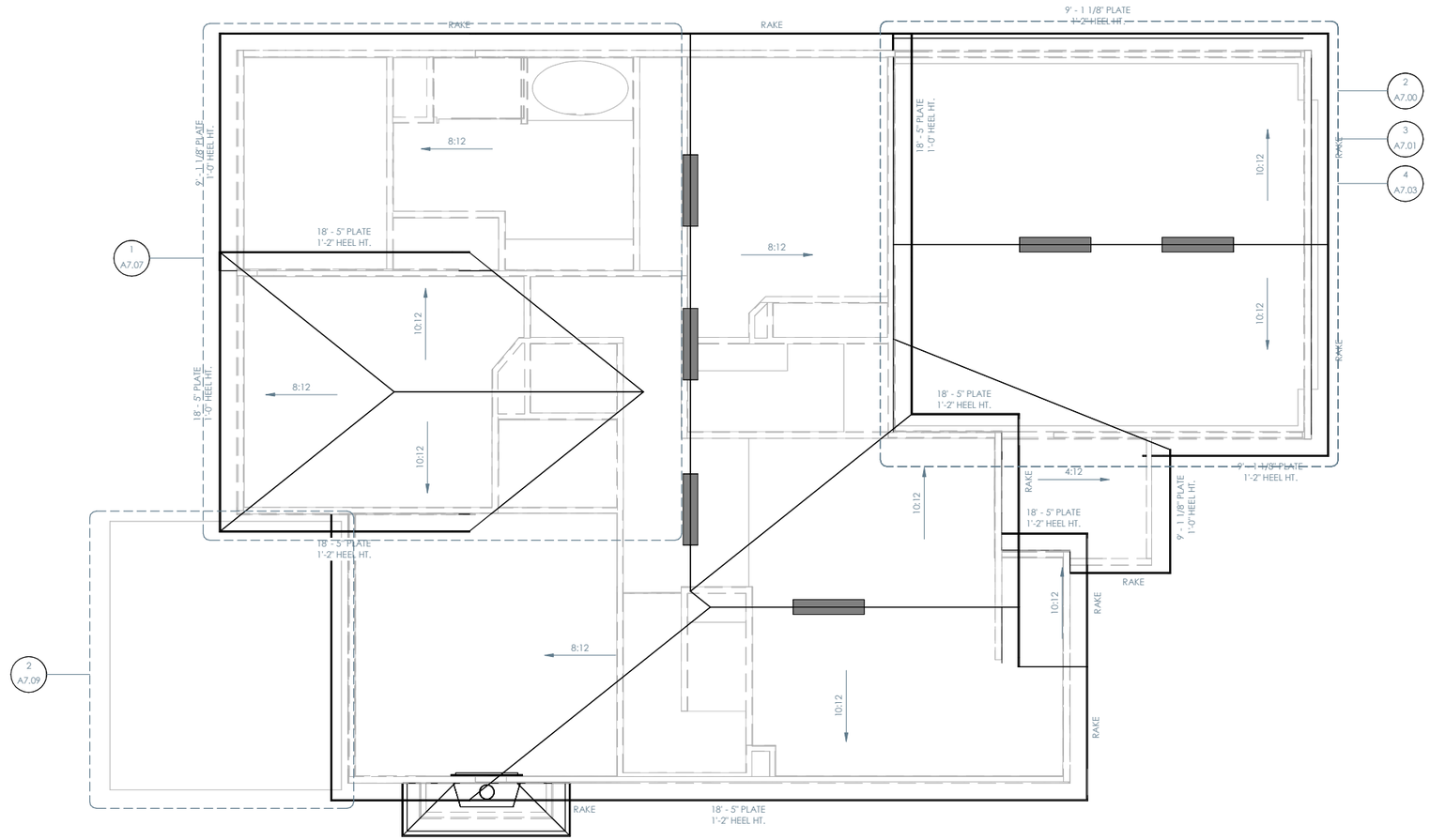

ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ZONE 1	
ATTIC AREA (FT²)	1322
REQUIRED ATTIC VENTILATION (IN²)	635
REQUIRED LOWER VENTILATION (IN²)	318
REQUIRED UPPER VENTILATION (IN²)	317
NUMBER OF VENTS	
AIRHAWK 50 - LOWER (50 NFA)	1
AIRHAWK 50 - UPPER (50 NFA)	1
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
TOTAL PROVIDED LOWER VENTILATION (IN²)	50 NFA
TOTAL PROVIDED UPPER ATTIC VENTILATION (IN²)	50 NFA

ZONE 2	
ATTIC AREA (FT²)	469
REQUIRED ATTIC VENTILATION (IN²)	226
REQUIRED LOWER VENTILATION (IN²)	113
REQUIRED UPPER VENTILATION (IN²)	113
NUMBER OF VENTS	
AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
TOTAL PROVIDED LOWER VENTILATION (IN²)	0 NFA
TOTAL PROVIDED UPPER ATTIC VENTILATION (IN²)	0 NFA

VENTILATION PROVIDED

VENT TYPE	QTY	TOTAL PROPOSED VENTILATION
ZONE 1		
HIGH		
4' Ridge Vent	4	384 in²
		384 in²
ZONE 2		
HIGH		
4' Ridge Vent	2	192 in²
		192 in²

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2' PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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2550 (255)

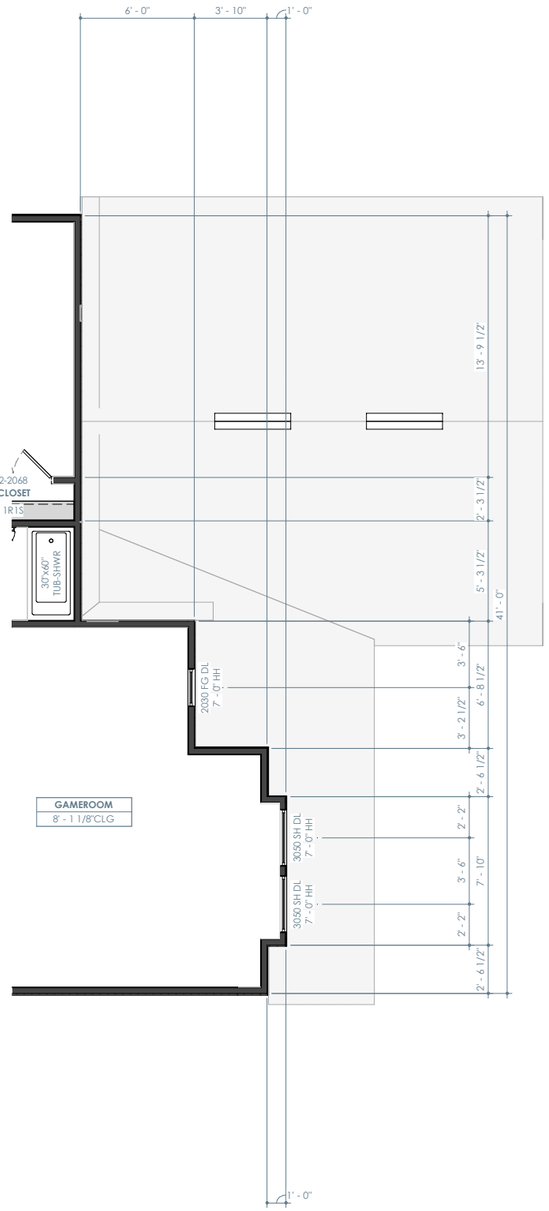
ISSUE DATE 11-08-202

DRAWN BY JLA

SCALE 1/8" = 1'-0"

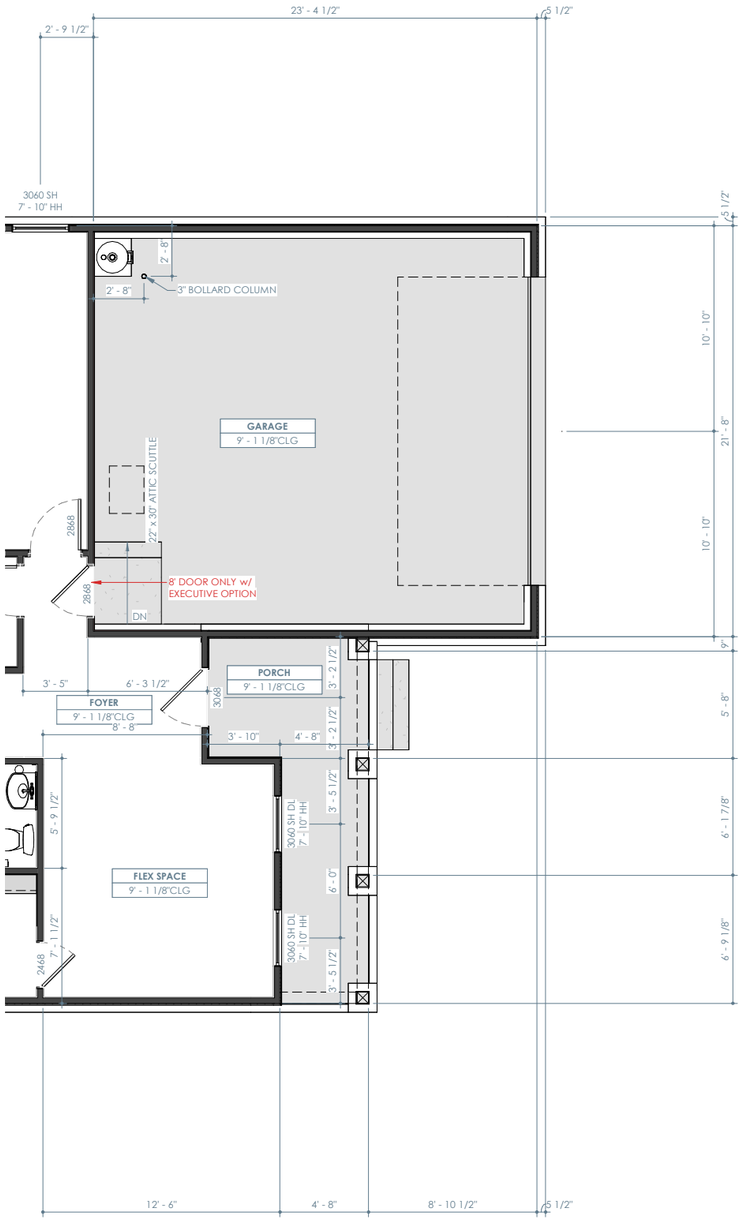
SHEET NAME
ELEVATION A - ROOF PLAN

SHEET NO.
A1.06



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	115 SF
PATIO	196 SF
TOTAL	816 SF
TOTAL UNDER ROOF	3368 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS AND CEILING SLOPES
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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2550 (255)

ISSUE DATE	11-08-202
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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

SHEET NO.

A2.01



ELEVATION B - FRONT

1/8" = 1'-0"

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2550 (255)

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DRAWN BY	JLA
SCALE	1/8" = 1'-0"

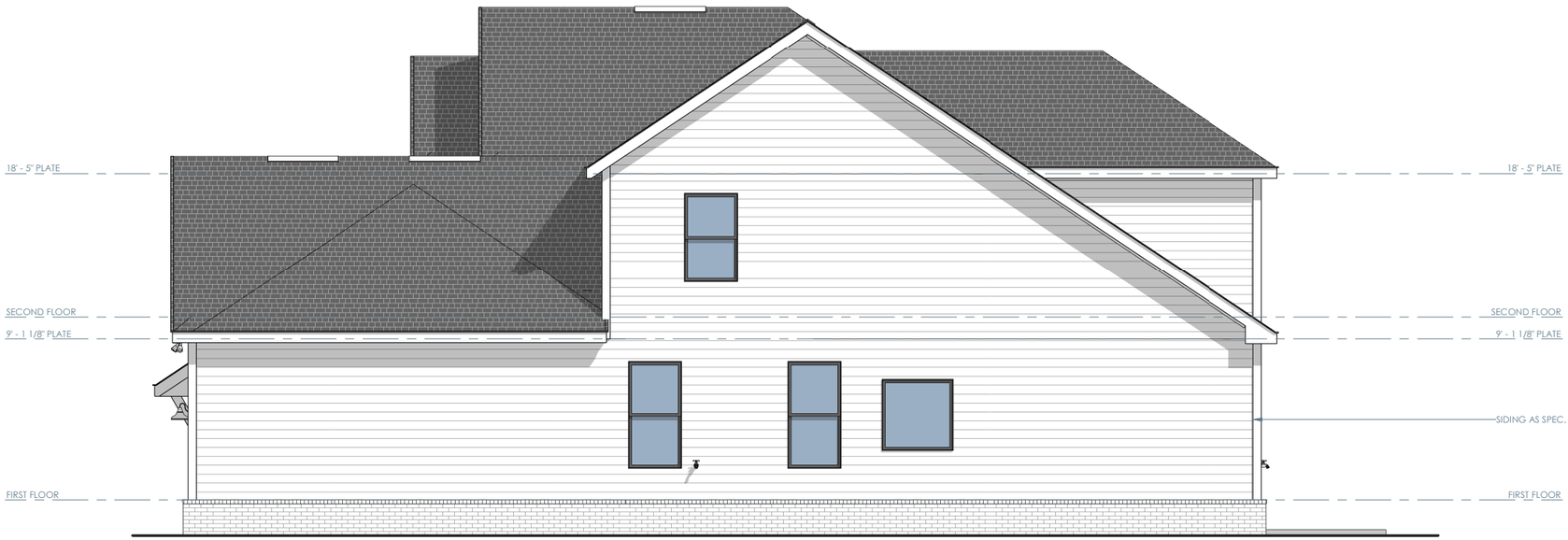
SHEET NAME
ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.
A2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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PLAN NO.
2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.
A2.03



EXECUTV

ELEVATION B - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION B - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

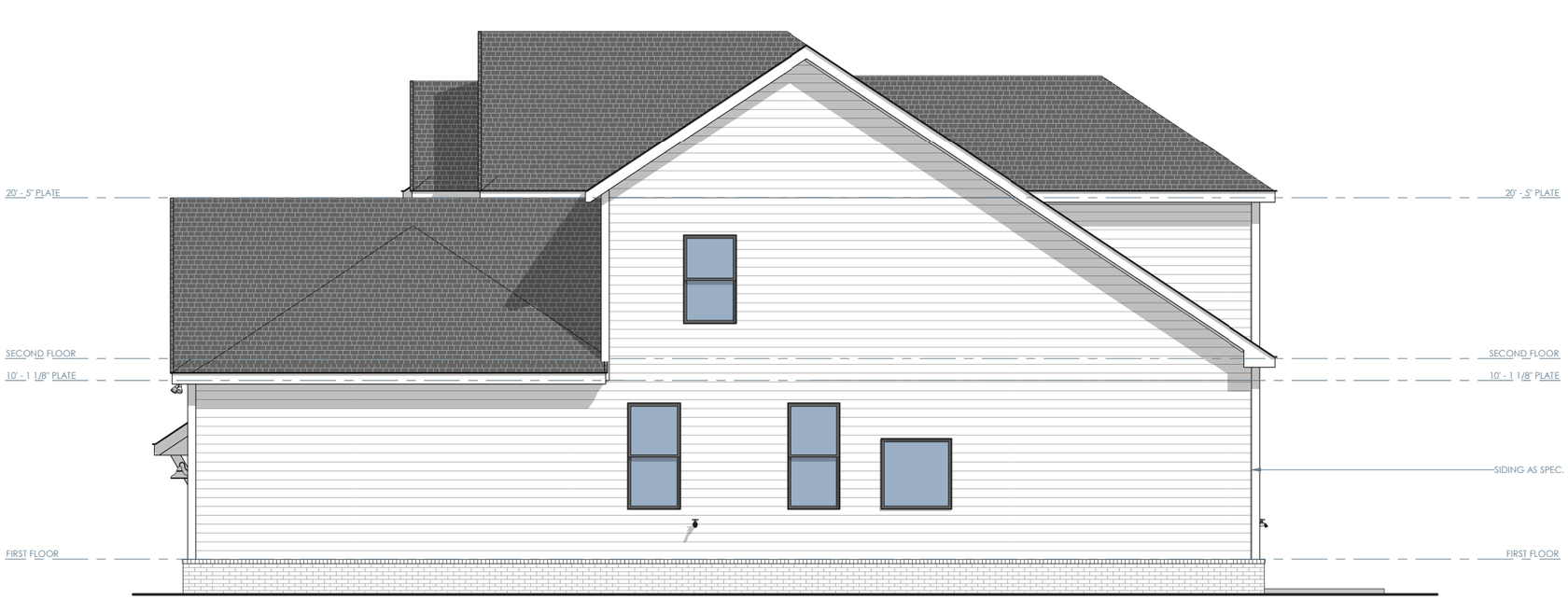
A2.04



EXECUTV

ELEVATION B - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION B - OPT. EXECUTIVE - RIGHT

1/8" = 1'-0"

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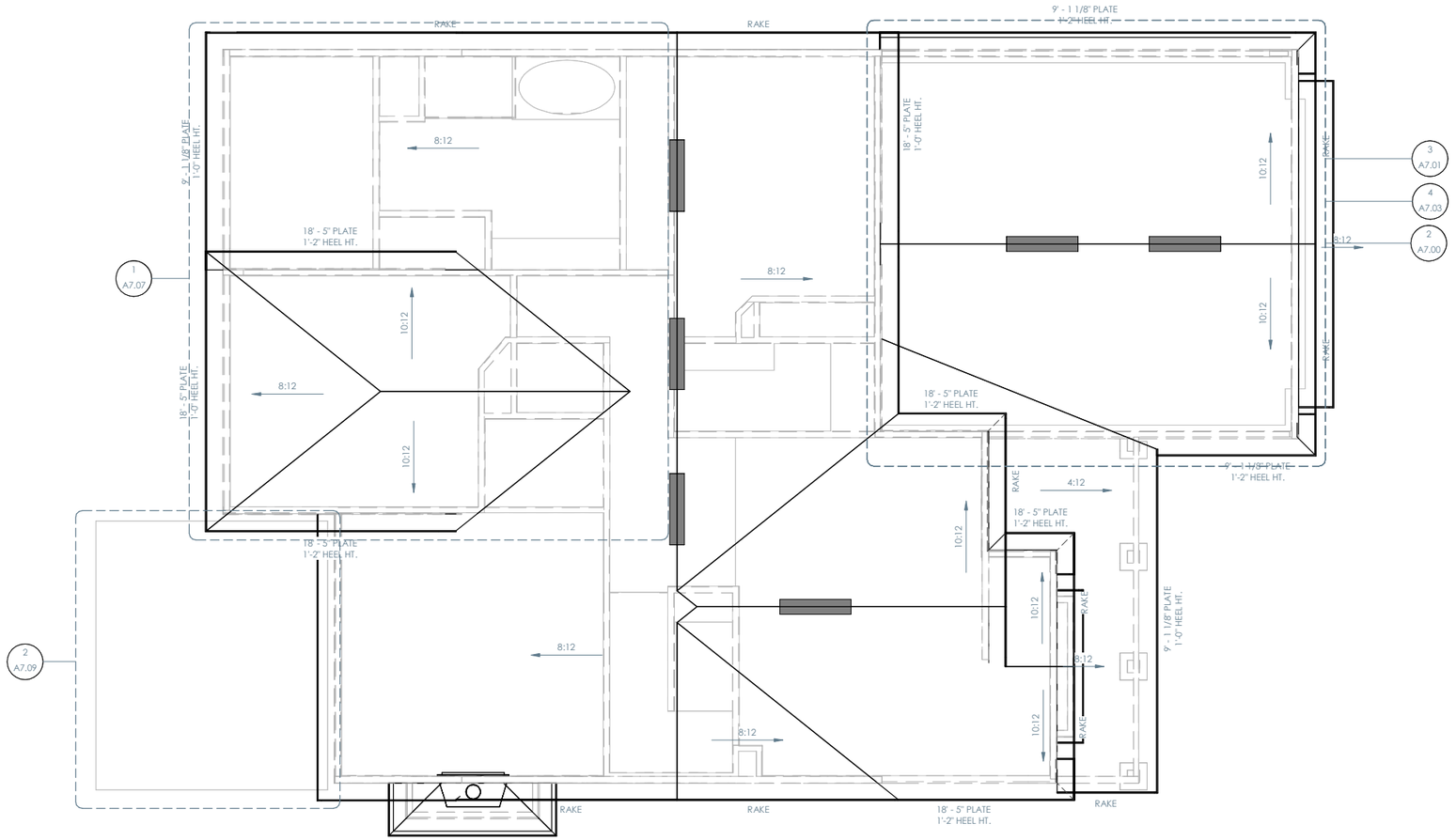
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.05



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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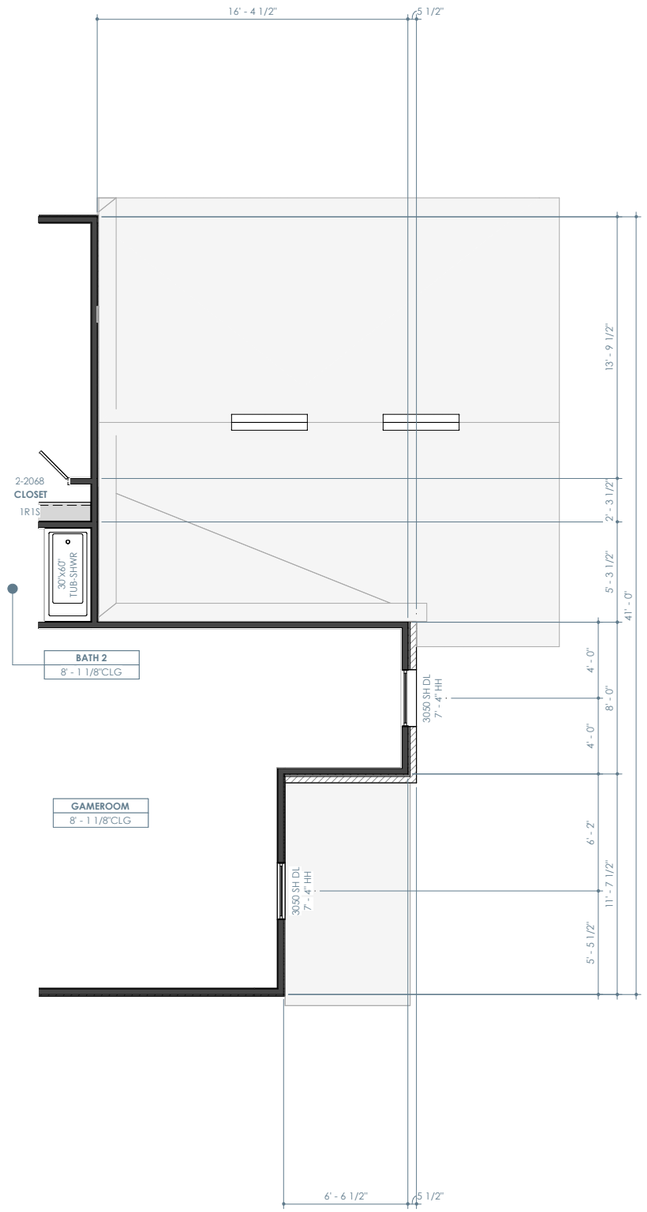
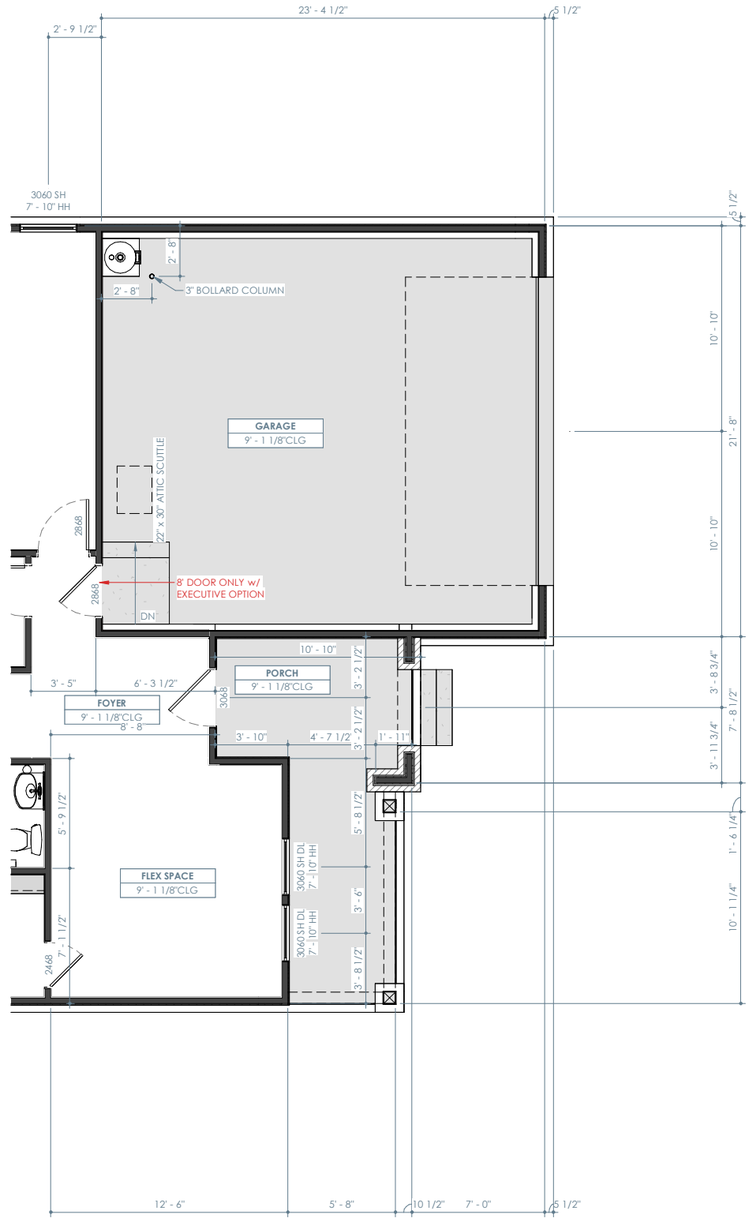
SHEET NAME
ELEVATION B - ROOF PLAN

SHEET NO.
A2.06



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	141 SF
PATIO	196 SF
TOTAL	842 SF
TOTAL UNDER ROOF	3394 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

FLOOR PLAN NOTES

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- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

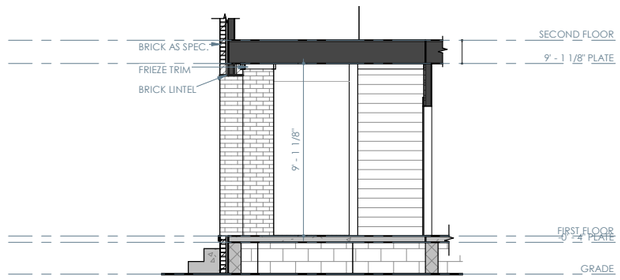
SHEET NO.

A3.01



ELEVATION C - FRONT

1/8" = 1'-0"



PORCH SECTION

1/8" = 1'-0"



00STN000

ELEVATION C - OPT. STONE - FRONT

1/8" = 1'-0"

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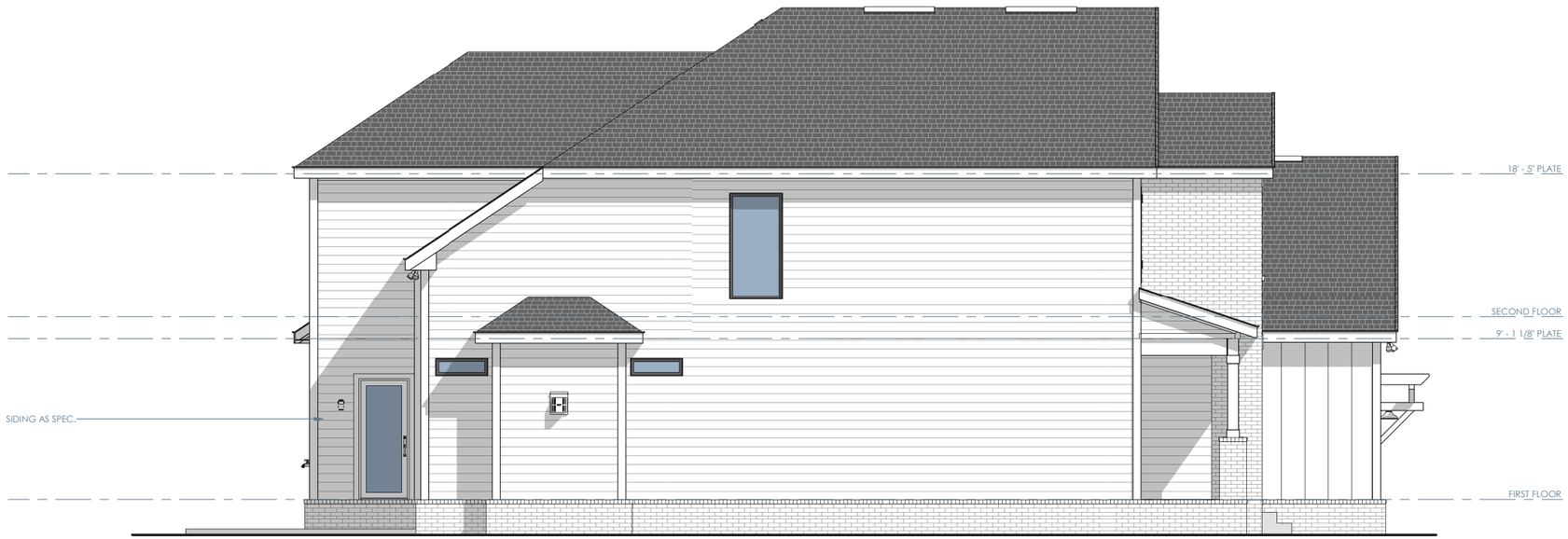
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.
A3.03



EXECUTV

ELEVATION C - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION C - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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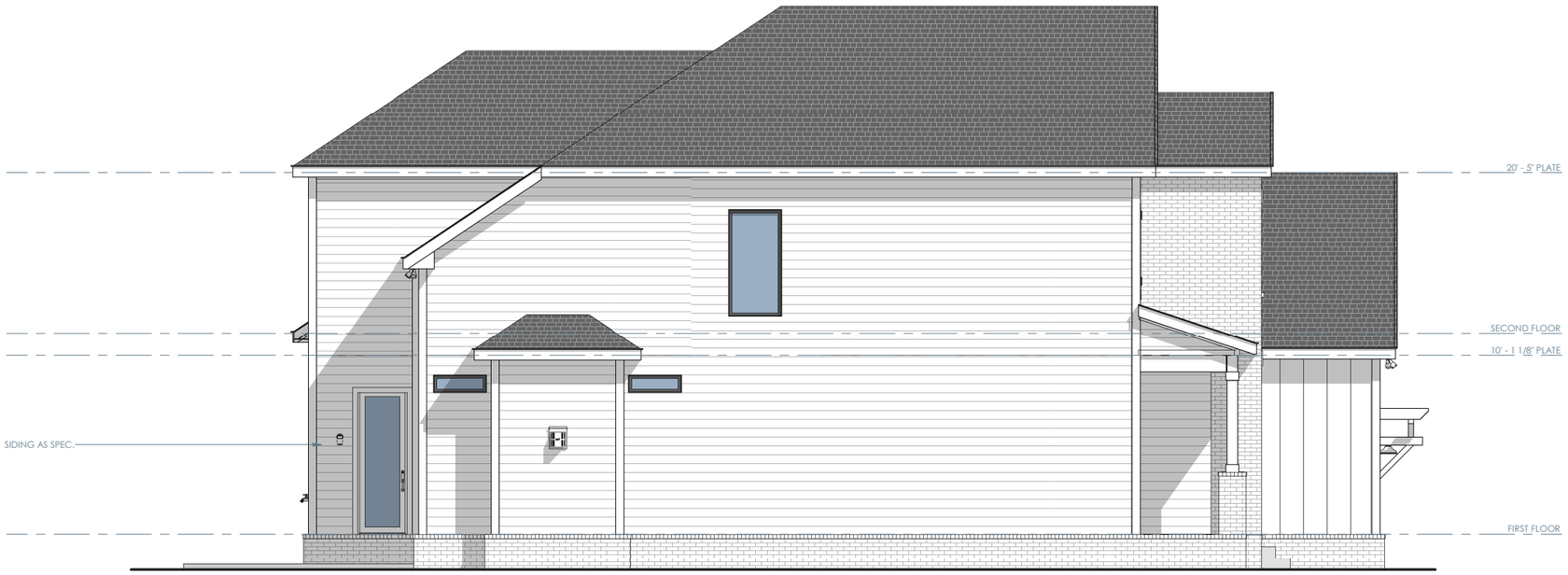
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

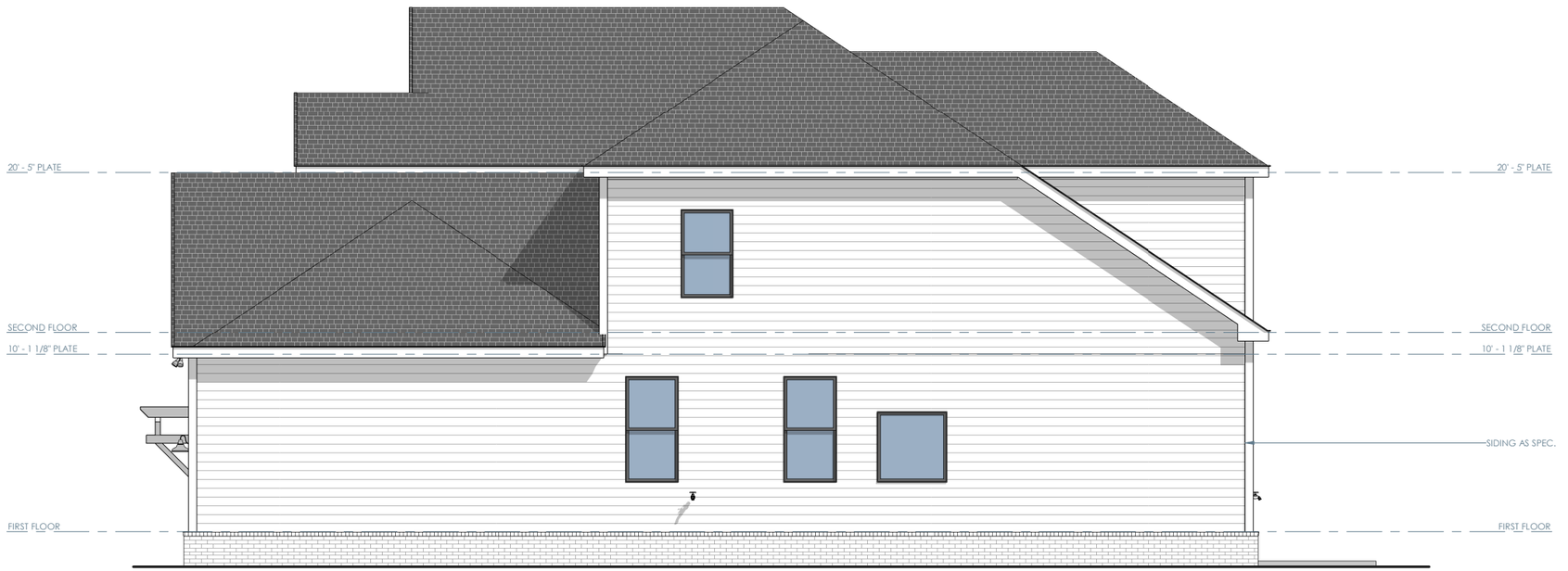
A3.04



EXECUTV

ELEVATION C - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION C - OPT. EXECUTIVE - RIGHT

1/8" = 1'-0"

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PLAN NO.

2550 (255)

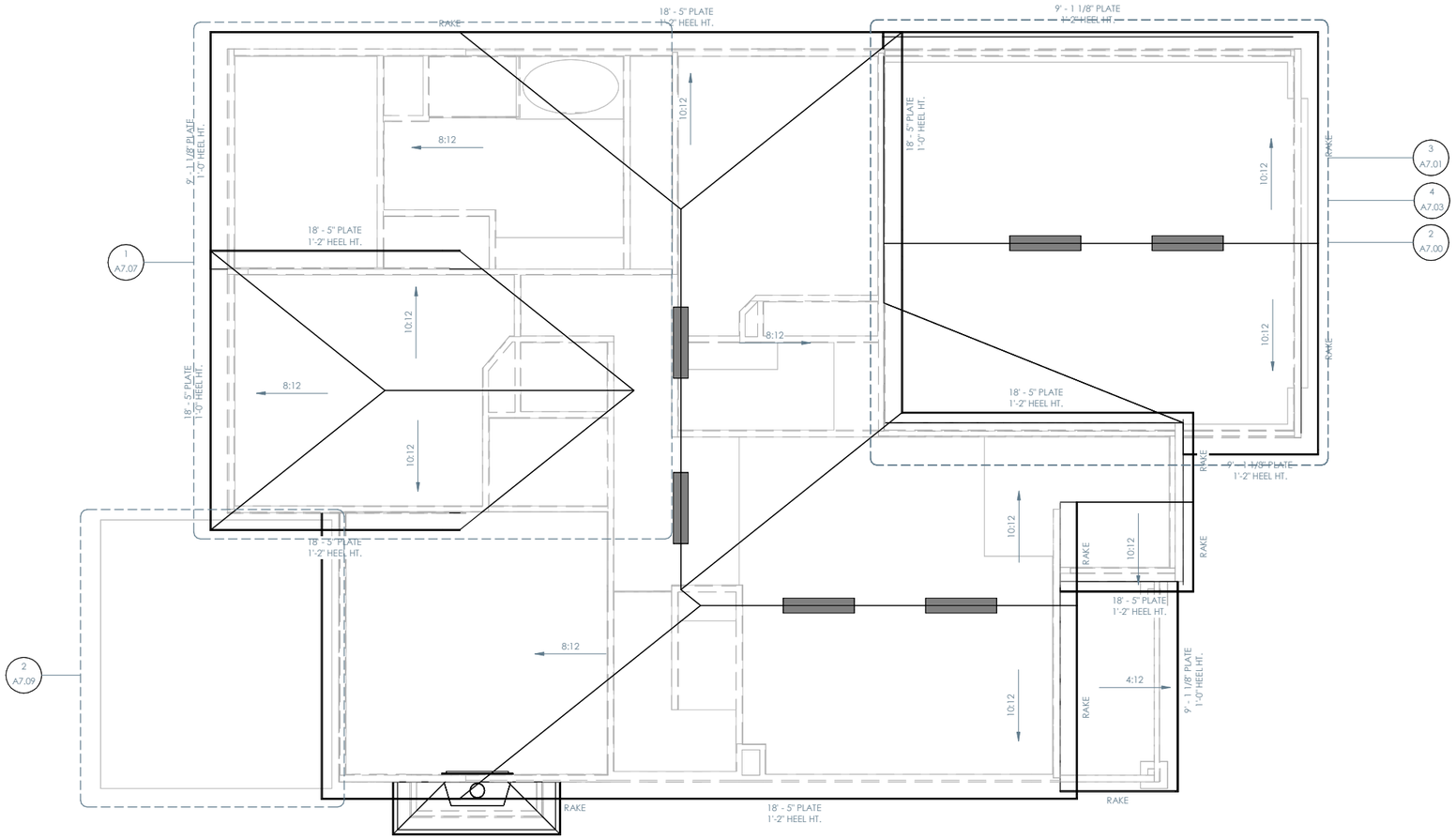
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.05



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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2550 (255)

ISSUE DATE	11-08-202
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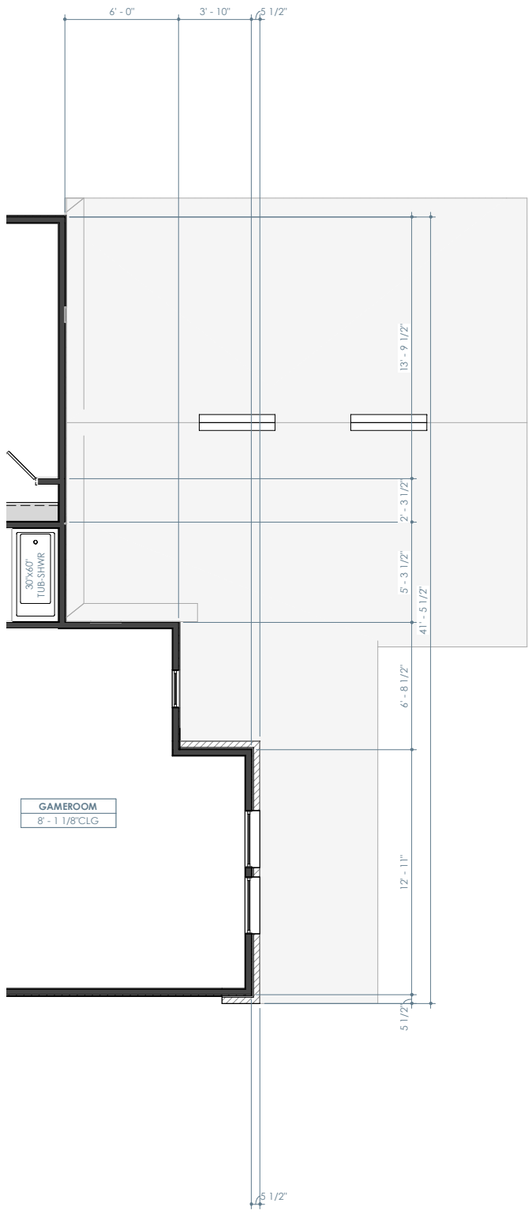
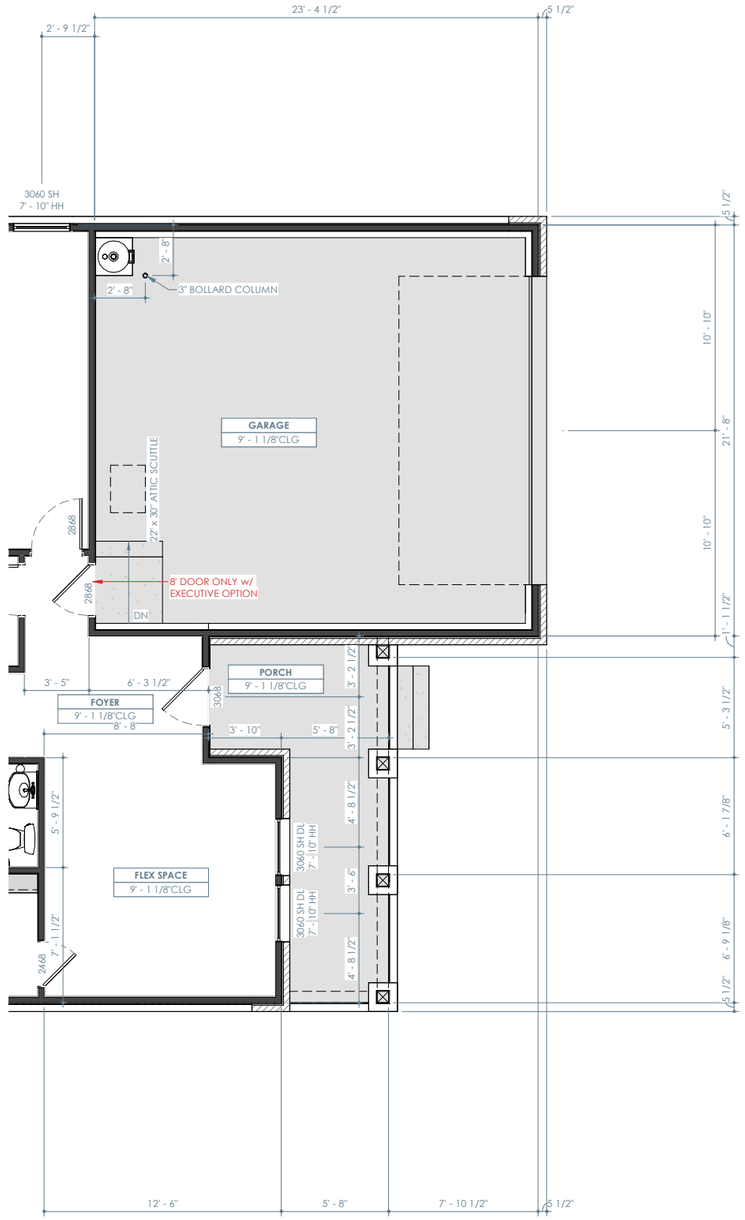
SHEET NAME
ELEVATION C - ROOF PLAN

SHEET NO.
A3.06



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING	
FIRST FLOOR	1581 SF
SECOND FLOOR	971 SF
TOTAL	2553 SF
GARAGE	505 SF
PORCH	134 SF
PATIO	196 SF
TOTAL	835 SF
TOTAL UNDER ROOF	3388 SF

OPTIONAL AREAS	
OPT. HALF CAR GARAGE	115 SF
OPT. 3 CAR GARAGE	230 SF
OPT. 3 CAR SIDE LOAD GARAGE	217 SF
OPT. REAR EXTENSION - FIRST FLOOR	78 SF
OPT. MEDIA / OPT. BEDROOM 5 BATH 4	306 SF
OPT. REAR EXTENSION w/ OPT. MEDIA / OPT. BEDROOM 5 BATH 4	37 SF
OPT. REAR EXTENSION - SECOND FLOOR	41 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS AND CEILING SLOPES
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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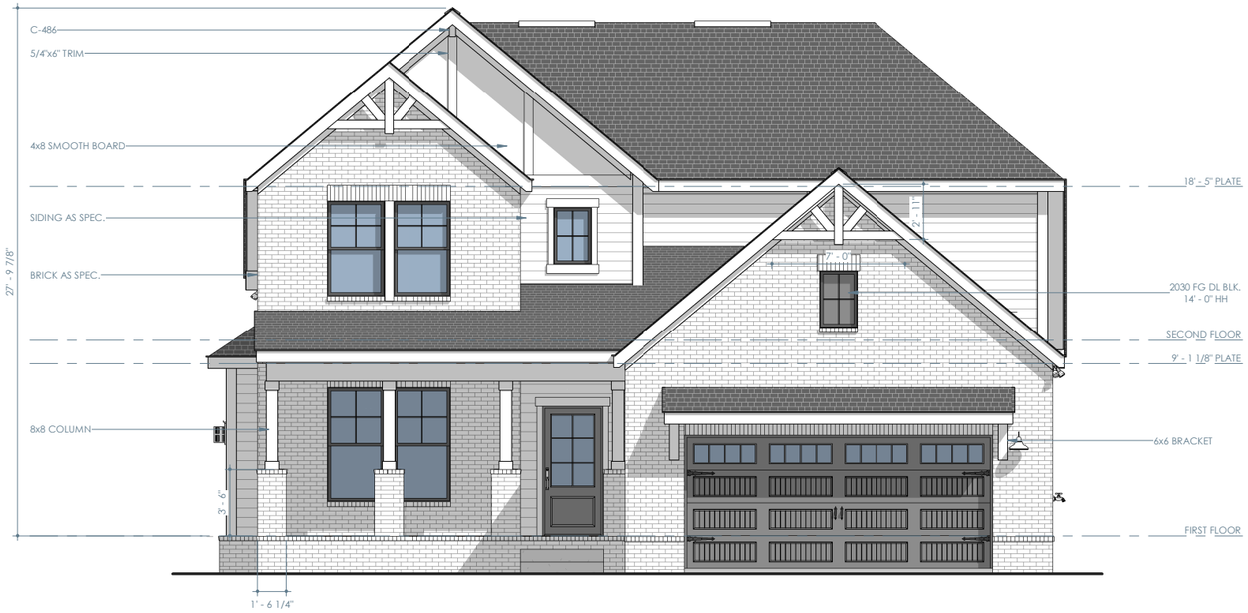
SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

SHEET NO.

A4.01



ELEVATION D - FRONT

1/8" = 1'-0"



00STN000

ELEVATION D - OPT. STONE - FRONT

1/8" = 1'-0"

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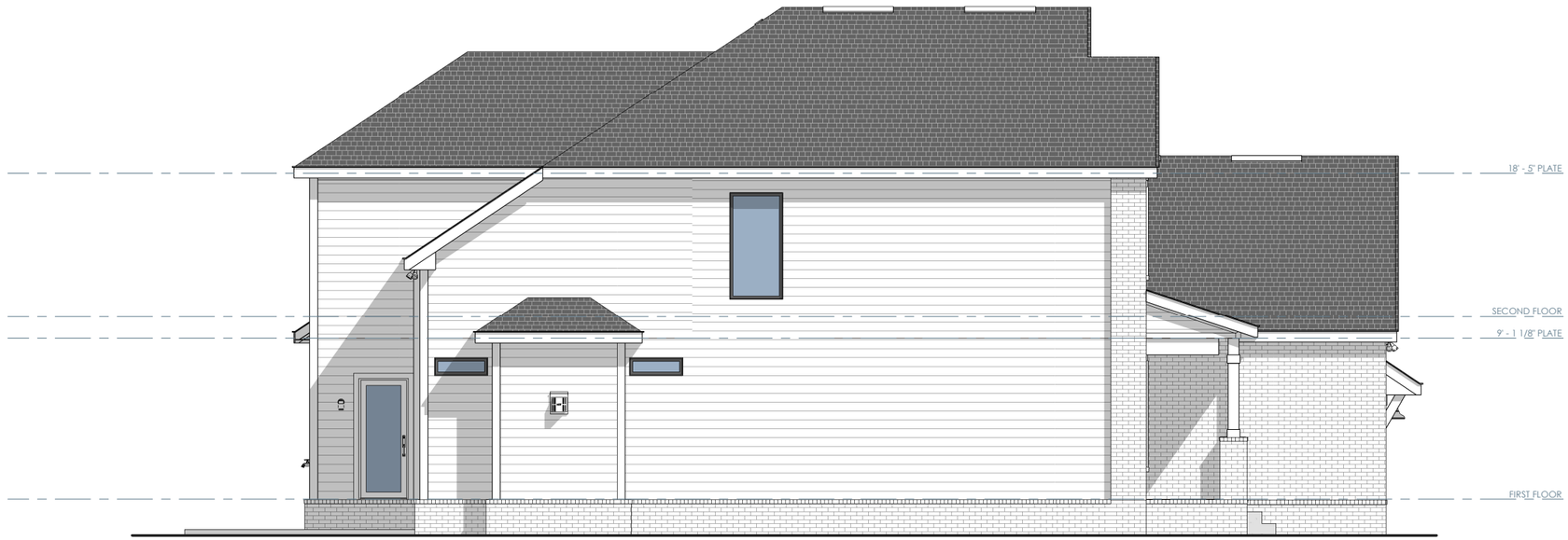
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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SHEET NAME
ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.
A4.03



EXECUTV

ELEVATION D - OPT. EXECUTIVE - FRONT

1/8" = 1'-0"



EXECUTV

ELEVATION D - OPT. EXECUTIVE - REAR

1/8" = 1'-0"

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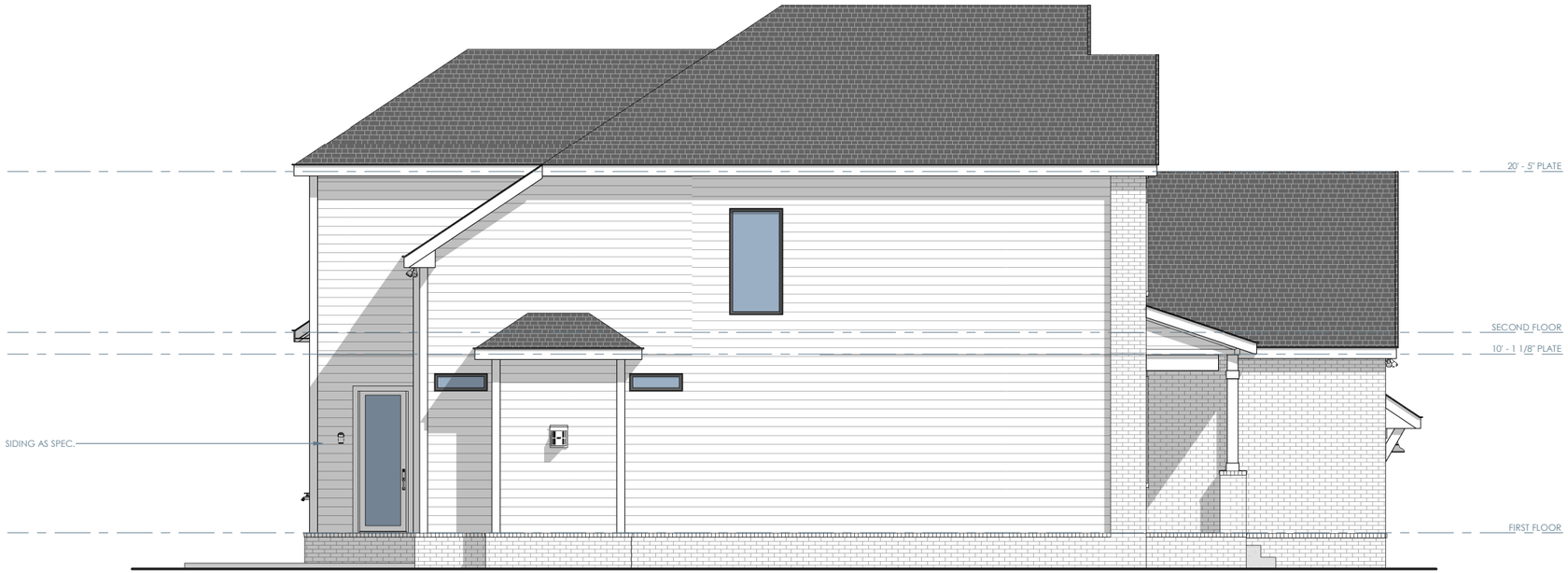
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

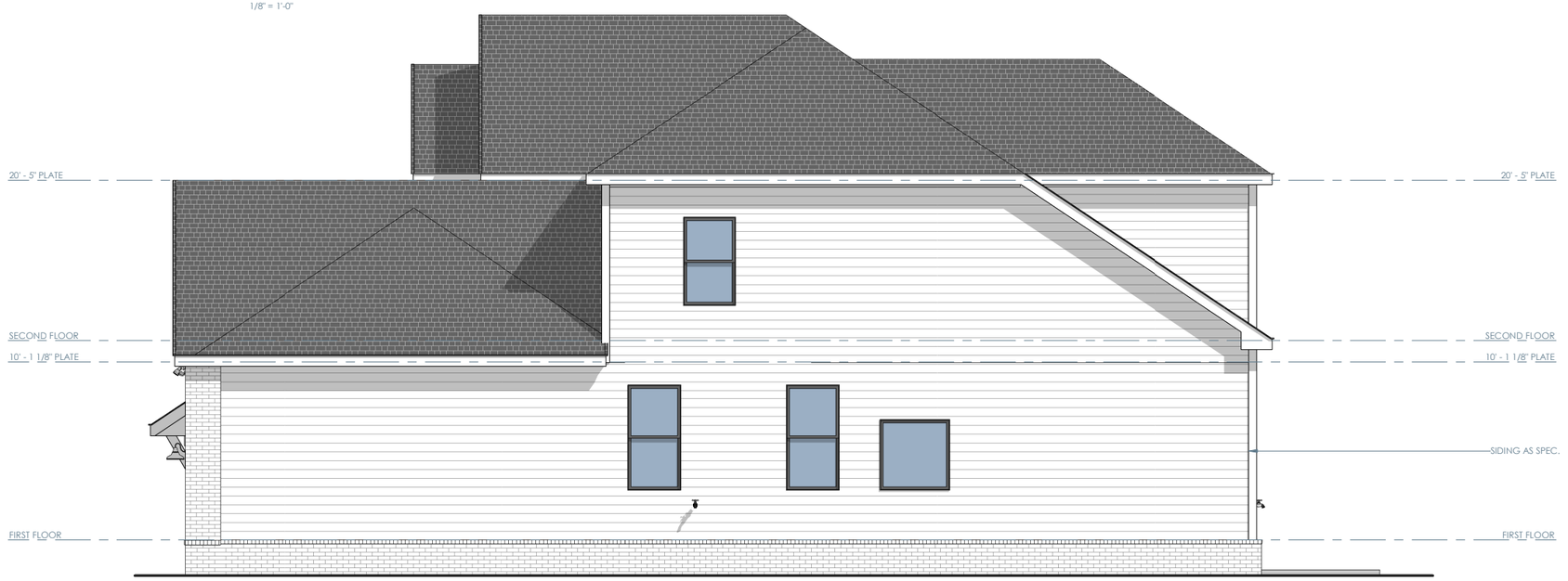
A4.04



EXECUTV

ELEVATION D - OPT. EXECUTIVE - LEFT

1/8" = 1'-0"



EXECUTV

ELEVATION D - OPT. EXECUTIVE - RIGHT

1/8" = 1'-0"

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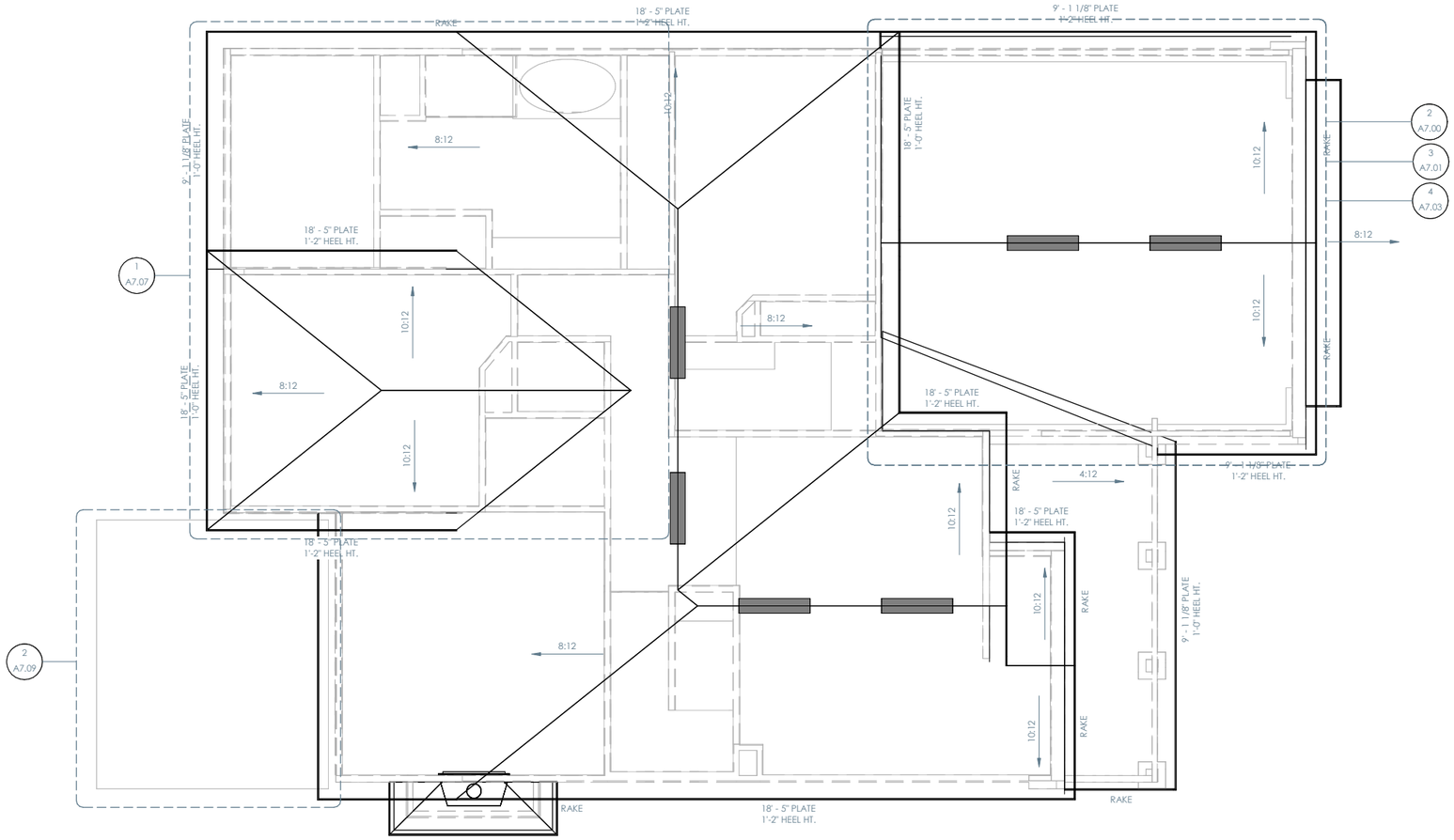
ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.05



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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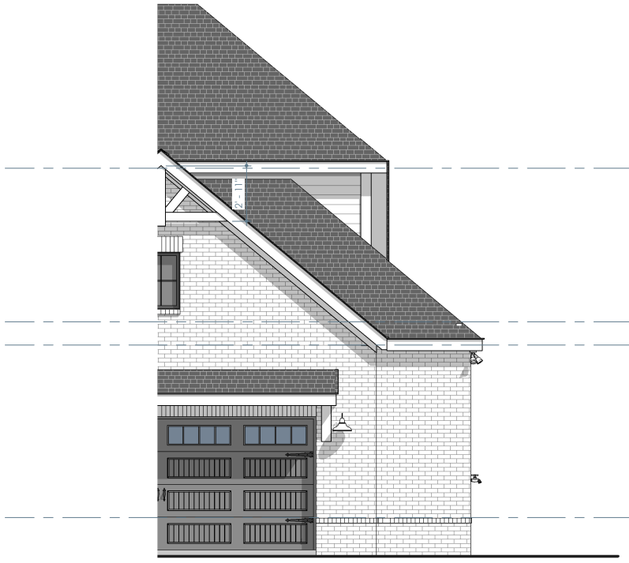
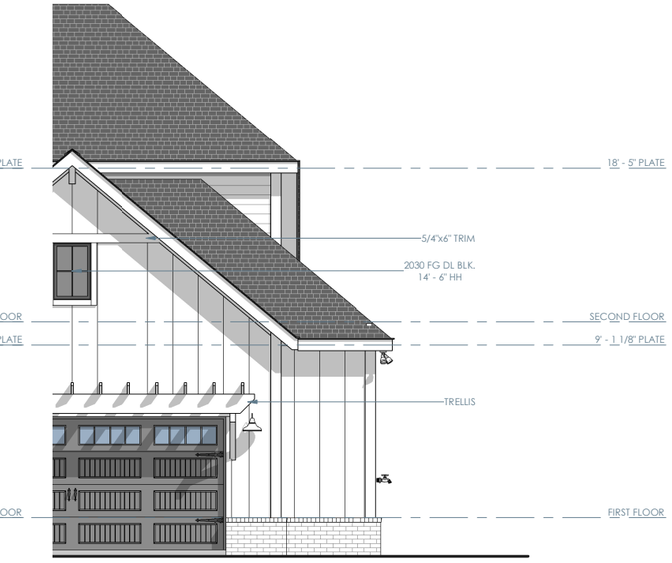
SHEET NAME
ELEVATION D - ROOF PLAN

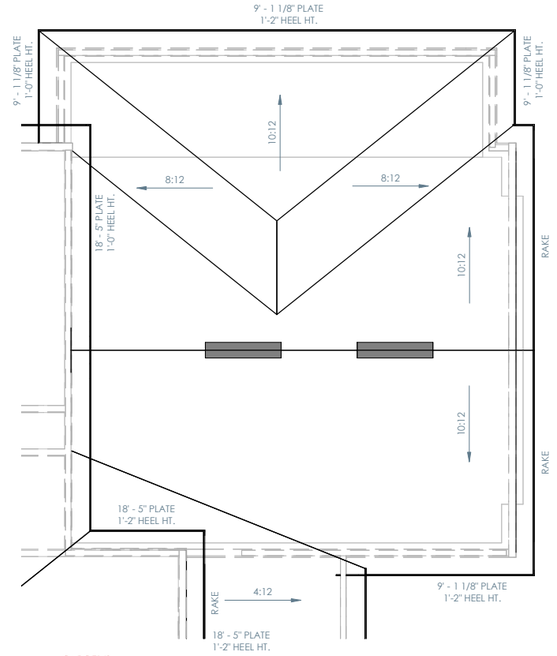
SHEET NO.
A4.06



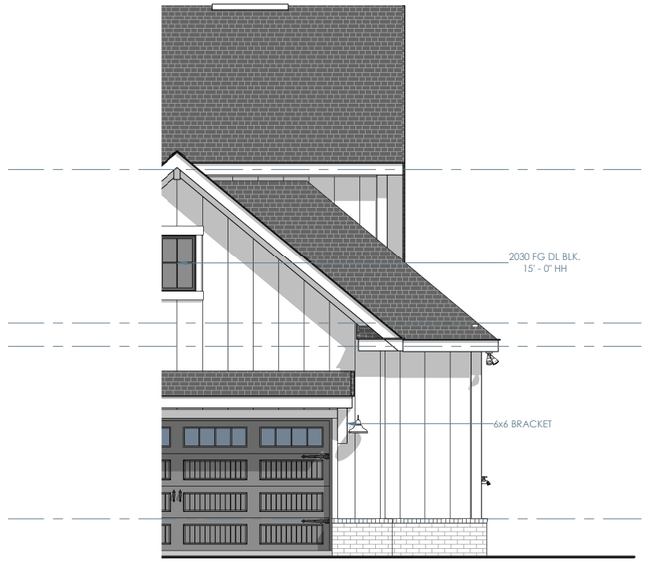
GARGE1/2
ELEVATION D - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



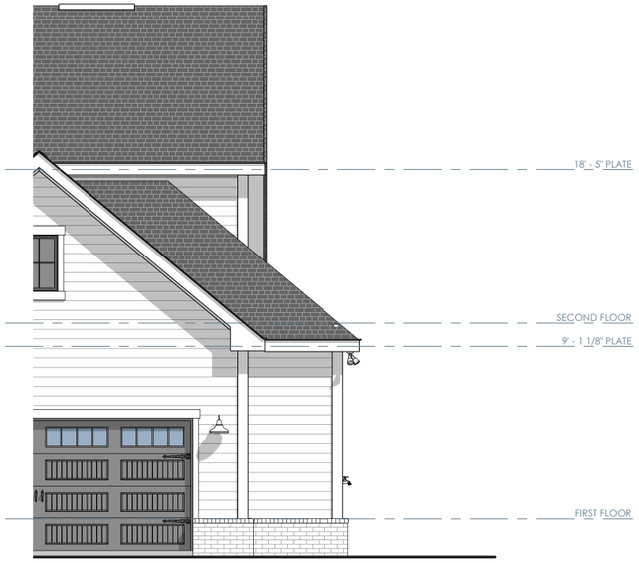
GARGE1/2
ELEVATION C - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



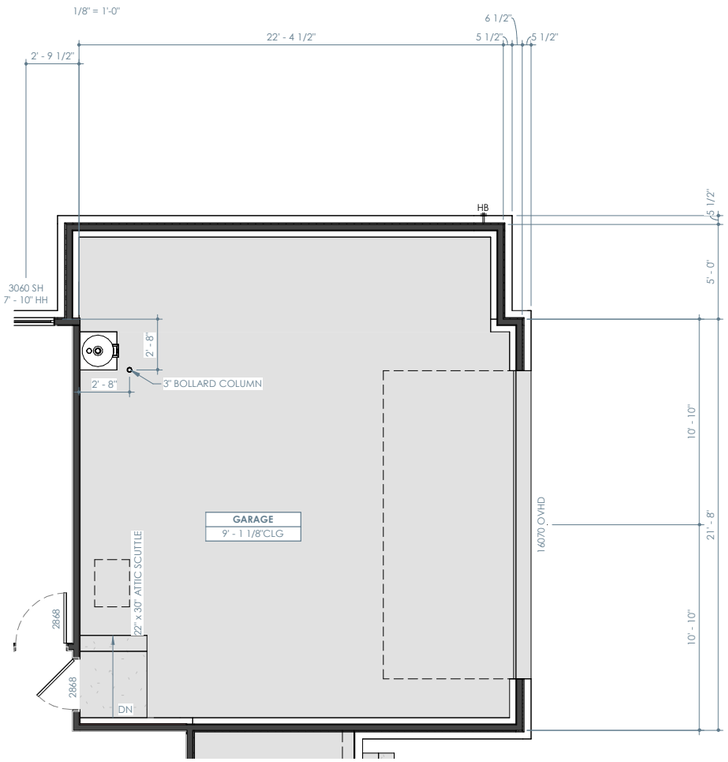
GARGE1/2
OPT. HALF CAR GARGE - ROOF PLAN
1/8" = 1'-0"



GARGE1/2
ELEVATION B - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



GARGE1/2
ELEVATION A - OPT. HALF CAR GARAGE - FRONT
1/8" = 1'-0"



GARGE1/2
OPT. HALF CAR GARAGE FLOOR PLAN
1/8" = 1'-0"

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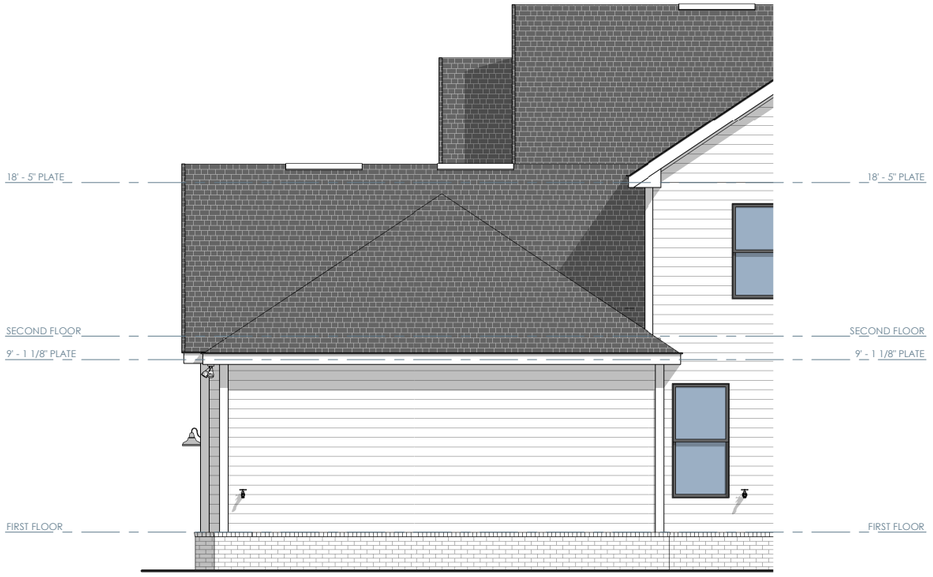
SHEET NAME
PLAN OPTIONS

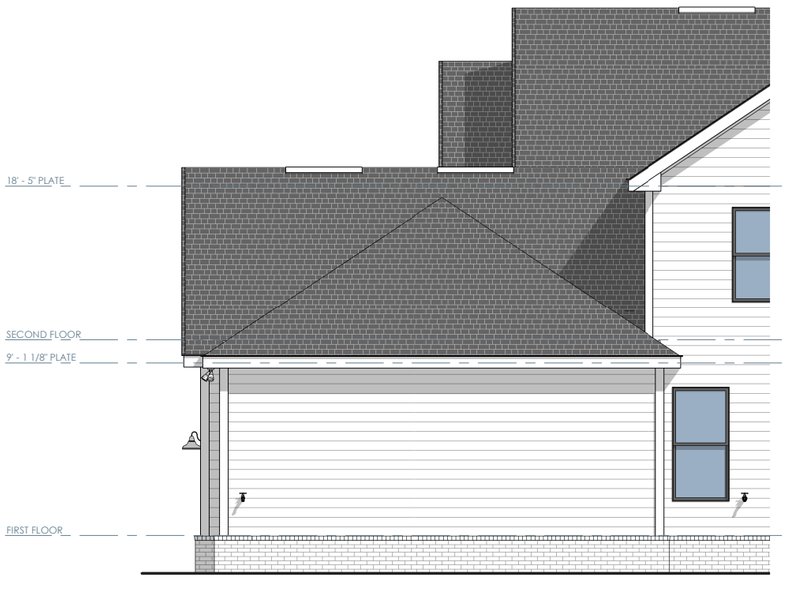
SHEET NO.
A7.00



GARGE1/2

OPT. HALF CAR GARAGE - RIGHT

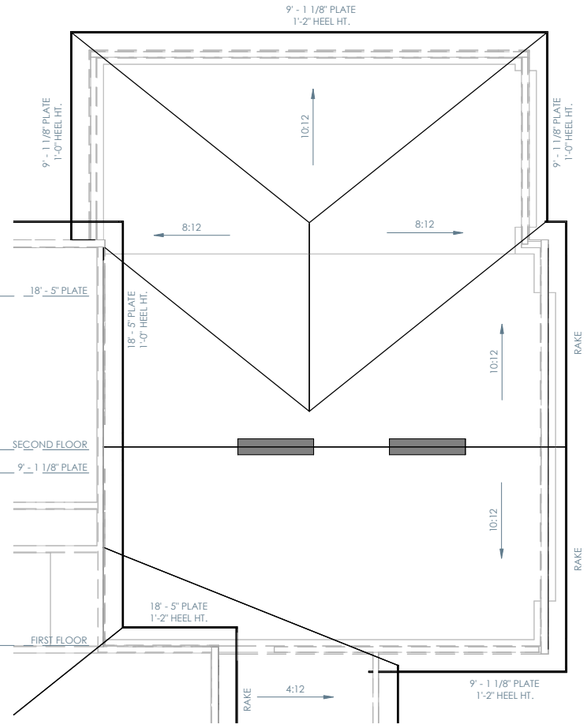
1/8" = 1'-0"



GARGE3

OPT. 3 CAR GARAGE - RIGHT

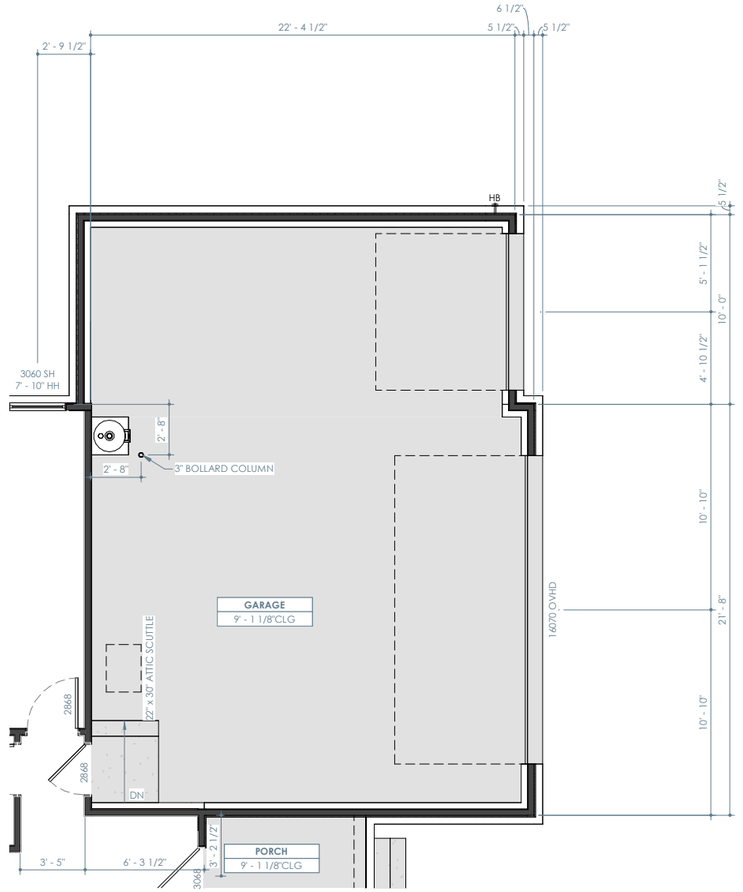
1/8" = 1'-0"



GARGE3

OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



GARGE3

OPT. 3 CAR GARAGE - FLOOR PLAN

1/8" = 1'-0"

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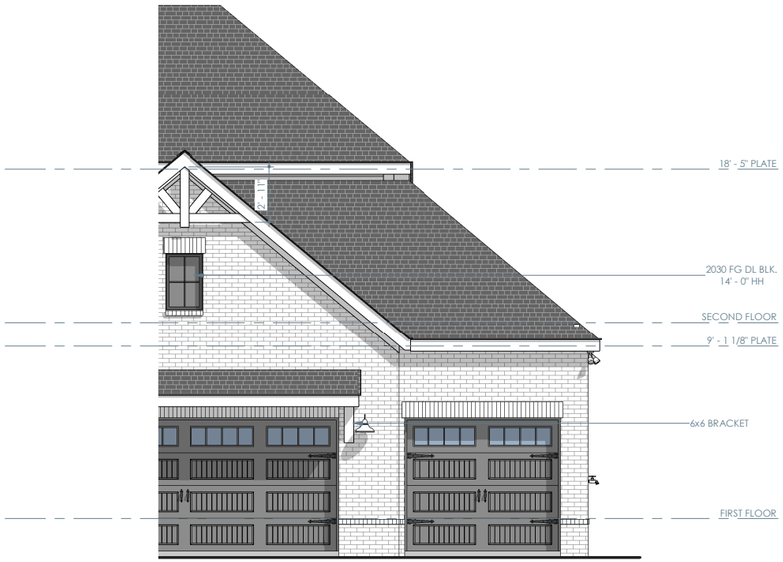
SHEET NAME

PLAN OPTIONS

SHEET NO.

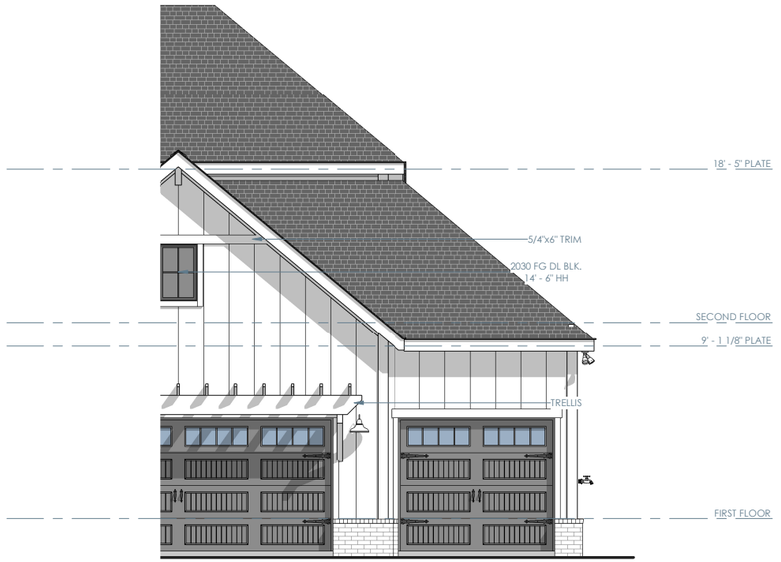
A7.01



GARGE3

ELEVATION D - OPT. 3 CAR GARAGE - FRONT

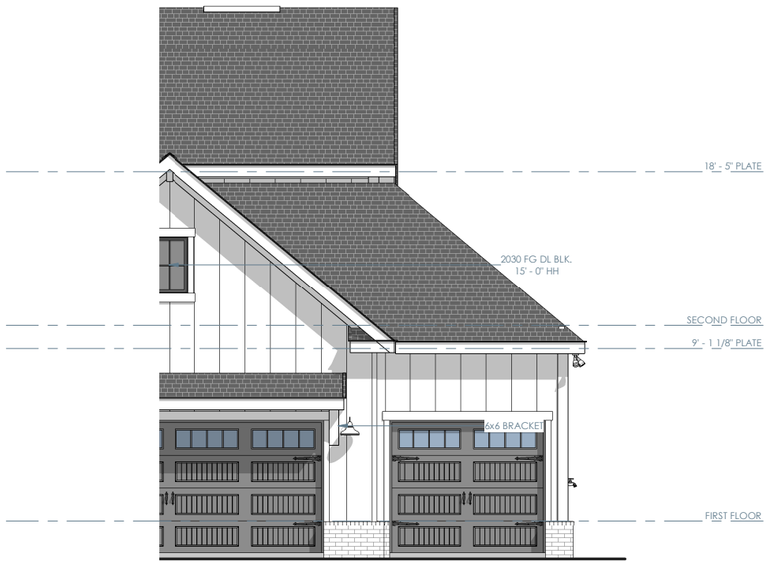
1/8" = 1'-0"



GARGE3

ELEVATION C - OPT. 3 CAR GARAGE - FRONT

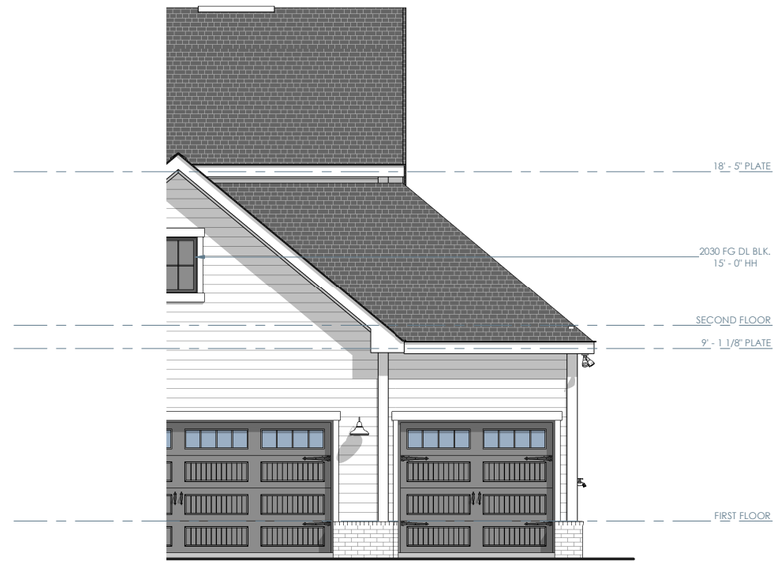
1/8" = 1'-0"



GARGE3

ELEVATION B - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



GARGE3

ELEVATION A - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"

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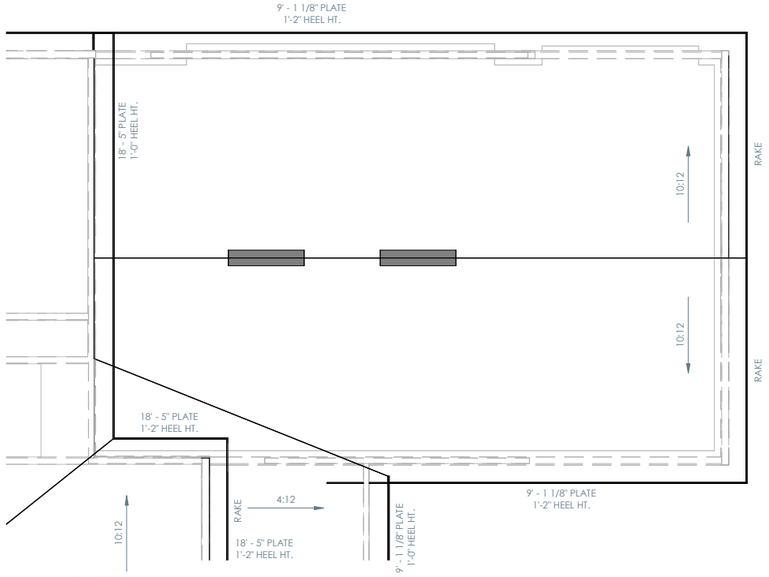
SHEET NAME

PLAN OPTIONS

SHEET NO.

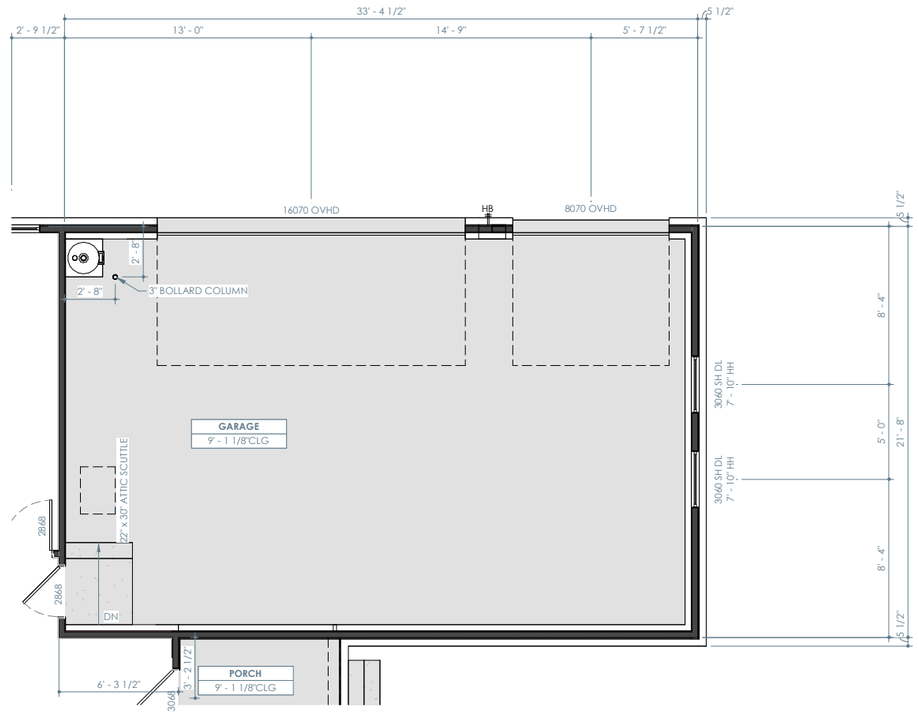
A7.02



GARGE3SL

OPT. 3 CAR SIDE LOAD GARAGE - ROOF PLAN

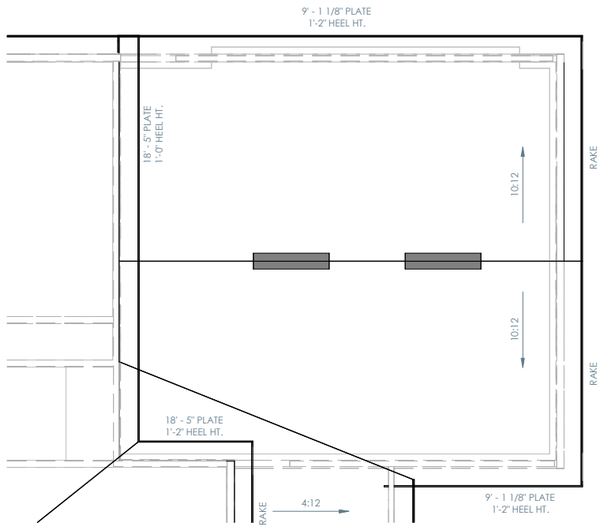
1/8" = 1'-0"



GARGE3SL

OPT. 3 CAR SIDE LOAD GARAGE - FLOOR PLAN

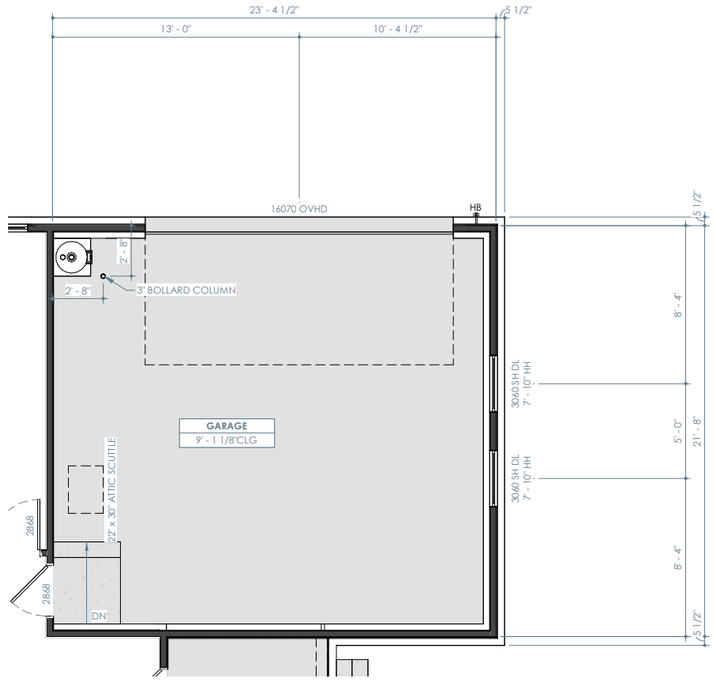
1/8" = 1'-0"



GARGSDLD

OPT. SIDE LOAD GARAGE - ROOF PLAN

1/8" = 1'-0"



GARGSDLD

OPT. SIDE LOAD GARAGE - FLOOR PLAN

1/8" = 1'-0"

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2550 (255)

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

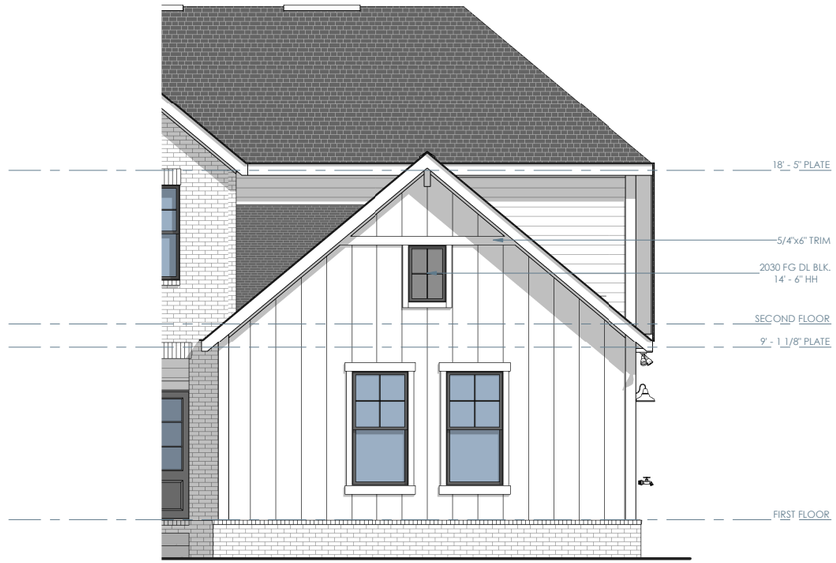
A7.03



GARGSDLD & GARGE3SL

ELEVATION D - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD & GARGE3SL

ELEVATION C - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD & GARGE3SL

ELEVATION B - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD & GARGE3SL

ELEVATION A - OPT. SIDE LOAD GARAGE / OPT. 3 CAR SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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A7.04



GARGSDLD

ELEVATION A - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGSDLD

ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



GARGSDLD

ELEVATION C - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGSDLD

ELEVATION D - OPT. SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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SHEET NO.

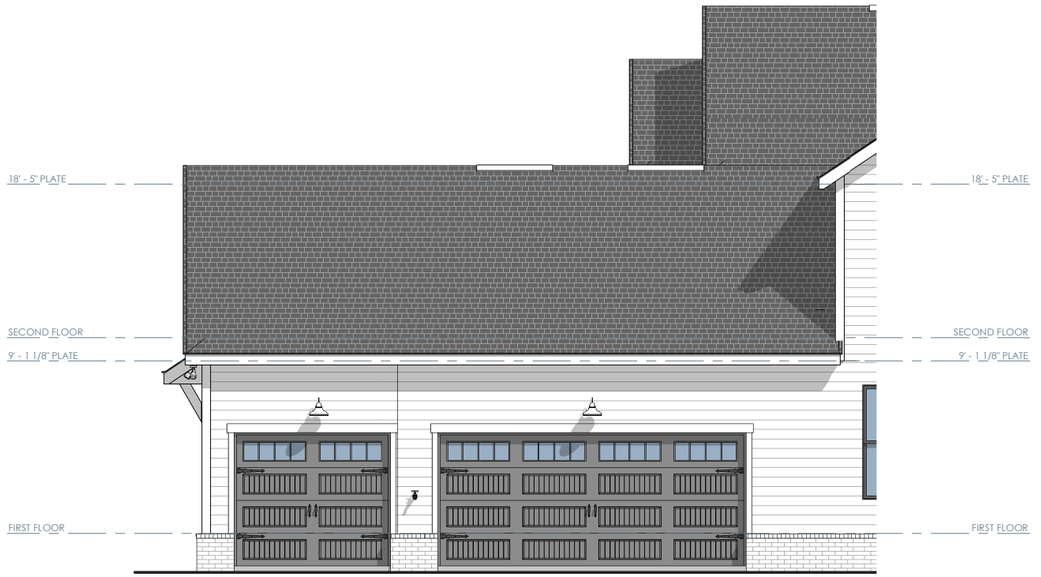
A7.05



GARGE3SL

ELEVATION A - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGE3SL

ELEVATION B - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGE3SL

ELEVATION C - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"



GARGE3SL

ELEVATION D - OPT. 3 CAR SIDE LOAD GARAGE - RIGHT

1/8" = 1'-0"

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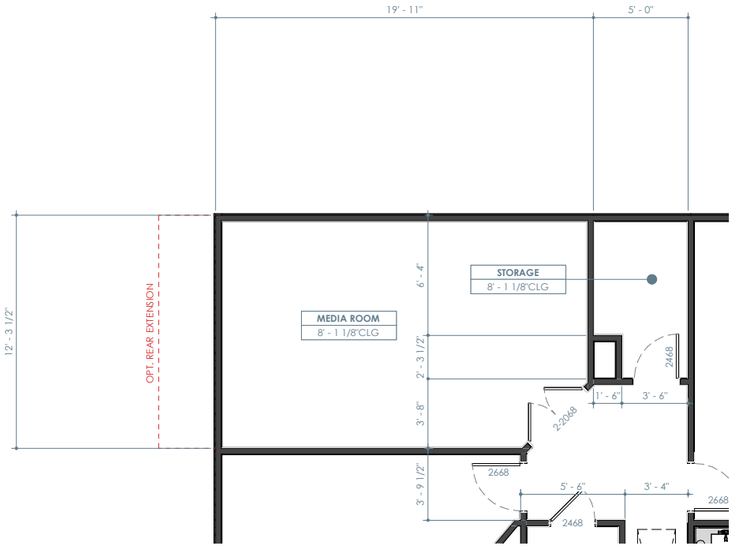
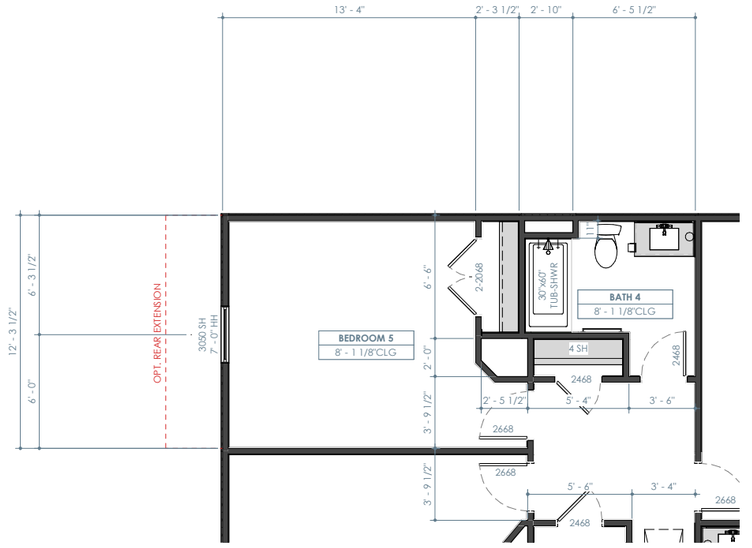


MEDIARM

OPT. MEDIA ROOM - FLOOR PLAN

1/8" = 1'-0"



BEDSBTH4

OPT. BEDROOM 5 w/ BATH 4 - FLOOR PLAN

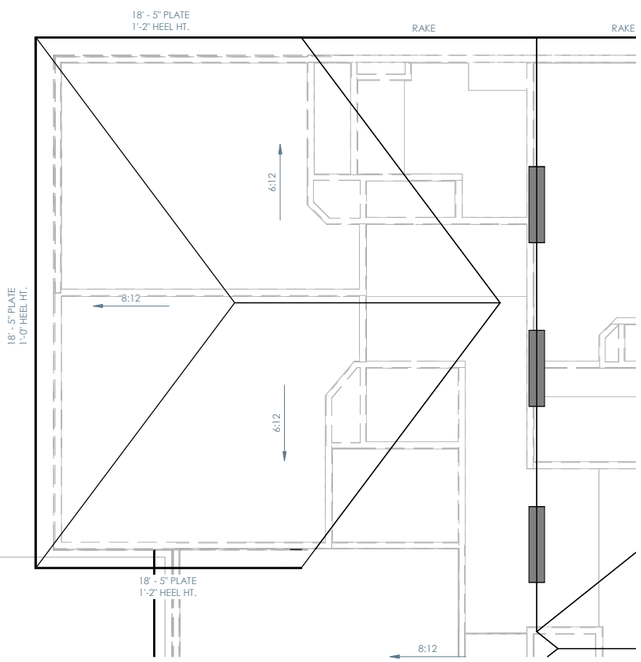
1/8" = 1'-0"



BEDSBTH4

OPT. BEDROOM 5 w/ BATH 4 / OPT. MEDIA - REAR

1/8" = 1'-0"



BEDSBTH4

OPT. BEDROOM 5 w/ BATH 4 / OPT. MEDIA - ROOF PLAN

1/8" = 1'-0"

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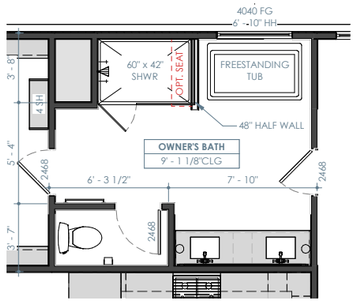
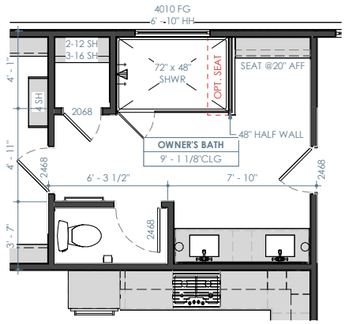
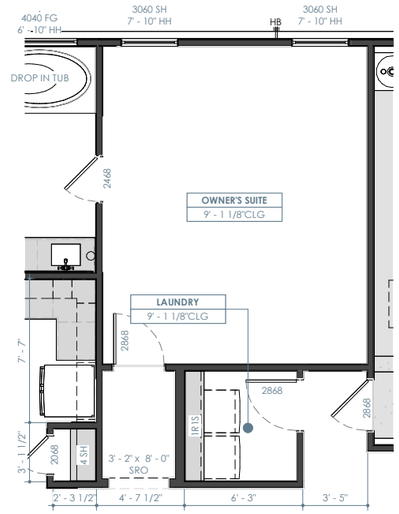
A7.07



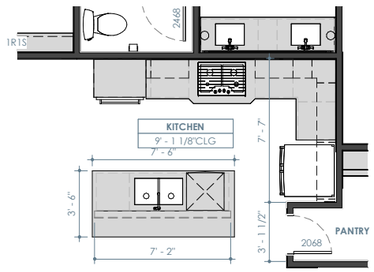
FREESTUB
1 OPT. FREESTANDING TUB - FLOOR PLAN
1/8" = 1'-0"



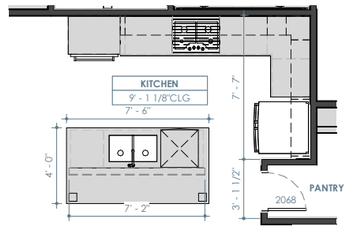
PLOMB201
2 OPT. ENLARGED SHOWER - FLOOR PLAN
1/8" = 1'-0"



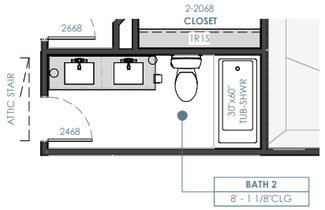
MBEDENT
3 OPT. OWNER'S ENTRY - FLOOR PLAN
1/8" = 1'-0"



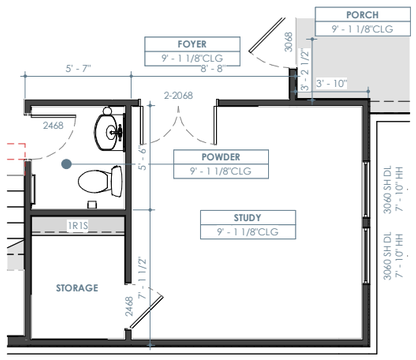
KITCHEN2
4 OPT. KITCHEN - FLOOR PLAN
1/8" = 1'-0"



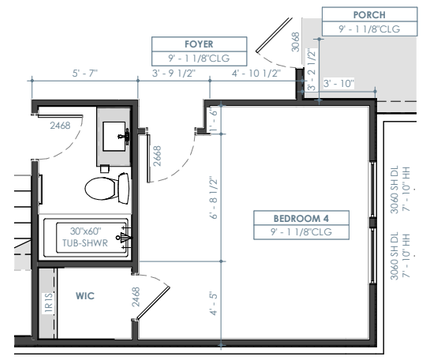
ISLAND2
5 OPT. ISLAND - FLOOR PLAN
1/8" = 1'-0"



LAV2BTH3
6 OPT. BATH 2 SINK - FLOOR PLAN
1/8" = 1'-0"



STUDY1
7 OPT. STUDY - FLOOR PLAN
1/8" = 1'-0"



BED4BTH3
8 OPT. BEDROOM 4 BATH 3 - FLOOR PLAN
1/8" = 1'-0"

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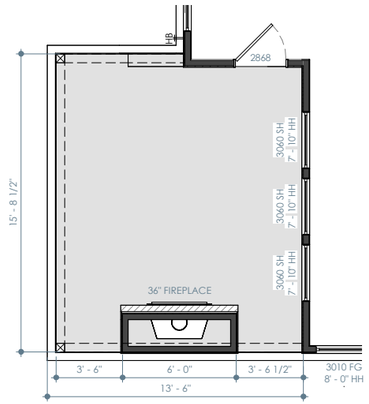
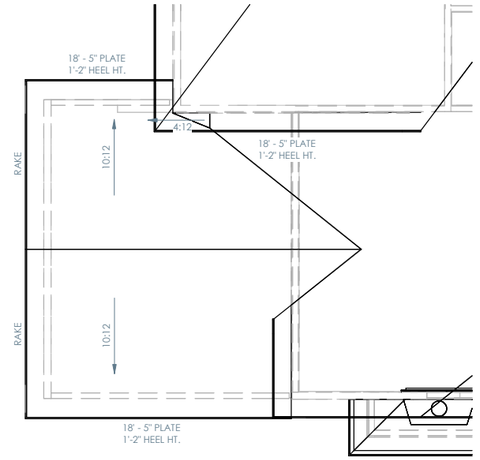


FP0D3611 / FP0D4211

OPT. OUTDOOR FIREPLACE - FLOOR PLAN

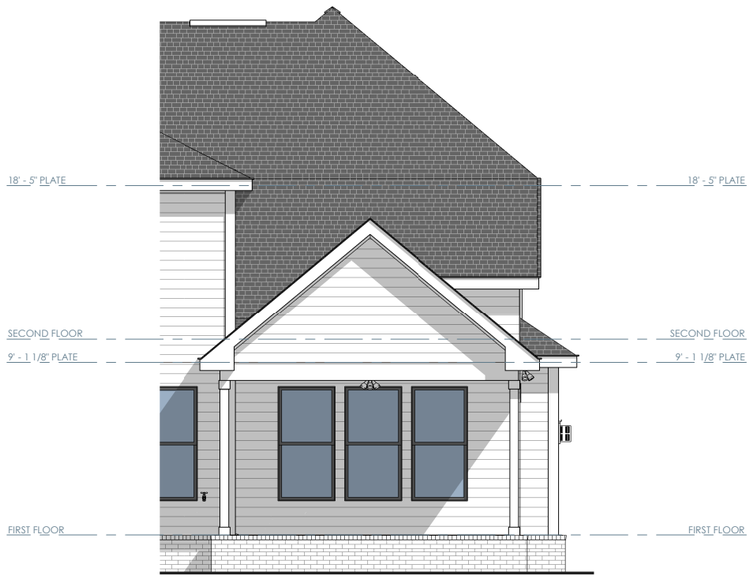
1/8" = 1'-0"



PATIO2

OPT. COVERED PATIO - ROOF PLAN

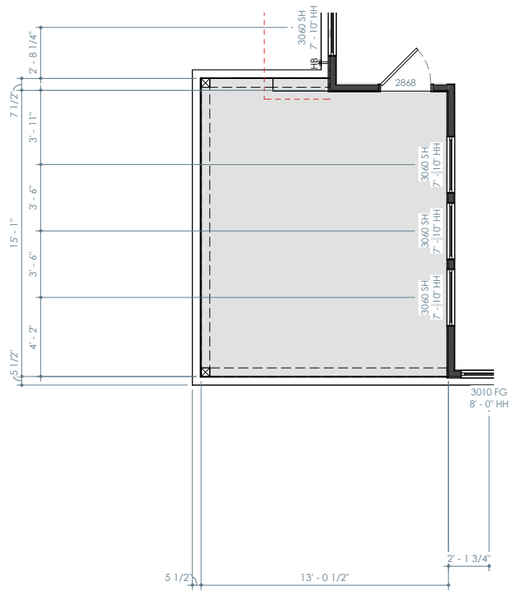
1/8" = 1'-0"



PATIO2

OPT. COVERED PAITO - REAR

1/8" = 1'-0"



PATIO2

OPT. COVERED PATIO - FLOOR PLAN

1/8" = 1'-0"

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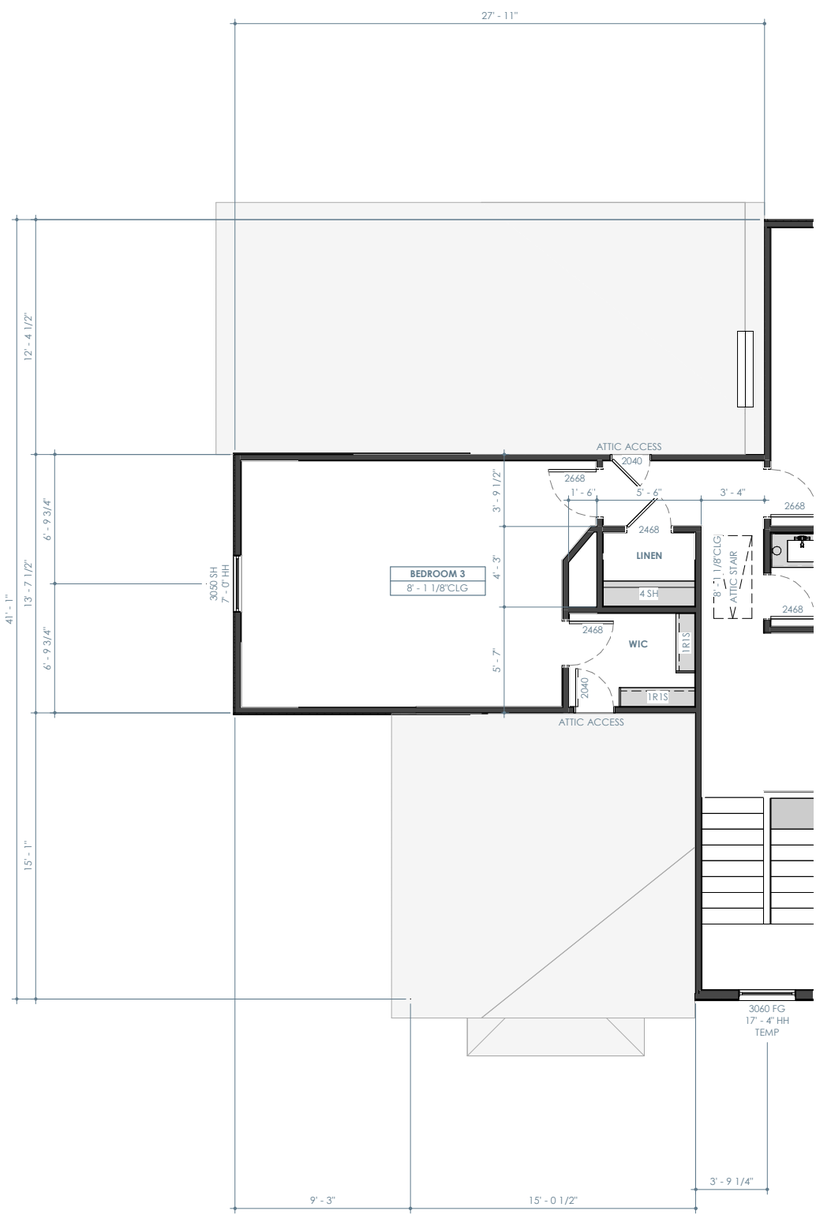
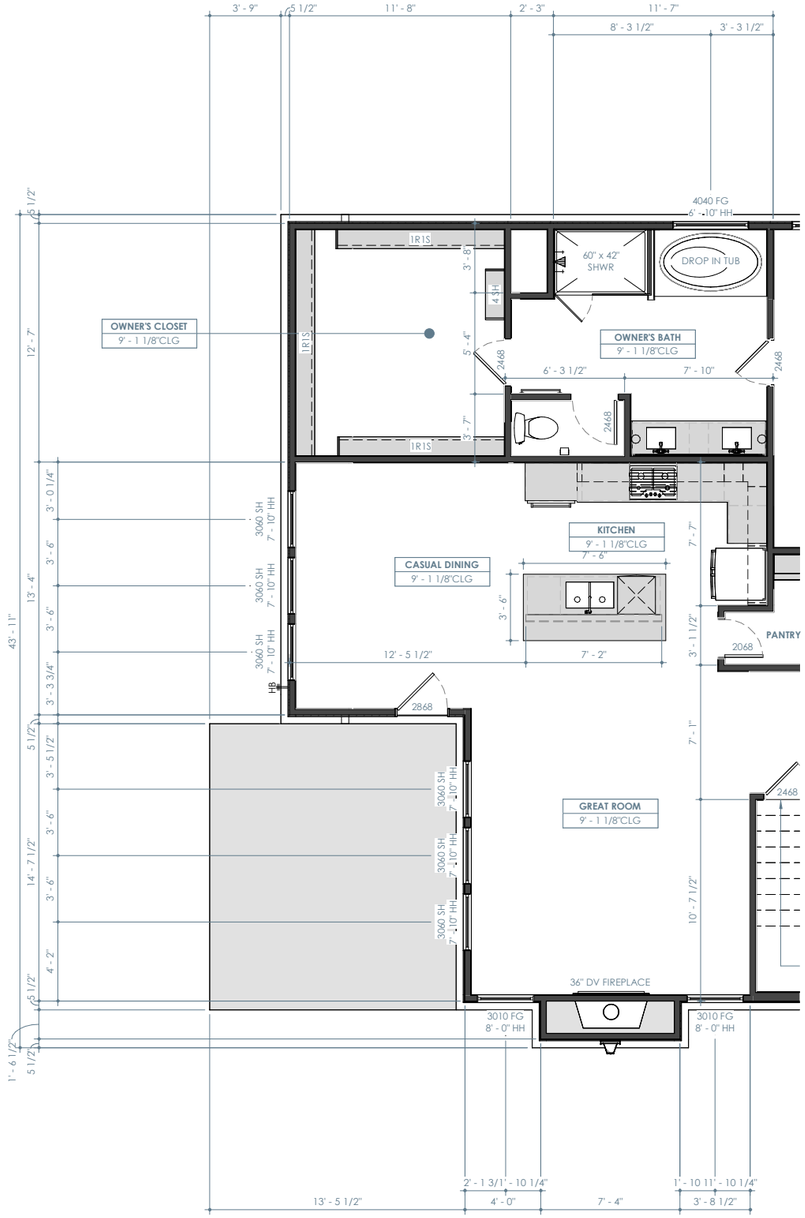
A7.09



OPT. REAR EXTENSION - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. REAR EXTENSION - FIRST FLOOR PLAN

1/8" = 1'-0"

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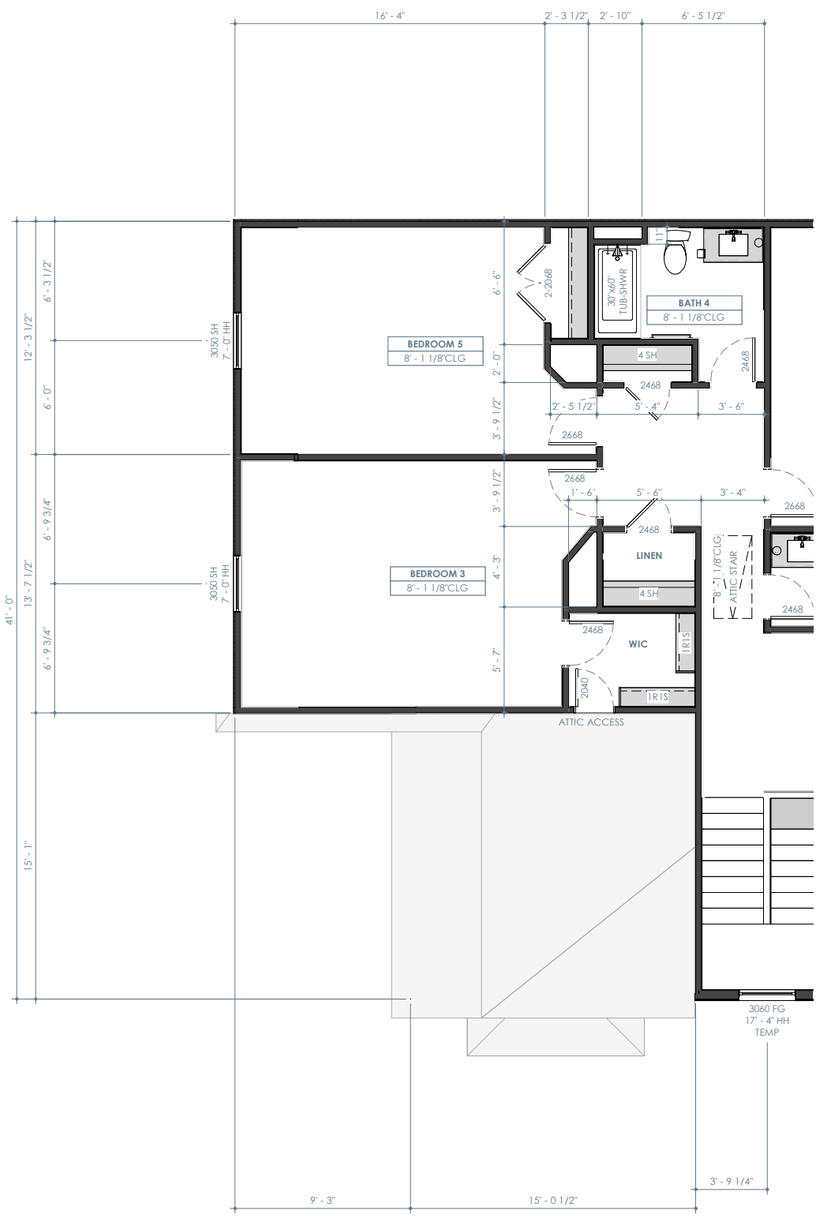
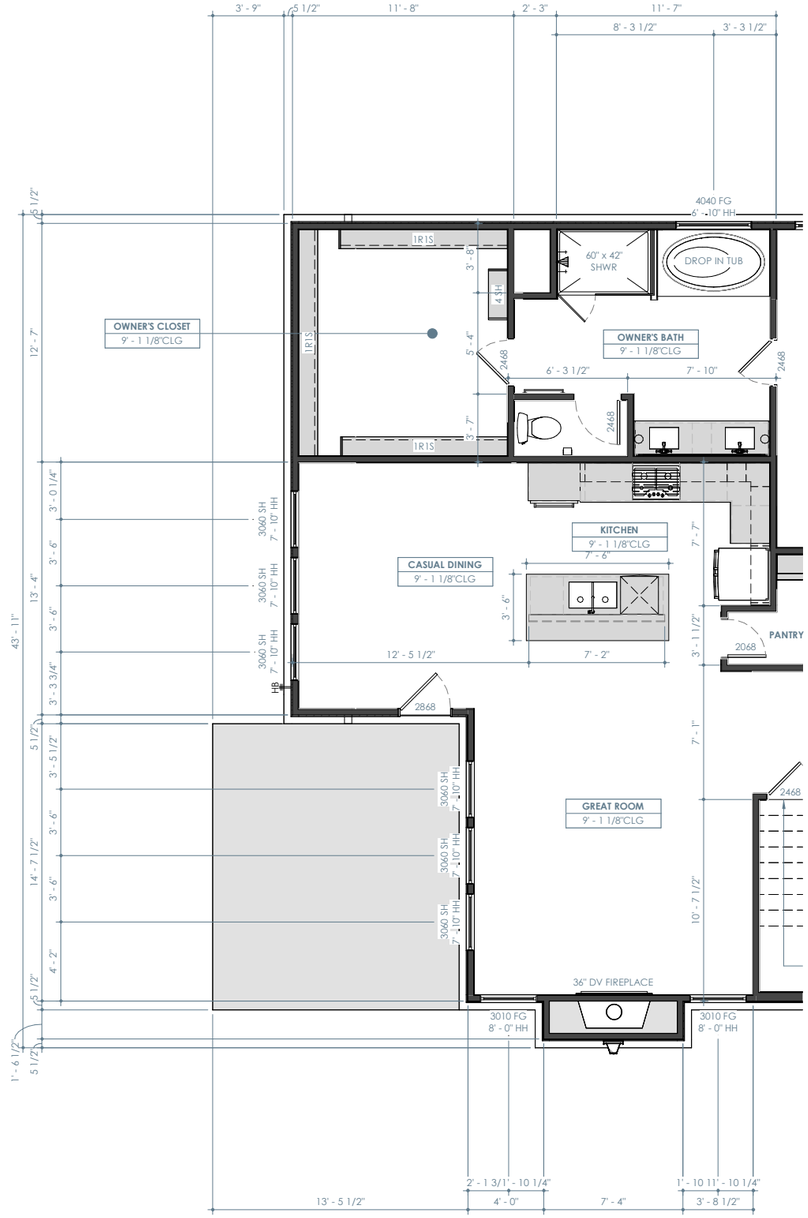
A7.10



OPT. REAR EXTENSION W/ OPT. BED5BTH4 - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. REAR EXTENSION W/ OPT. BED5BTH4- FIRST FLOOR PLAN

1/8" = 1'-0"

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A7.11



OPT. REAR EXTENSION - REAR

1/8" = 1'-0"



OPT. REAR EXTENSION - RIGHT

1/8" = 1'-0"

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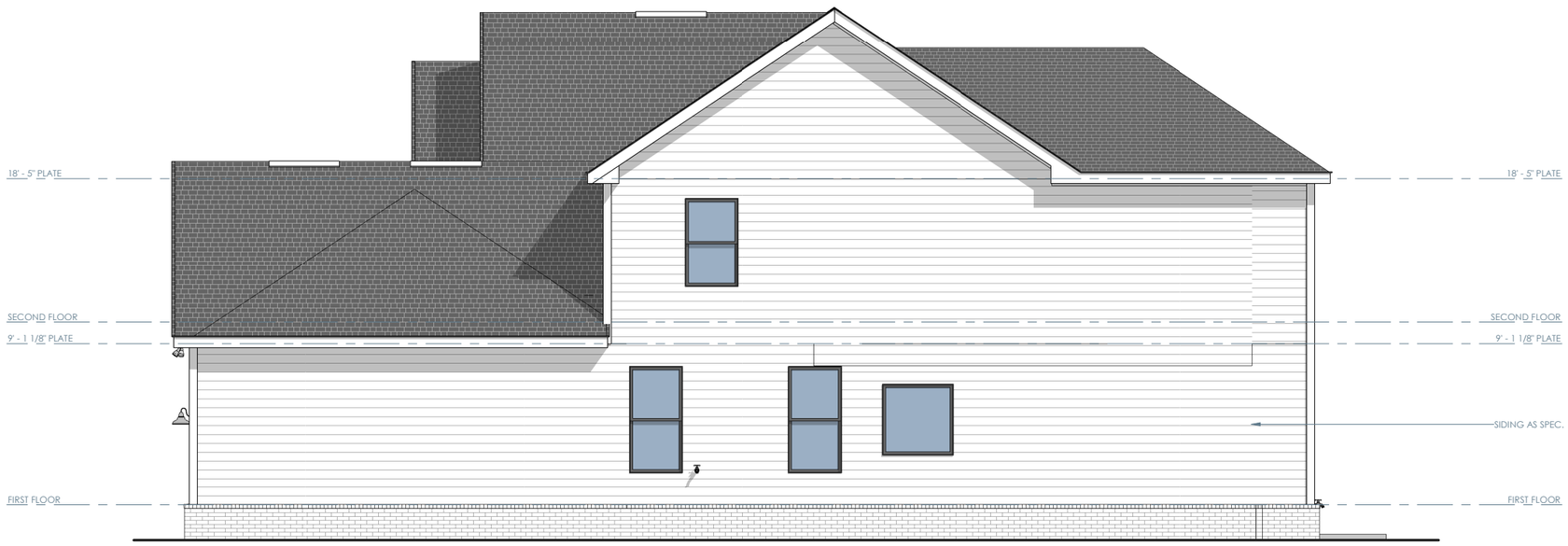
OPT. REAR EXTENSION W/ OPT. BED5BTH4 - REAR

1/8" = 1'-0"



OPT. REAR EXTENSION W/ OPT. BED5BTH4 - RIGHT

1/8" = 1'-0"

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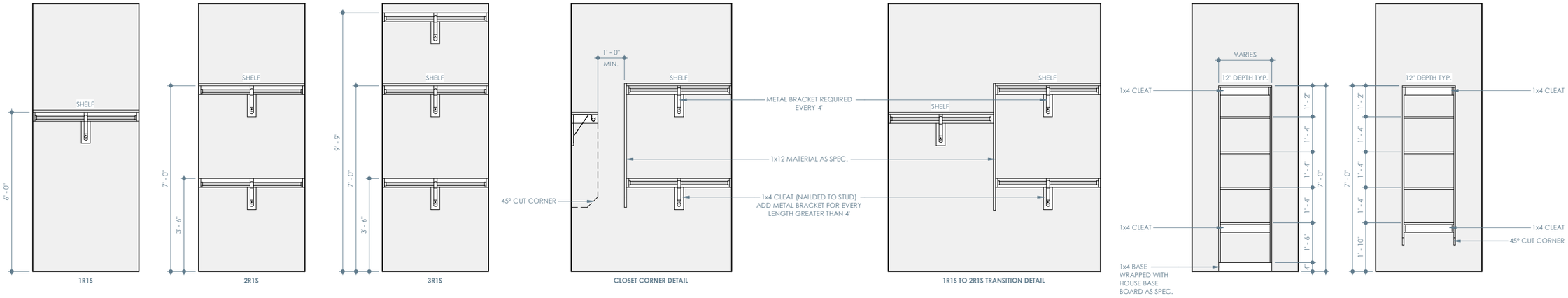
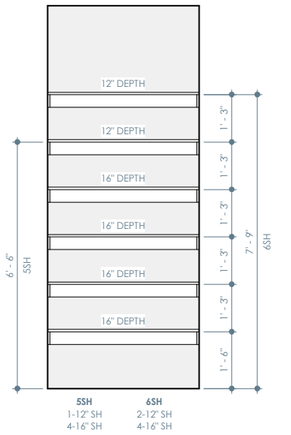


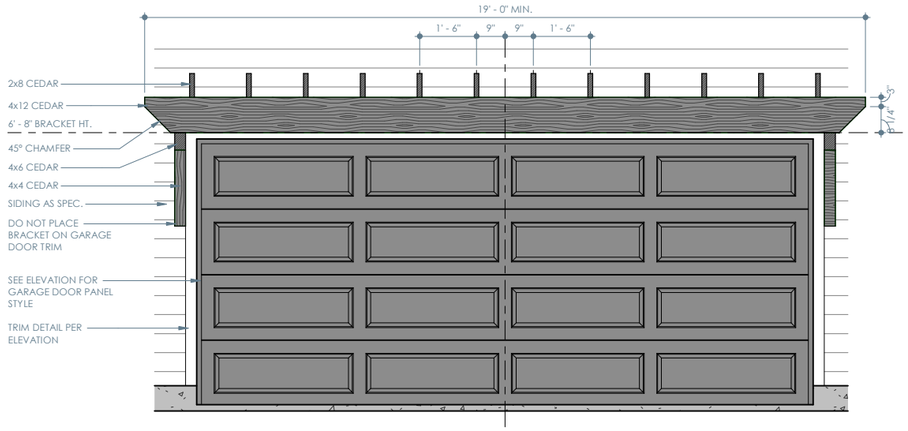
1 CLOSET DETAILS

1/4" = 1'-0"



2 LINEN / PANTRY DETAIL

1/4" = 1'-0"



3 TRELLIS DETAIL

1/4" = 1'-0"

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PLAN NO.

2550 (255)

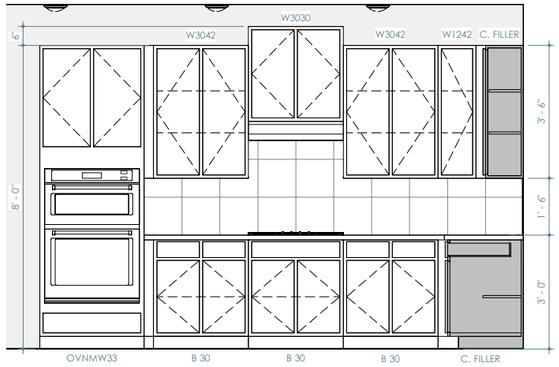
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/4" = 1'-0"

SHEET NAME

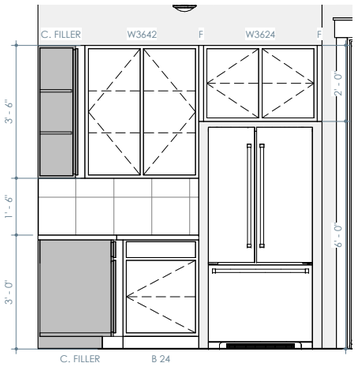
DETAILS

SHEET NO.

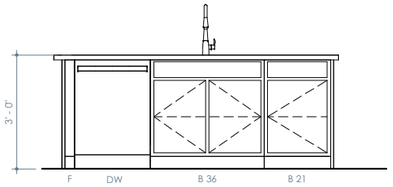
AD1.00



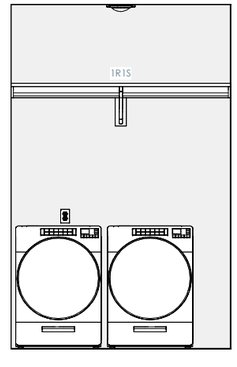
1 KITCHEN
1/4" = 1'-0"



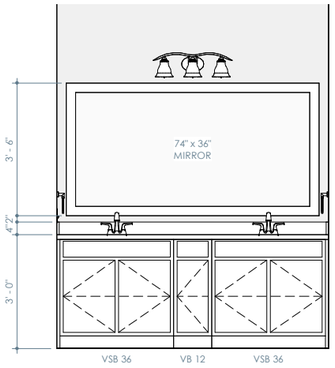
2 KITCHEN
1/4" = 1'-0"



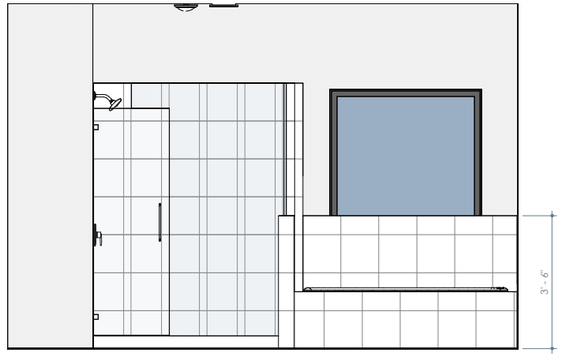
3 KITCHEN
1/4" = 1'-0"



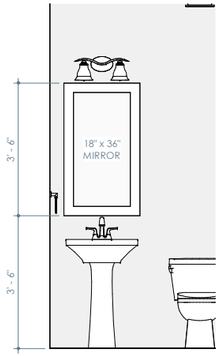
4 LAUNDRY
1/4" = 1'-0"



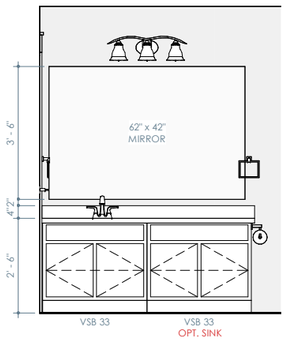
5 OWNER'S BATH
1/4" = 1'-0"



6 OWNER'S BATH
1/4" = 1'-0"



7 POWDER
1/4" = 1'-0"



8 BATH 2
1/4" = 1'-0"

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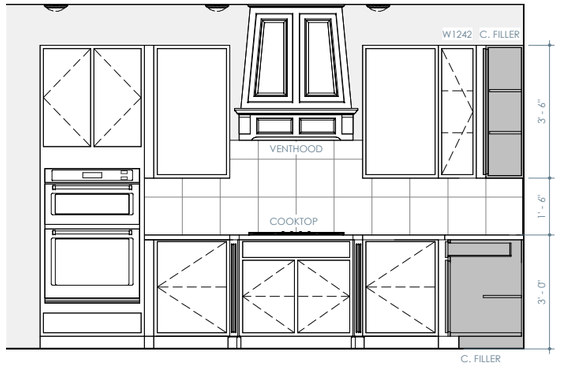
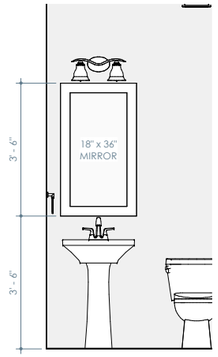
SHEET NAME
INTERIOR ELEVATIONS

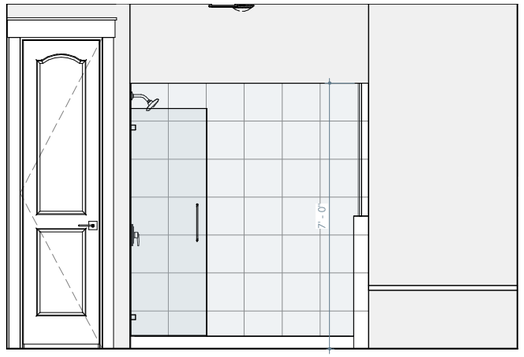
SHEET NO.
AI1.00



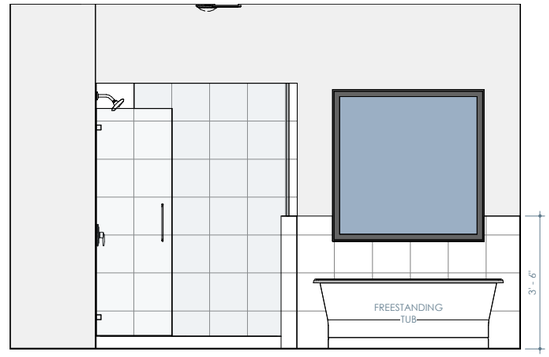
KITCHEN2
1 OPT. KITCHEN
1/4" = 1'-0"



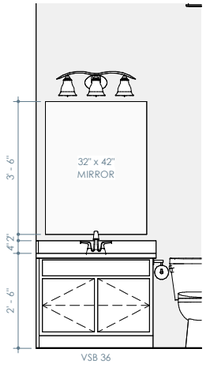
STUDY1
2 OPT. STUDY - POWDER
1/4" = 1'-0"



PLOMB201
3 OPT. ENLARGED SHOWER
1/4" = 1'-0"



FREESTUB
4 OPT. FREESTANDING TUB
1/4" = 1'-0"



5 OPT. BEDROOM 4 BATH 3
1/4" = 1'-0"

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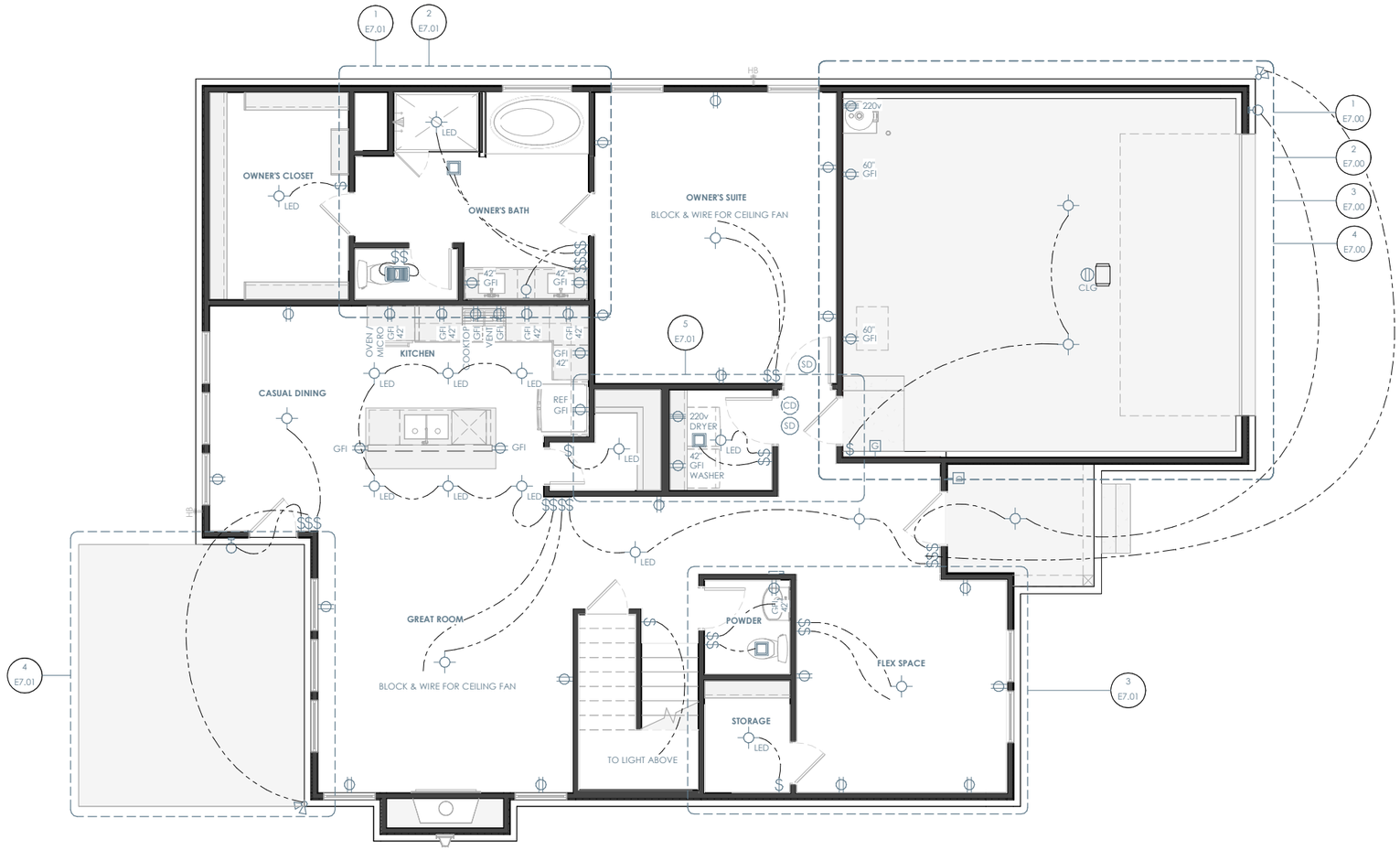
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.02



ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

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- GFCI OUTLETS REQUIRED AT KITCHEN COUTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
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- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
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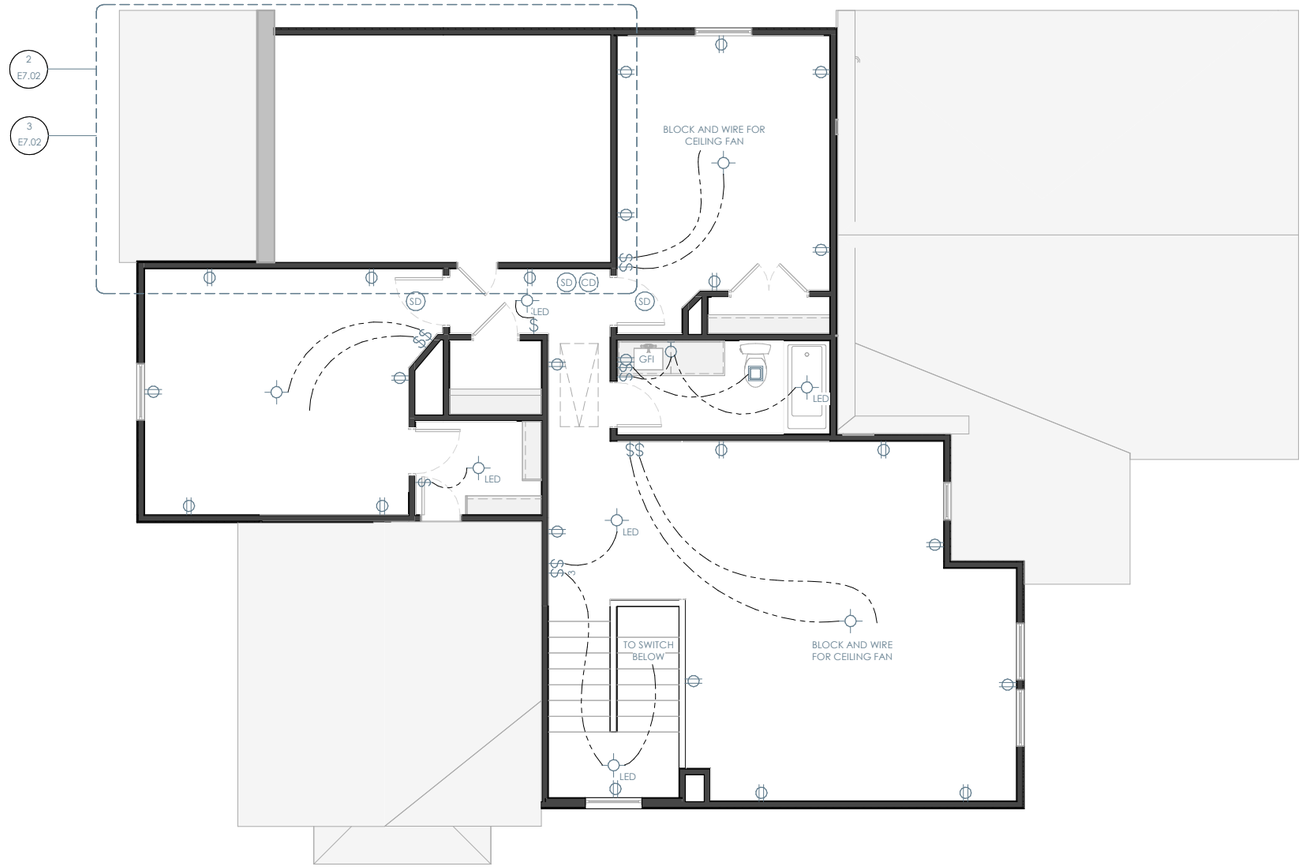
SHEET NAME
ELEVATION A - FIRST FLOOR ELECTRICAL

SHEET NO.
E1.00



ELEVATION A - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

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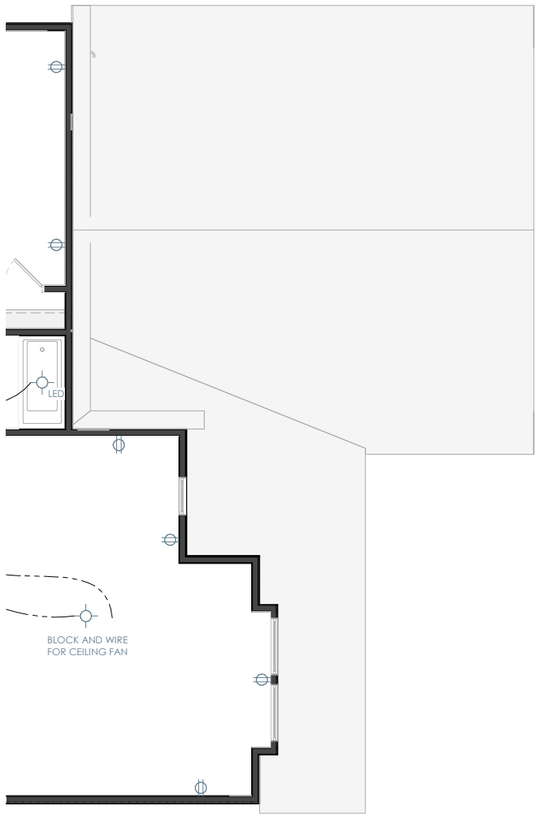
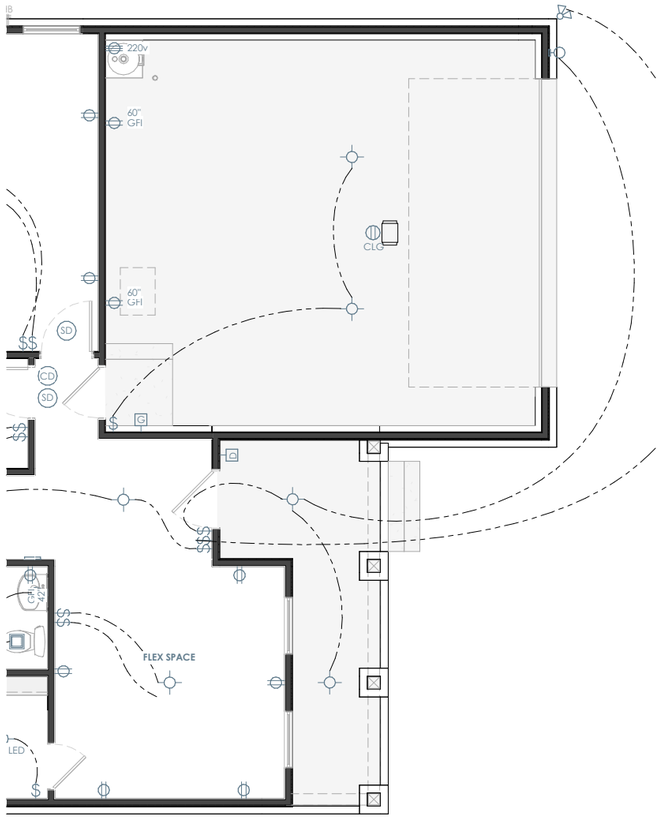
SHEET NAME
ELEVATION A - SECOND FLOOR ELECTRICAL

SHEET NO.
E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION B -FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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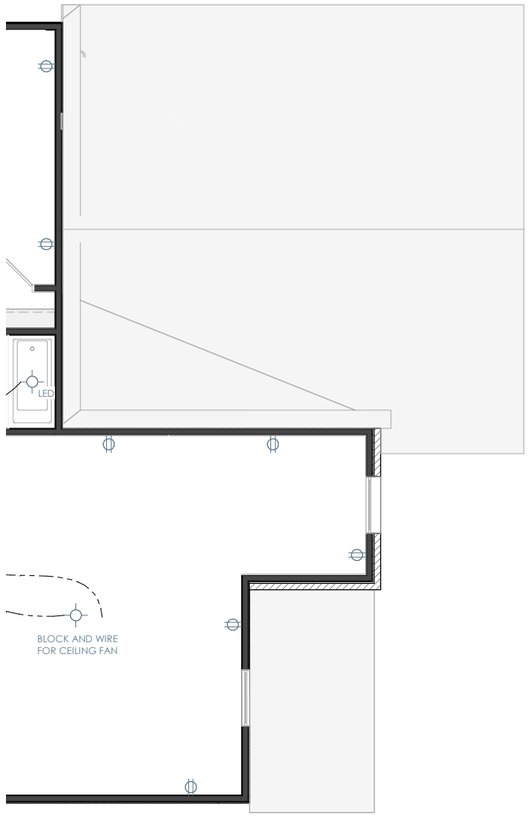
2550 (255)

ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

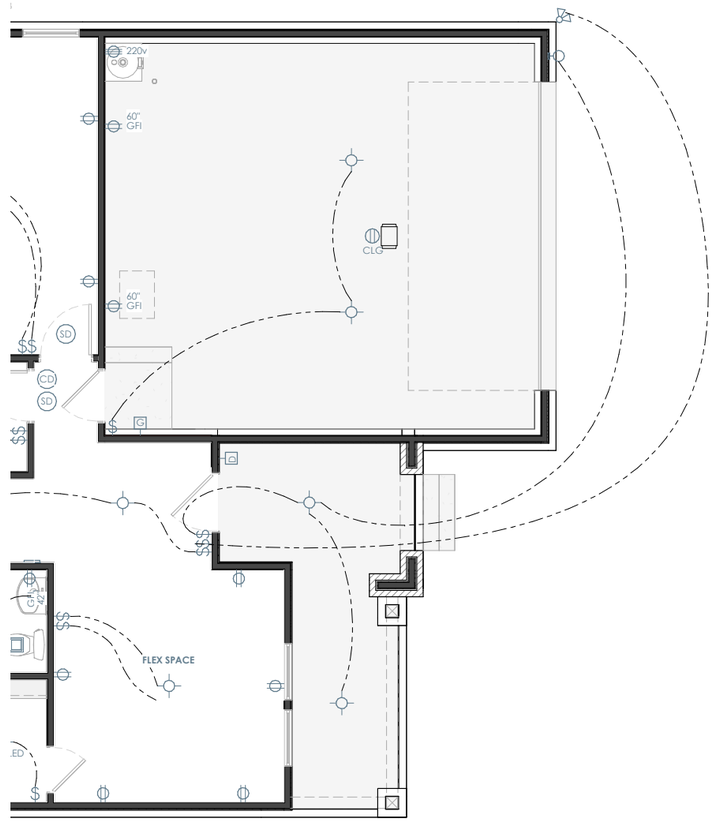
SHEET NAME
ELEVATION B - PARTIAL ELECTRICAL PLANS

SHEET NO.
E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL

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PLAN NO.

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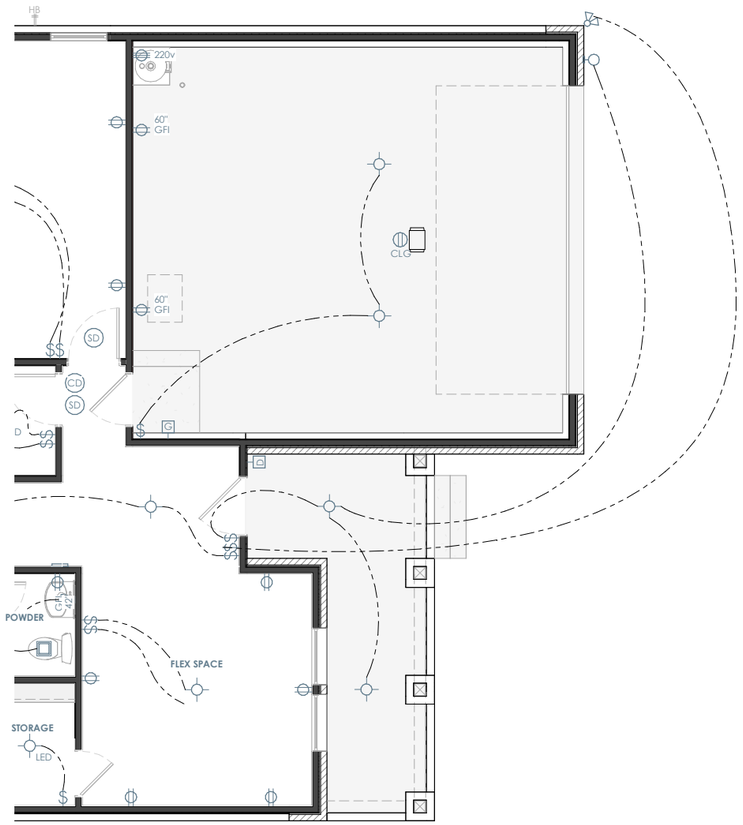
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

SHEET NO.

E3.00



ELEVATION D - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL NOTES

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- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR. KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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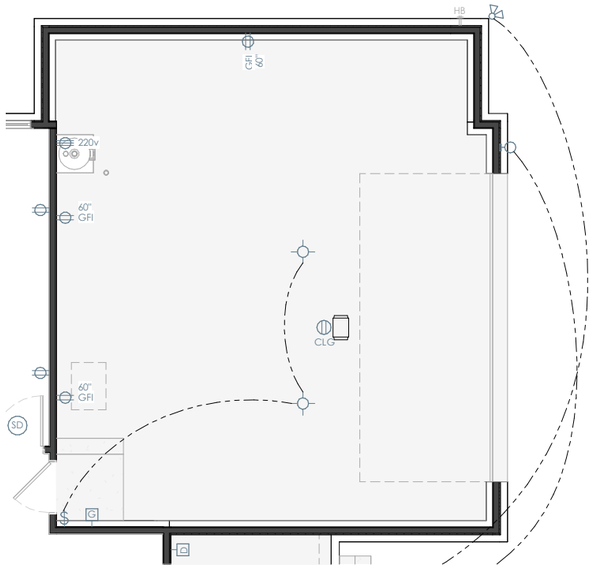
PLAN NO.
2550 (255)

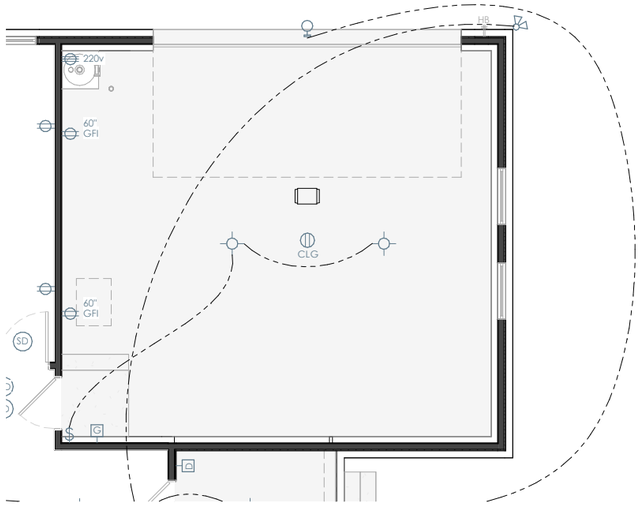
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION D - PARTIAL ELECTRICAL PLANS

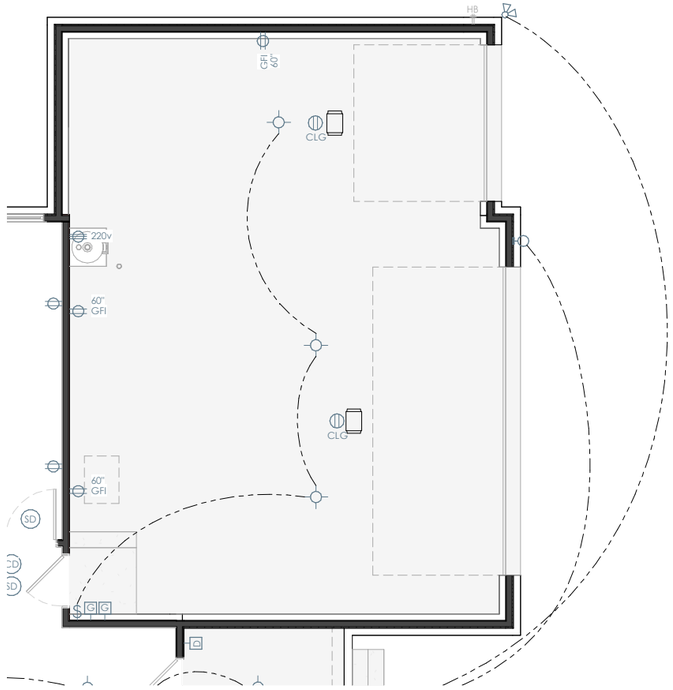
SHEET NO.
E4.00



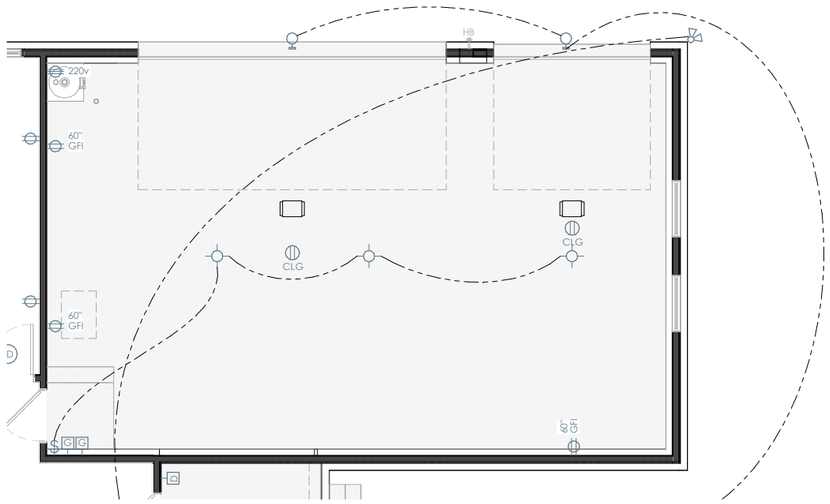
GARGE1/2
1 OPT. HALF CAR GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"



GARGSDLD
3 OPT. SIDE LOAD GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"



GARGE3
2 OPT. 3 CAR GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"



GARGE3SL
4 OPT. 3 CAR SIDE LOAD GARAGE - ELECTRICAL PLAN
1/8" = 1'-0"

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ISSUE DATE	11-08-202
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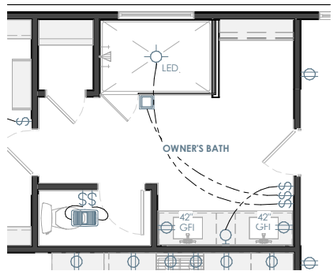
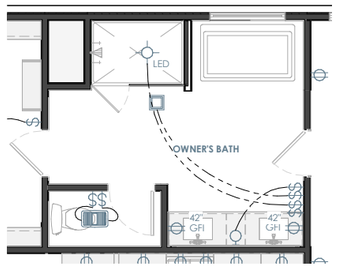
SHEET NAME
PLAN OPTIONS

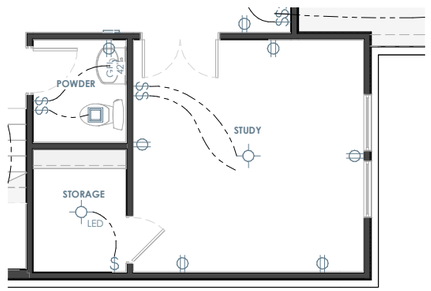
SHEET NO.
E7.00



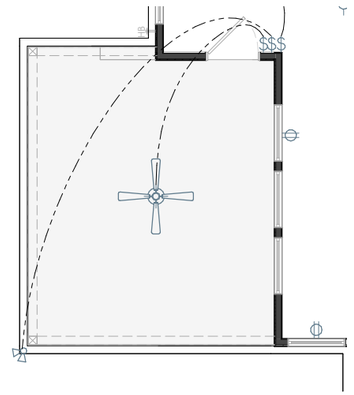
PL0MB201
1 OPT. ENLARGED SHOWER - ELECTRICAL PLAN
1/8" = 1'-0"



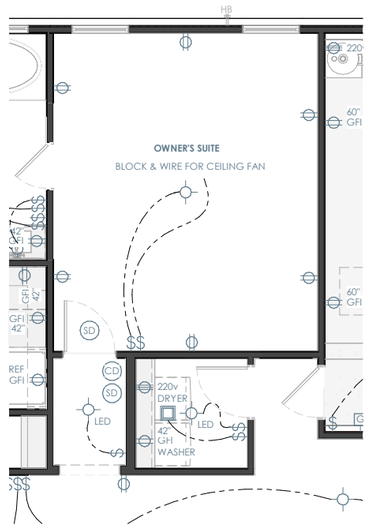
FREESTUB
2 OPT. FREESTANDING TUB - ELECTRICAL PLAN
1/8" = 1'-0"



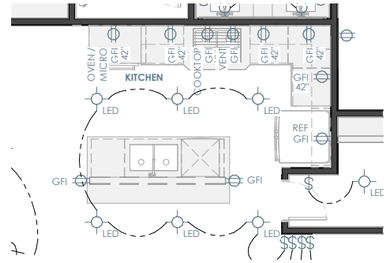
STUDY1
3 OPT. STUDY - ELECTRICAL PLAN
1/8" = 1'-0"



PATIO2
4 OPT. COVERED PATIO - ELECTRICAL PLAN
1/8" = 1'-0"



MBEDENT
5 OPT. OWNER'S ENTRY - ELECTRICAL PLAN
1/8" = 1'-0"



KITCHEN2
6 OPT. KITCHEN - ELECTRICAL PLAN
1/8" = 1'-0"

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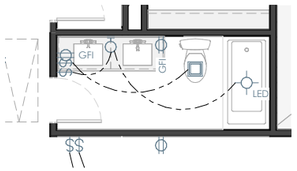
SHEET NAME
PLAN OPTIONS

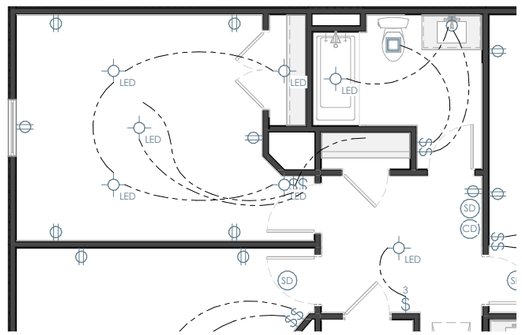
SHEET NO.
E7.01



LAV2BTH3

1 OPT. BATH 2 SINK - ELECTRICAL PLAN

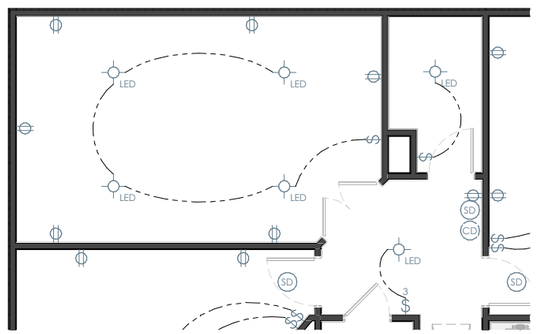
1/8" = 1'-0"



BED5BTH4

2 OPT. BEDROOM 5 w/ BATH 4 - ELECTRICAL PLAN

1/8" = 1'-0"



MEDIARM

3 OPT. MEDIA ROOM - ELECTRICAL PLAN

1/8" = 1'-0"

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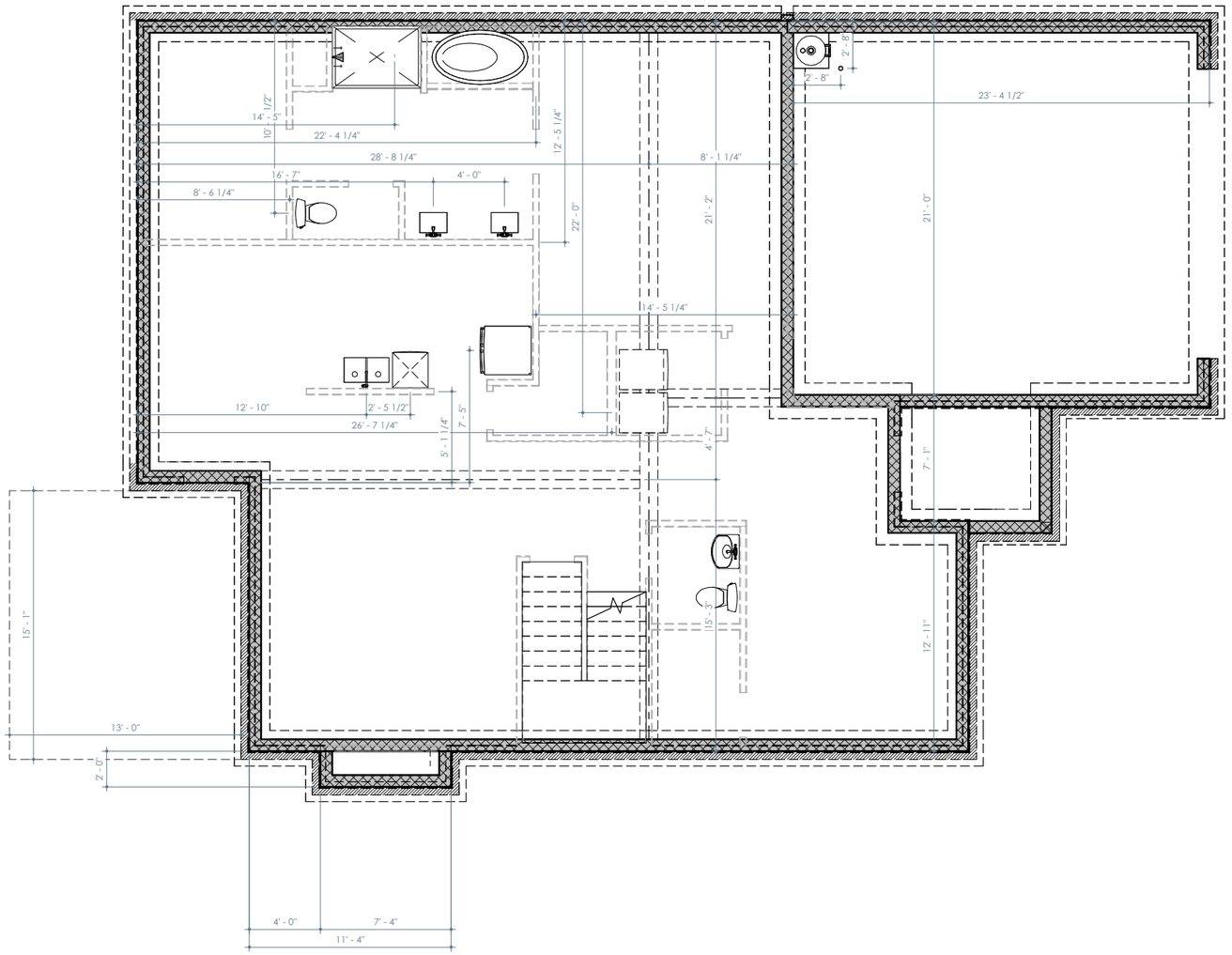
ISSUE DATE	11-08-202
DRAWN BY	JLA
SCALE	1/8" = 1'-0"

SHEET NAME
PLAN OPTIONS

SHEET NO.
E7.02



ELEVATION A - FOUNDATION PLAN

1/8" = 1'-0"

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2550 (255)

ISSUE DATE	11-08-202
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SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

SHEET NO.

SF1.00



ELEVATION A

3/32" = 1'-0"



ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.00	ELEVATION B - PARTIAL FLOOR PLANS
A2.01	ELEVATION B - EXTERIOR ELEVATIONS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - ROOF PLAN
A3.00	ELEVATION C - PARTIAL FLOOR PLANS
A3.01	ELEVATION C - EXTERIOR ELEVATIONS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - ROOF PLAN
A4.00	ELEVATION D - PARTIAL FLOOR PLANS
A4.01	ELEVATION D - EXTERIOR ELEVATIONS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - ROOF PLAN
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS

NO.	TITLE
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF7.00	PLAN OPTIONS

PLAN OPTIONS

ELEVATION A	36" COOKTOP RANGE W/ BUMP OUT AND VENT HOOD
ELEVATION B	COFFERED CEILING @ OWNER'S BEDROOM
ELEVATION C	SHOWER SEAT @ OWNER'S BATH
ELEVATION D	FREESTANDING TUB ILO DROP IN TUB
3 CAR GARAGE	SINK @ UTILITY
SIDE ENTRY GARAGE	CABINETS @ UTILITY
COVERED PATIO	DOOR @ UTILITY
FIREPLACE @ COVERED PORCH	STUDY W/ BREAKFAST NOOK
GARAGE SERVICE DOOR @ 3 CAR GARAGE	CABINETS @ POCKET OFFICE
METAL ROOF (ELEV. B, C, & D)	SINK @ BATH 3
ISLAND 1	SLIDER @ GREAT ROOM

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PLAN NO.

2970

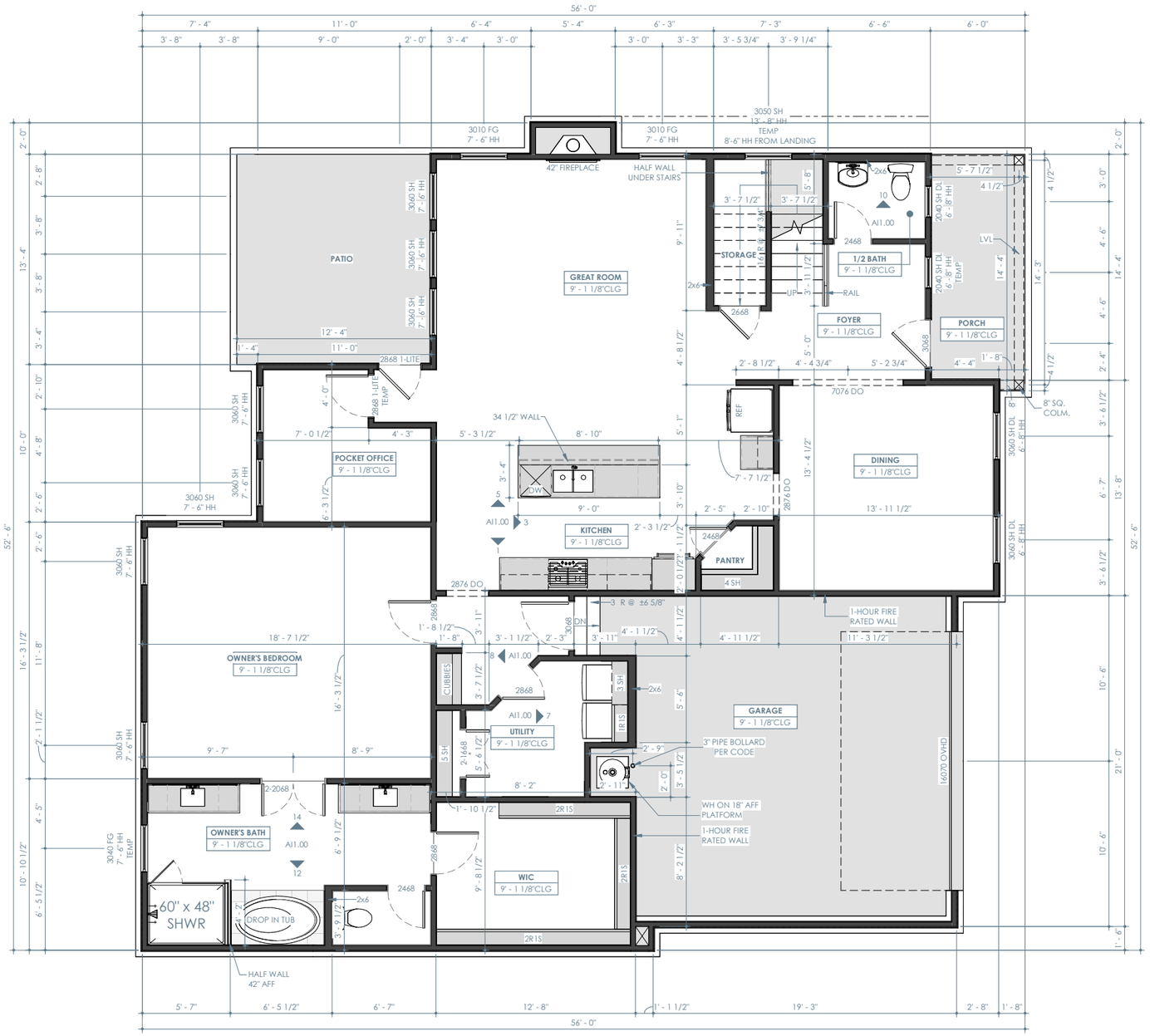
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
Not Placed	0 SF
FIRST FLOOR	1631 SF
SECOND FLOOR	1250 SF
TOTAL	2881 SF

ELEVATION A - LIVING	
FIRST FLOOR	1834 SF
SECOND FLOOR	1325 SF
TOTAL	3159 SF
TOTAL UNDER ROOF	3862 SF

ELEVATION A - NON-LIVING	
GARAGE	452 SF
PORCH	87 SF
PATIO	164 SF
TOTAL	703 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

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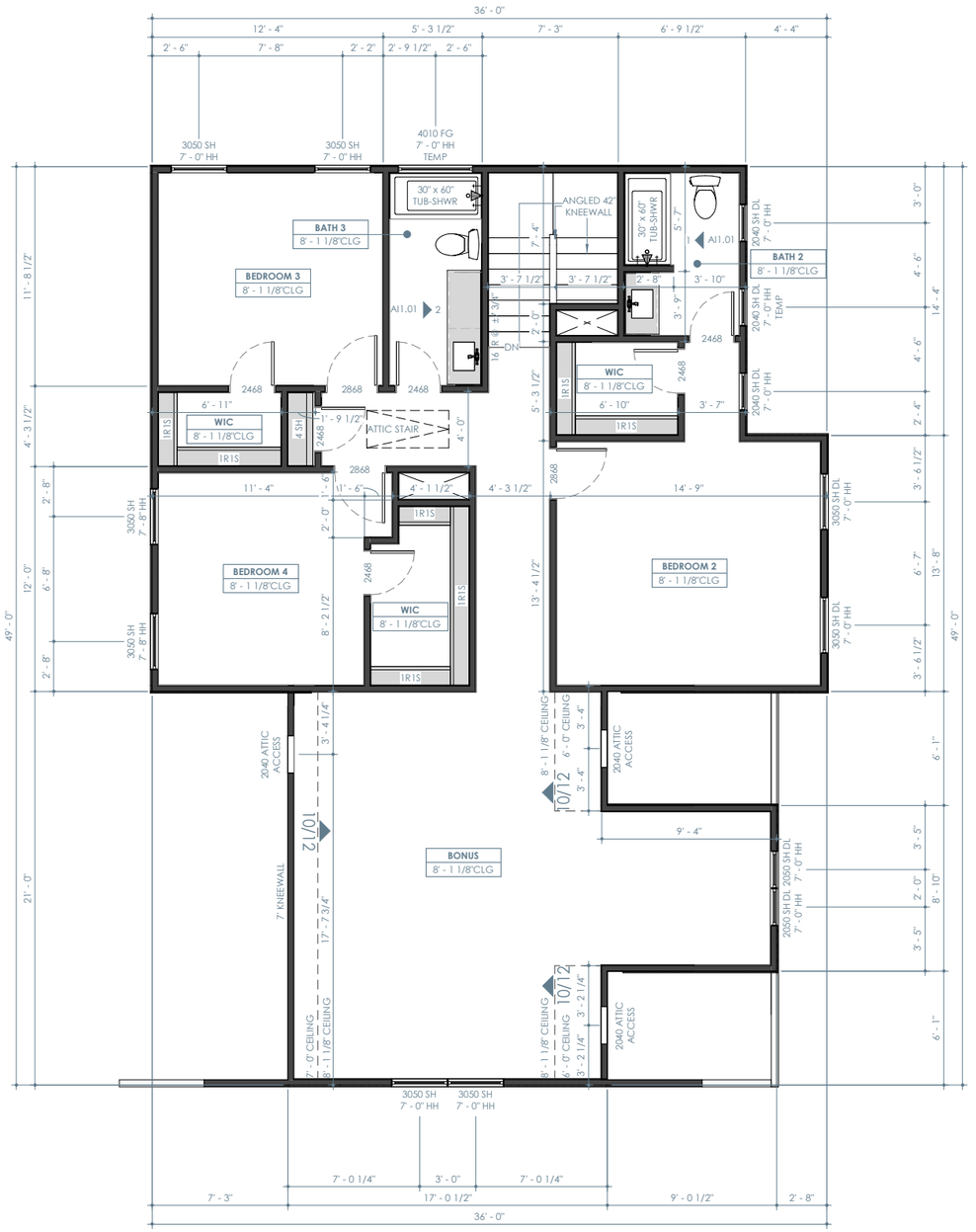
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

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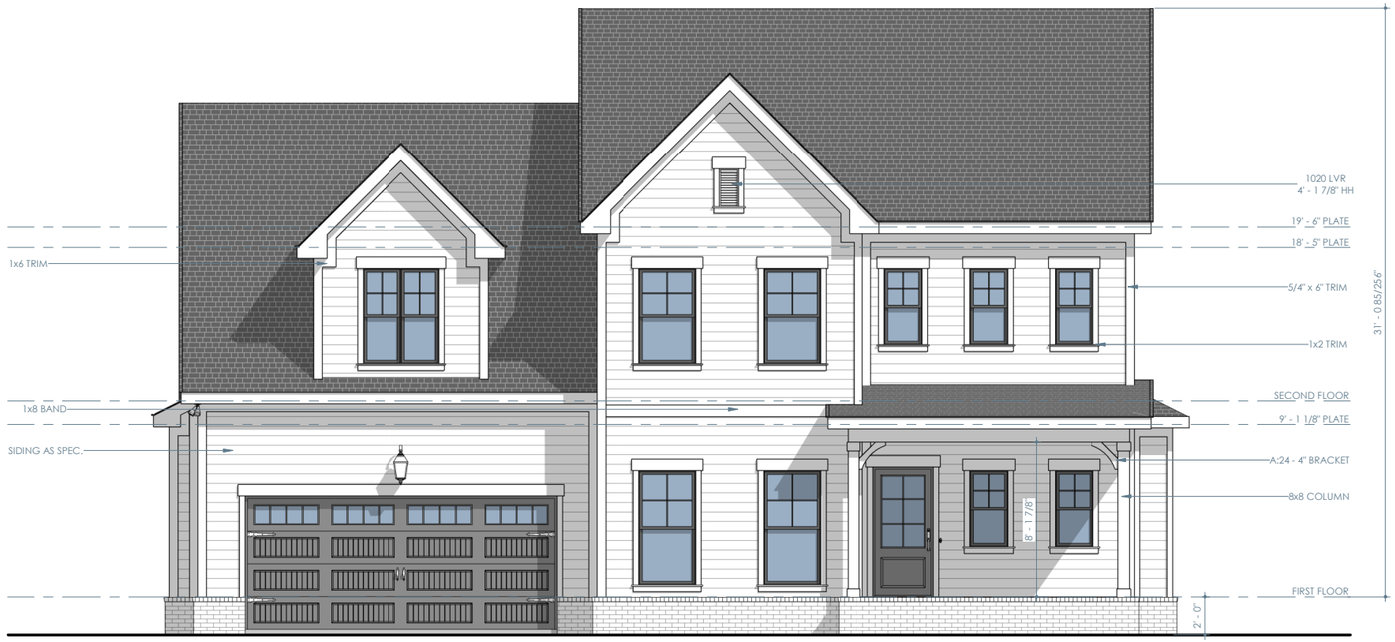
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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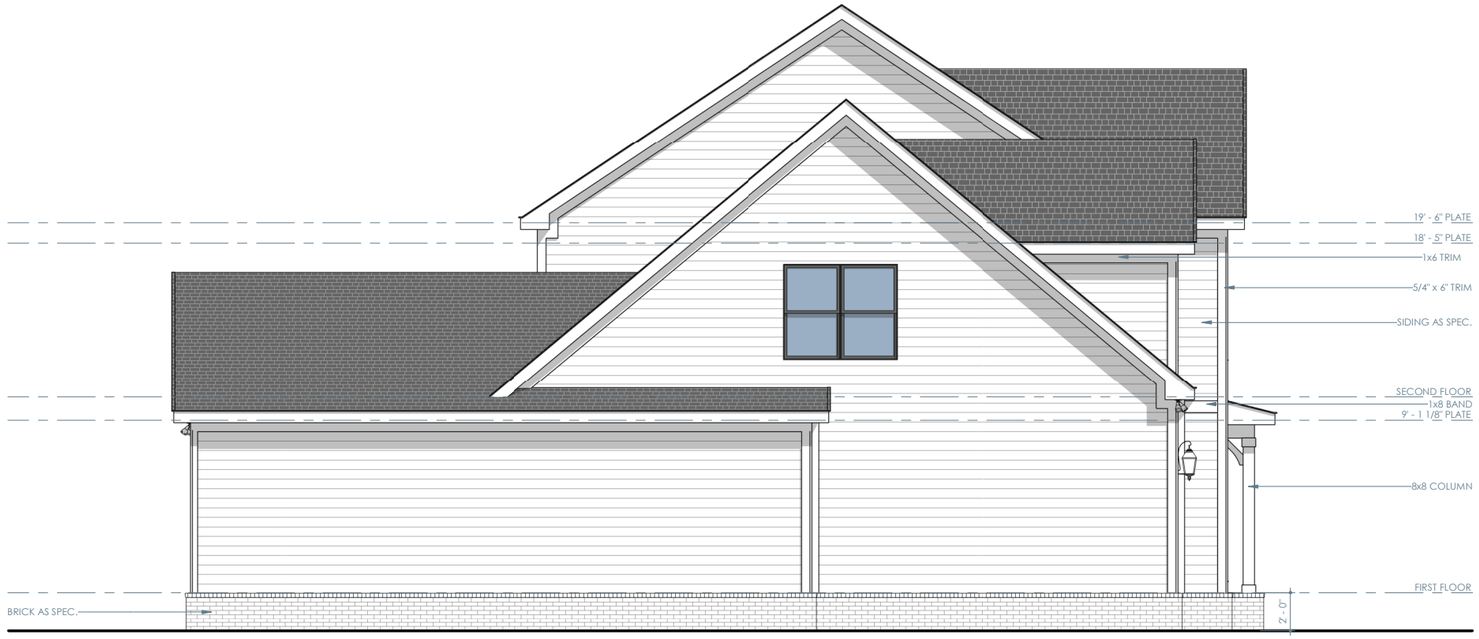
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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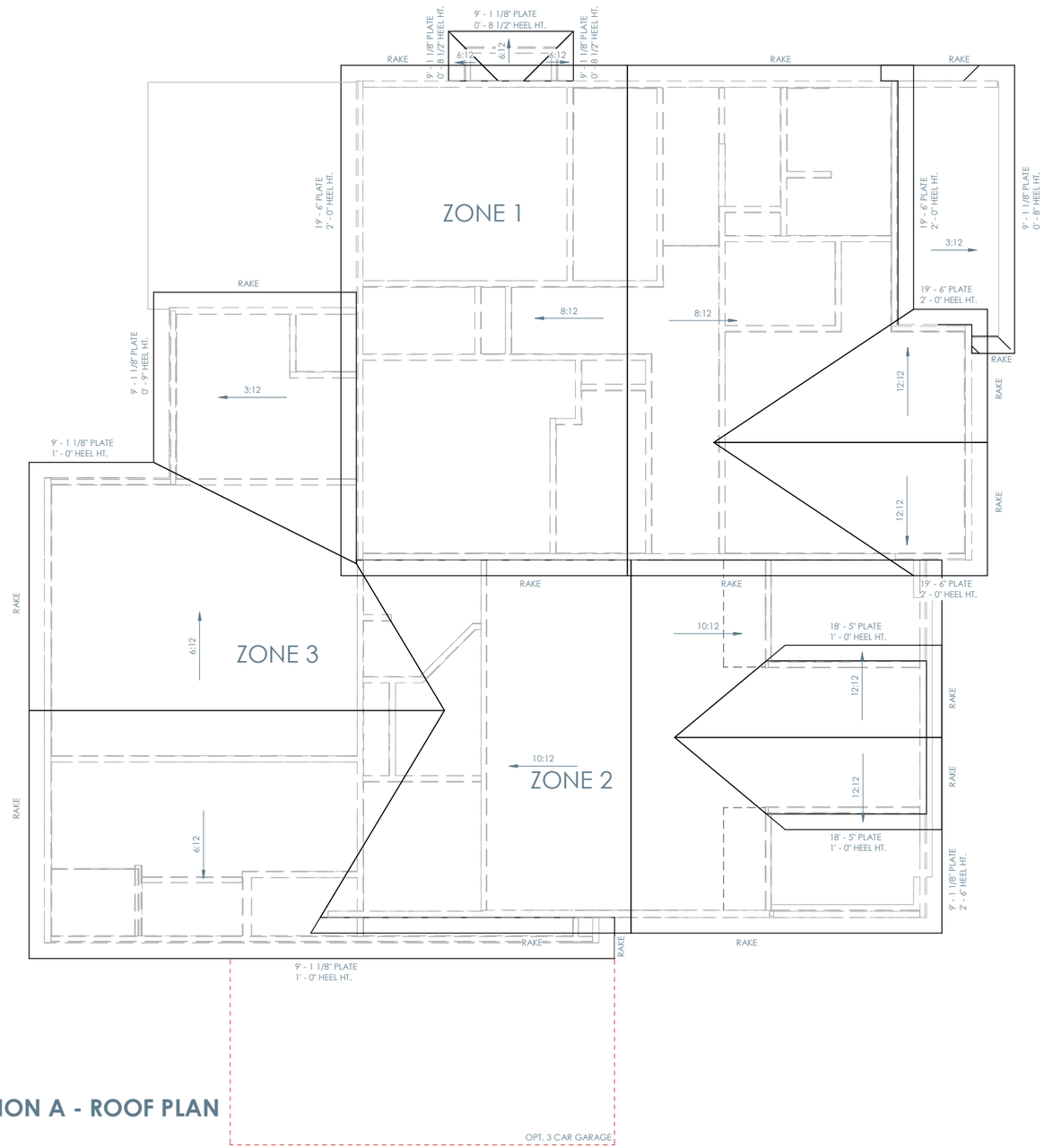
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ZONE 1

ATTIC AREA (FT²)	965
REQUIRED ATTIC VENTILATION (IN²)	464
REQUIRED LOWER VENTILATION (IN²)	232
REQUIRED UPPER VENTILATION (IN²)	232

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	38 LF
RIDGE VENT (18 NFA) PER LF	16 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	342 NFA
TOTAL UPPER VENTILATION (IN²)	288 NFA

ATTIC VENTILATION - ZONE 2

ATTIC AREA (FT²)	523
REQUIRED ATTIC VENTILATION (IN²)	252
REQUIRED LOWER VENTILATION (IN²)	126
REQUIRED UPPER VENTILATION (IN²)	126

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	30 LF
RIDGE VENT (18 NFA) PER LF	8 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	270 NFA
TOTAL UPPER VENTILATION (IN²)	144 NFA

ATTIC VENTILATION - ZONE 3

ATTIC AREA (FT²)	737
REQUIRED ATTIC VENTILATION (IN²)	354
REQUIRED LOWER VENTILATION (IN²)	177
REQUIRED UPPER VENTILATION (IN²)	177

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	39 LF
RIDGE VENT (18 NFA) PER LF	12 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	351 NFA
TOTAL UPPER VENTILATION (IN²)	216 NFA

*ALL VENTS TO EXHAUST TO EXTERIOR

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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2970

ISSUE DATE	10/06/2023
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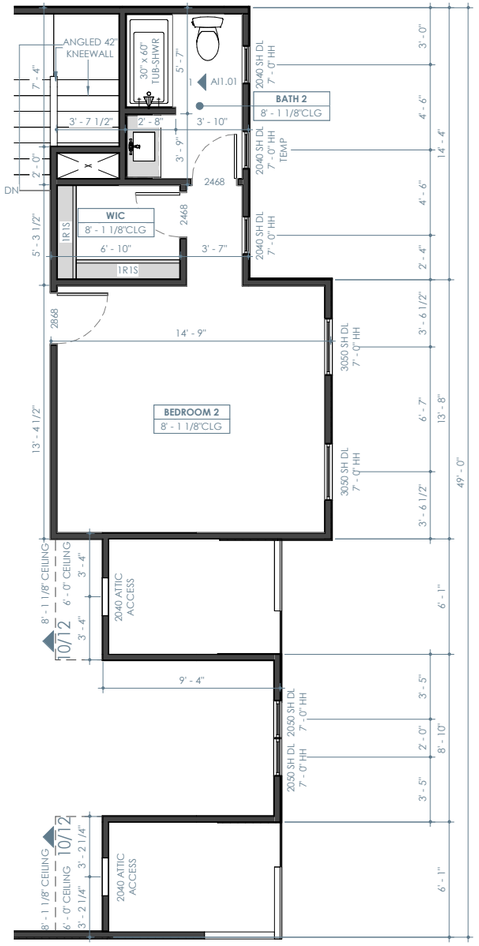
SHEET NAME

ELEVATION A - ROOF PLAN

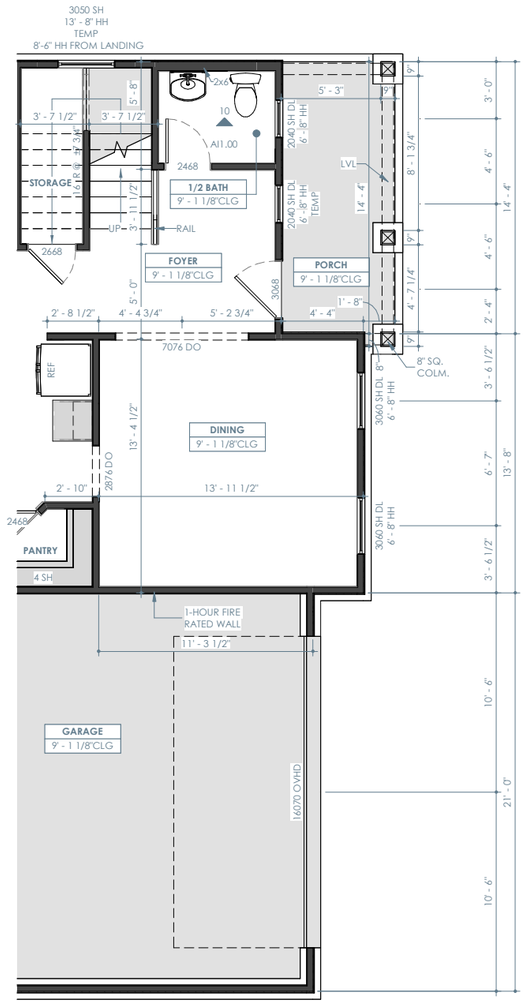
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING	
FIRST FLOOR	1834 SF
SECOND FLOOR	1325 SF
TOTAL	3159 SF

ELEVATION B - NON-LIVING	
GARAGE	452 SF
PORCH	87 SF
PATIO	164 SF
TOTAL	703 SF

TOTAL UNDER ROOF	3862 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

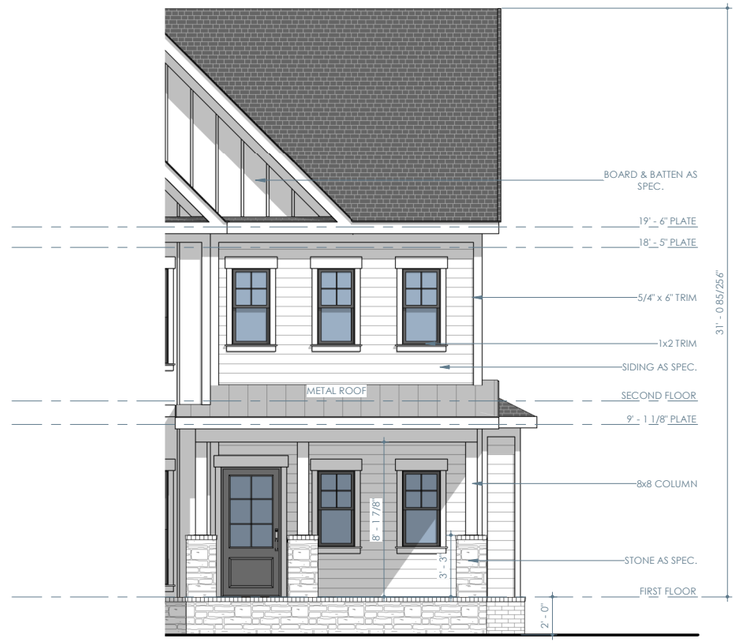
SHEET NO.

A2.00



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. METAL ROOF - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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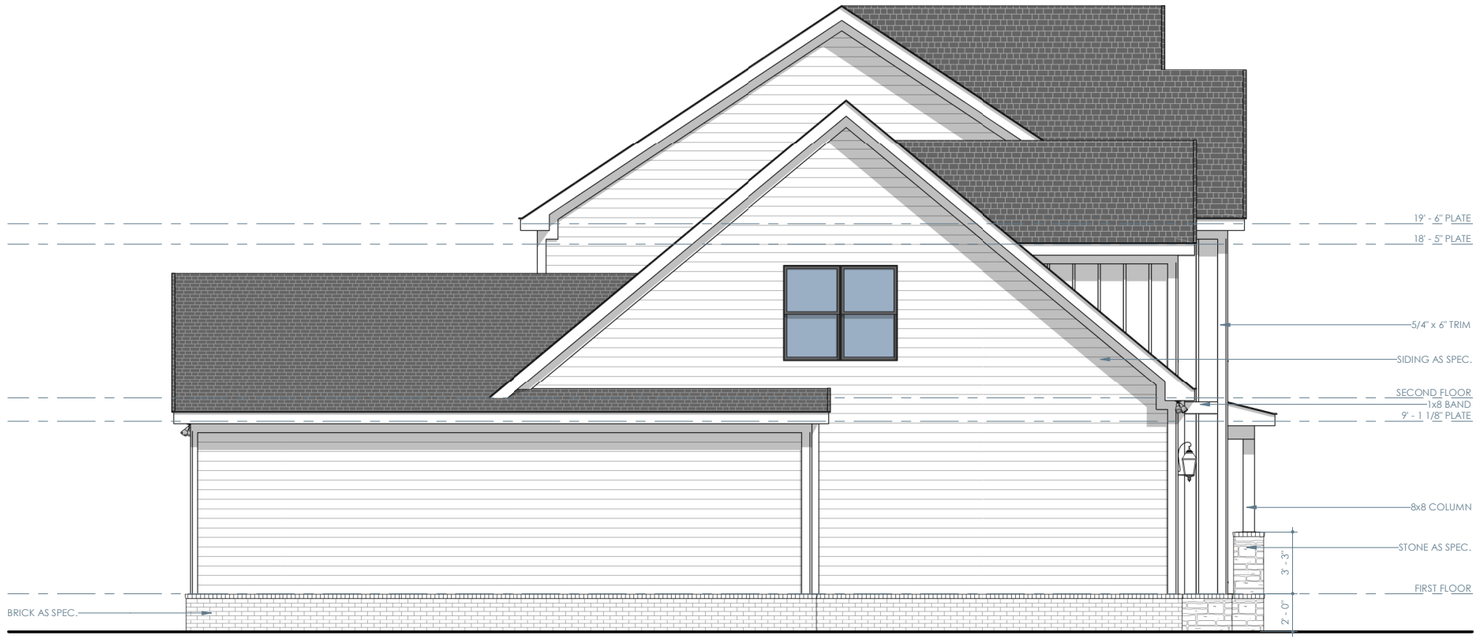
SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.01



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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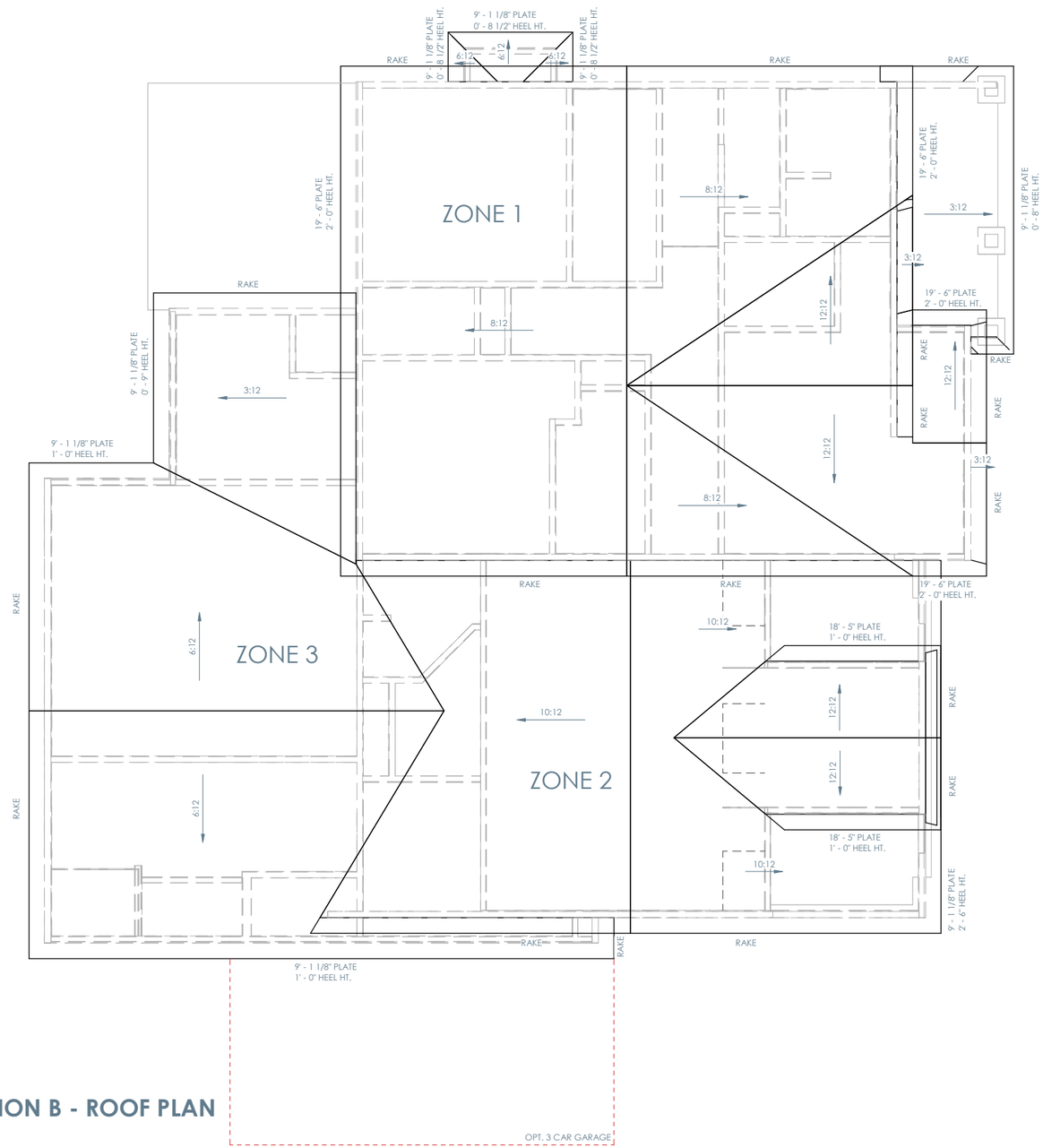
SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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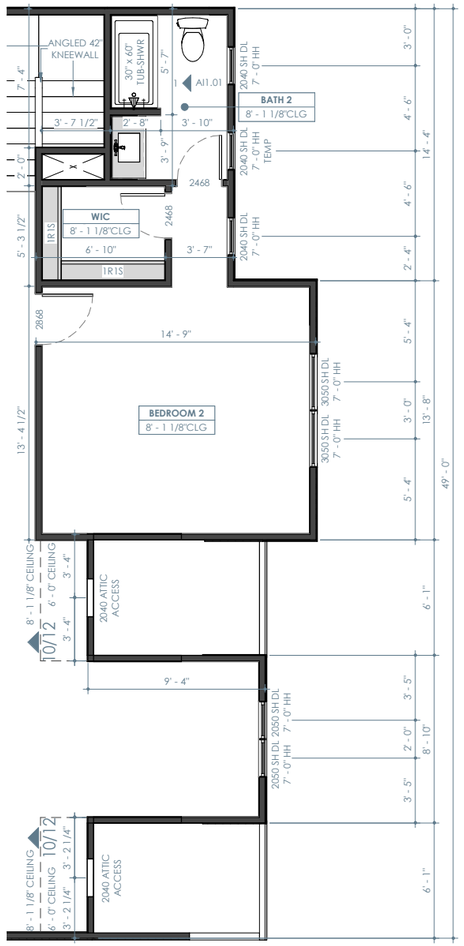
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

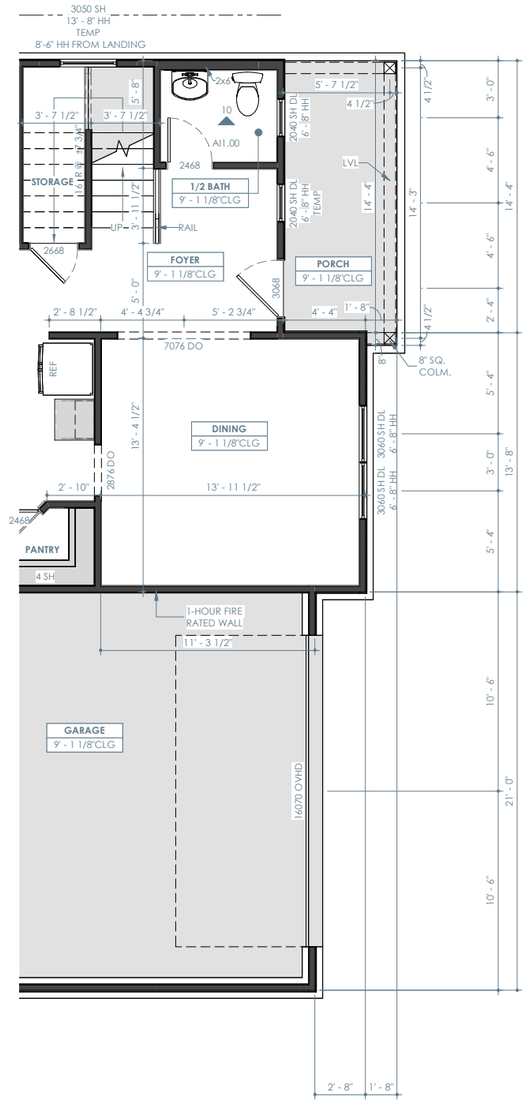
SHEET NO.

A2.03



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

ELEVATION C - LIVING

FIRST FLOOR	1834 SF
SECOND FLOOR	1325 SF
TOTAL	3159 SF

ELEVATION C - NON-LIVING

GARAGE	452 SF
PORCH	87 SF
PATIO	164 SF
TOTAL	703 SF

TOTAL UNDER ROOF	3862 SF

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SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

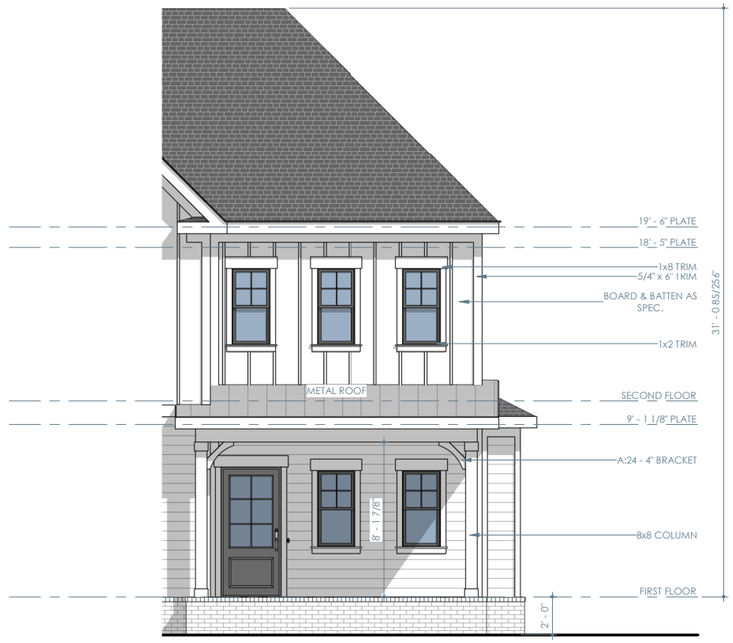
SHEET NO.

A3.00



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. METAL ROOF - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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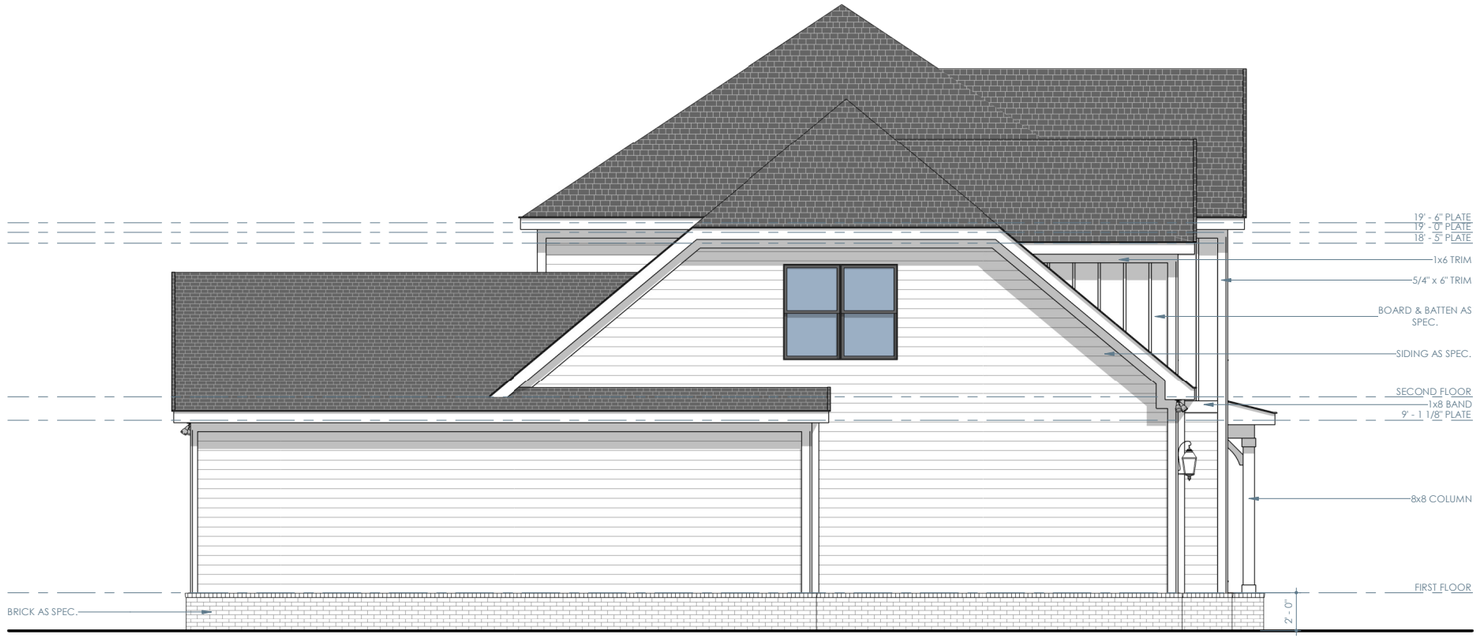
SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

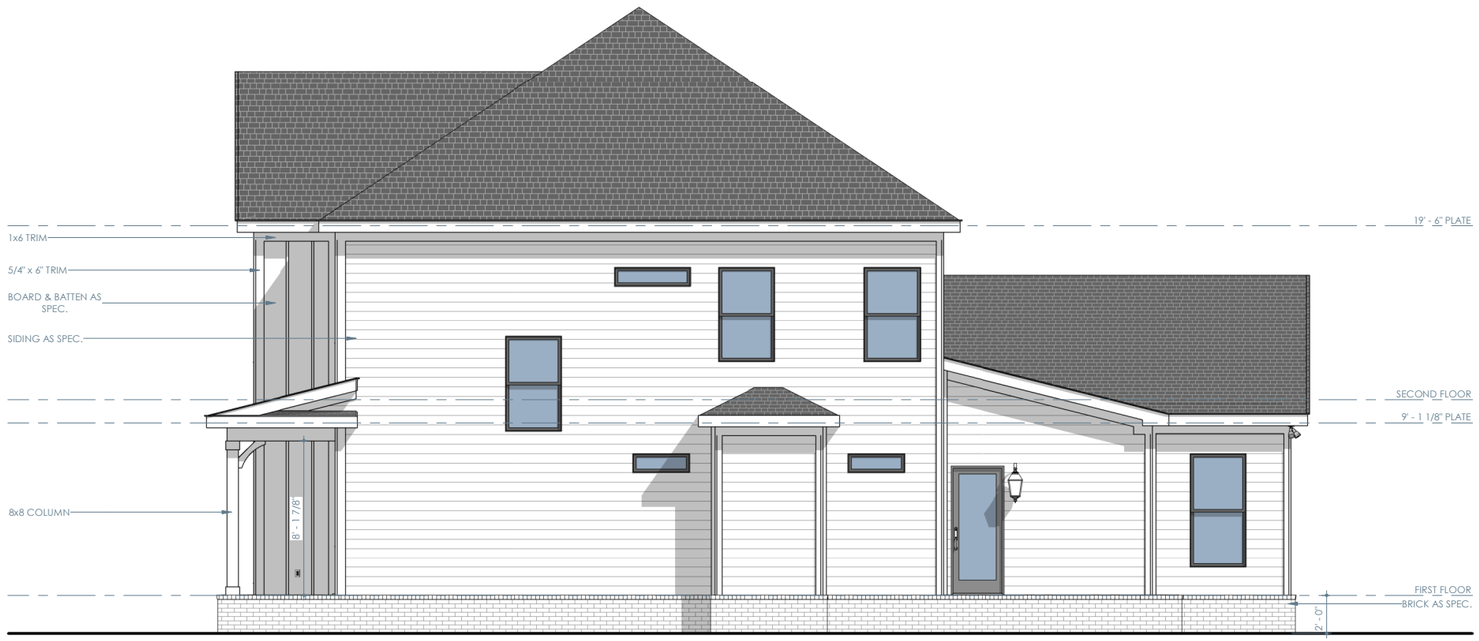
SHEET NO.

A3.01



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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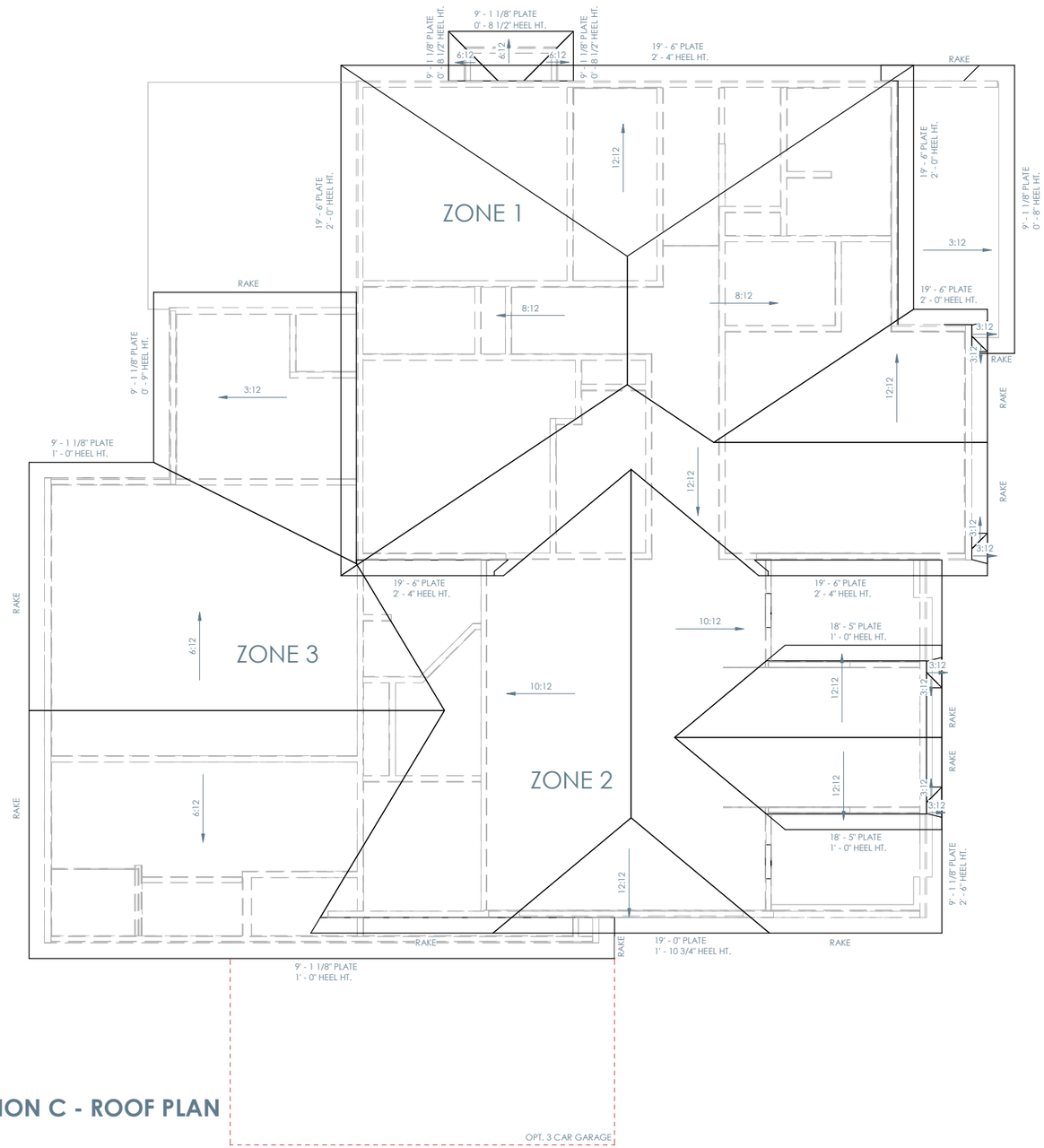
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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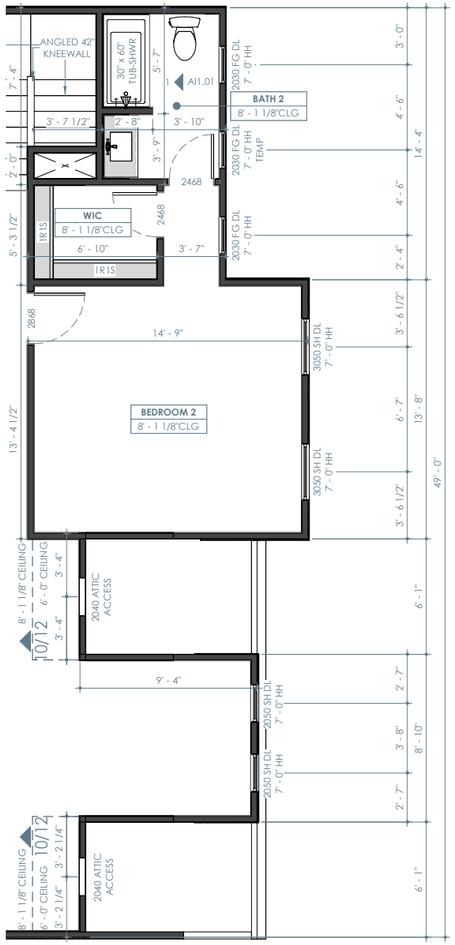
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - ROOF PLAN

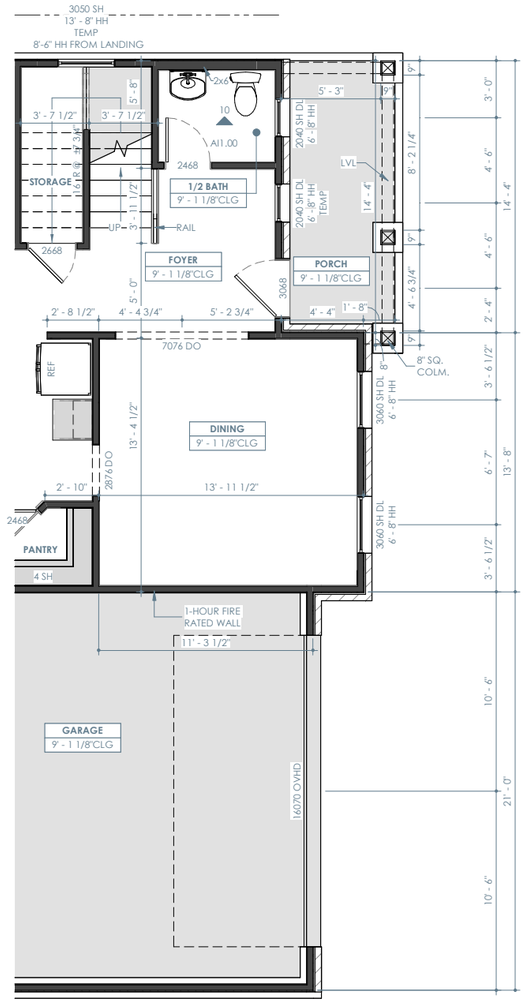
SHEET NO.

A3.03



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

ELEVATION D - LIVING	
FIRST FLOOR	1850 SF
SECOND FLOOR	1325 SF
TOTAL	3175 SF

ELEVATION D - NON-LIVING	
GARAGE	461 SF
PORCH	78 SF
PATIO	164 SF
TOTAL	704 SF

TOTAL UNDER ROOF	3879 SF

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

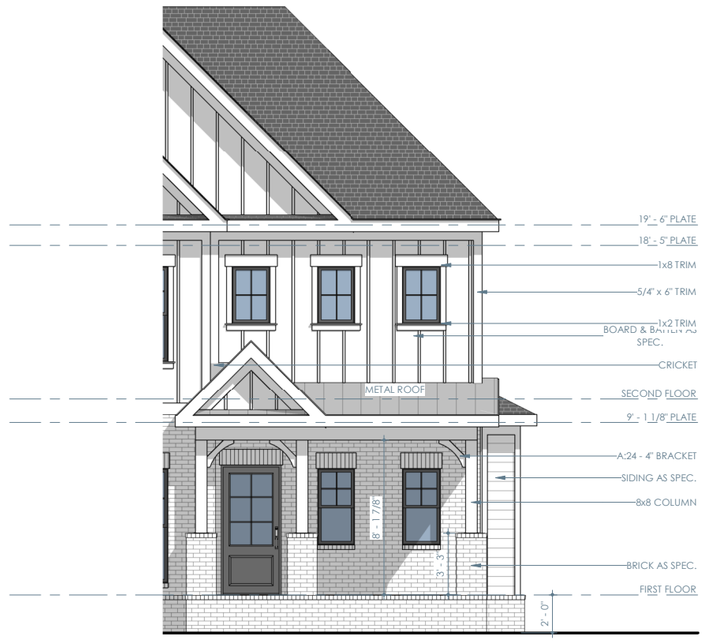
SHEET NO.

A4.00



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. METAL ROOF - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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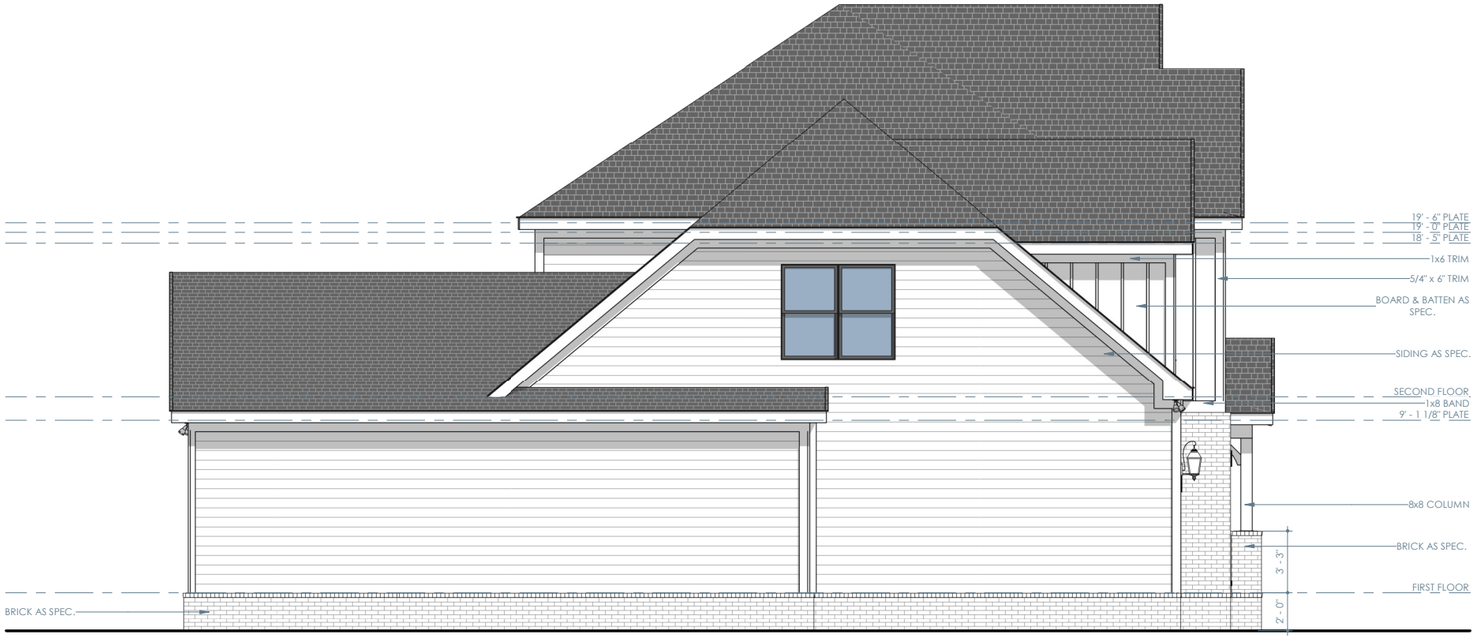
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

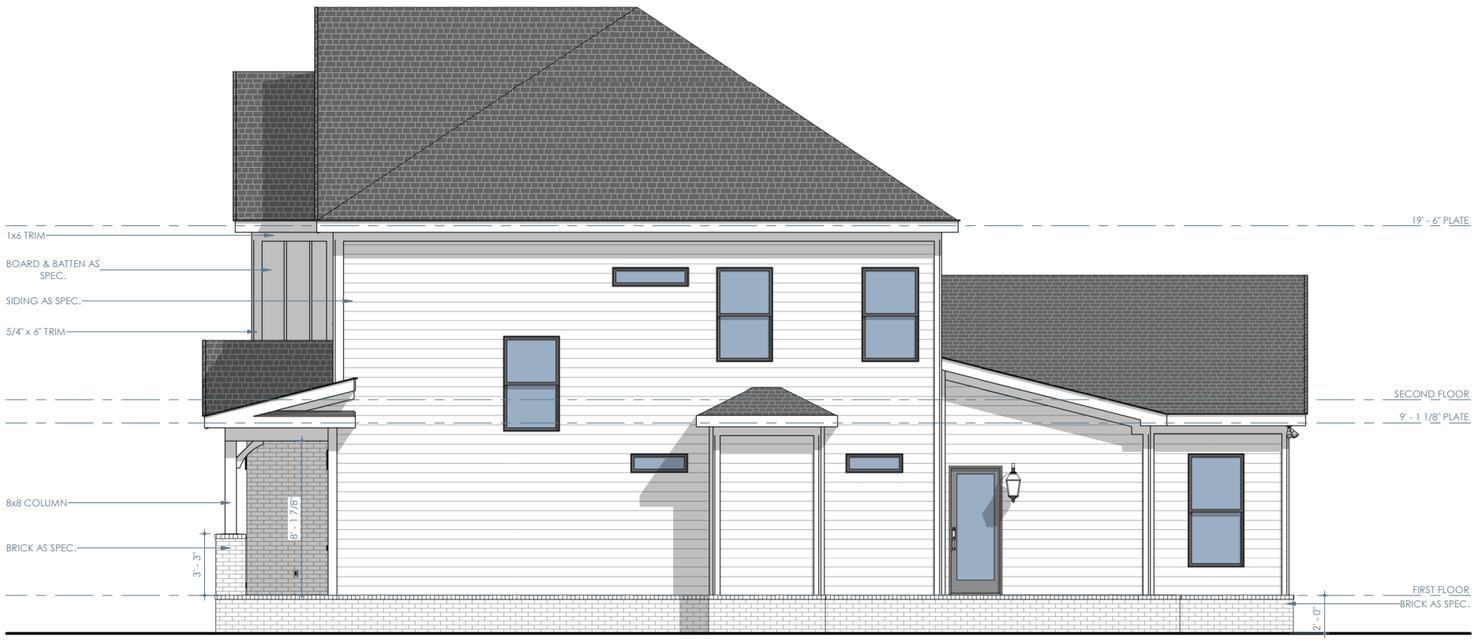
SHEET NO.

A4.01



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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PLAN NO.

2970

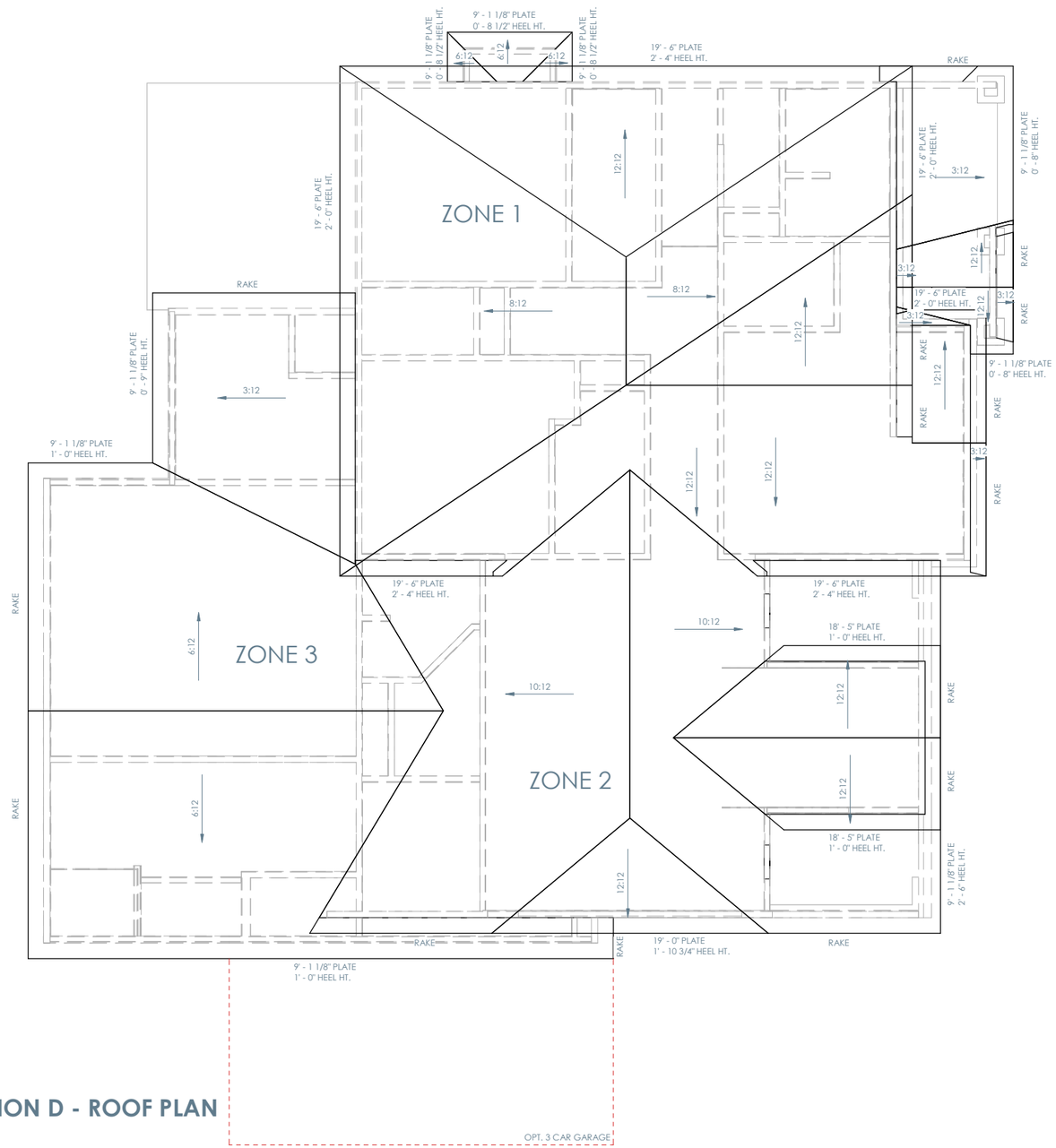
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

Brightland HOMES

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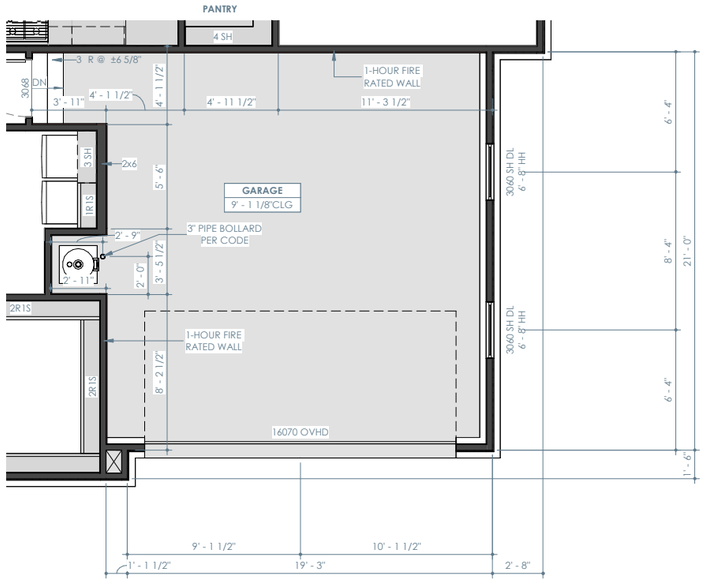
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - ROOF PLAN

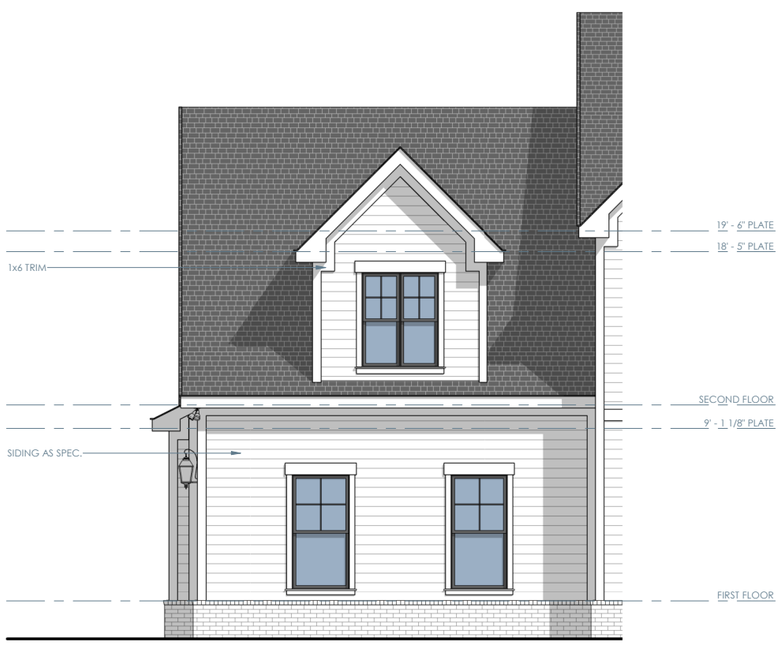
SHEET NO.

A4.03



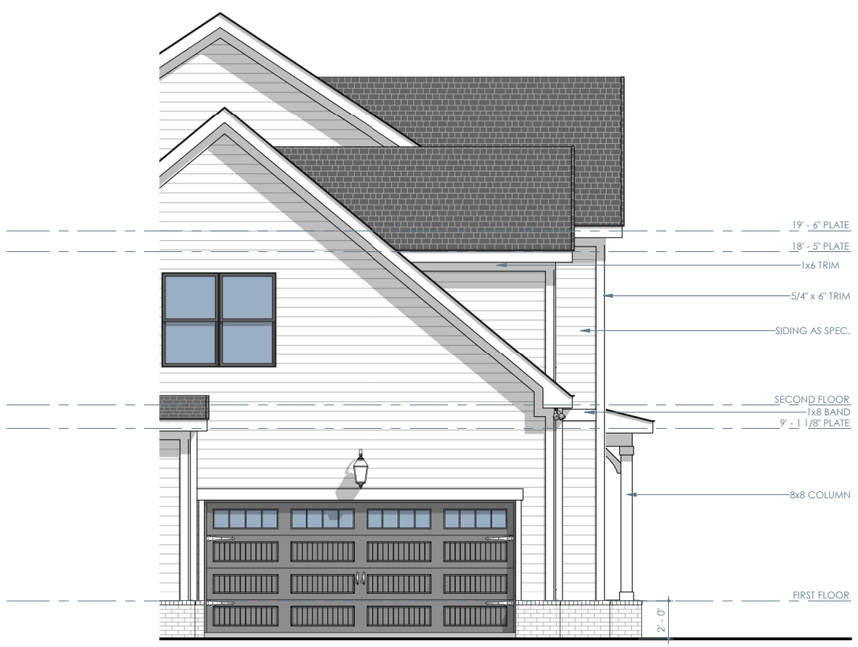
OPT. SIDE ENTRY GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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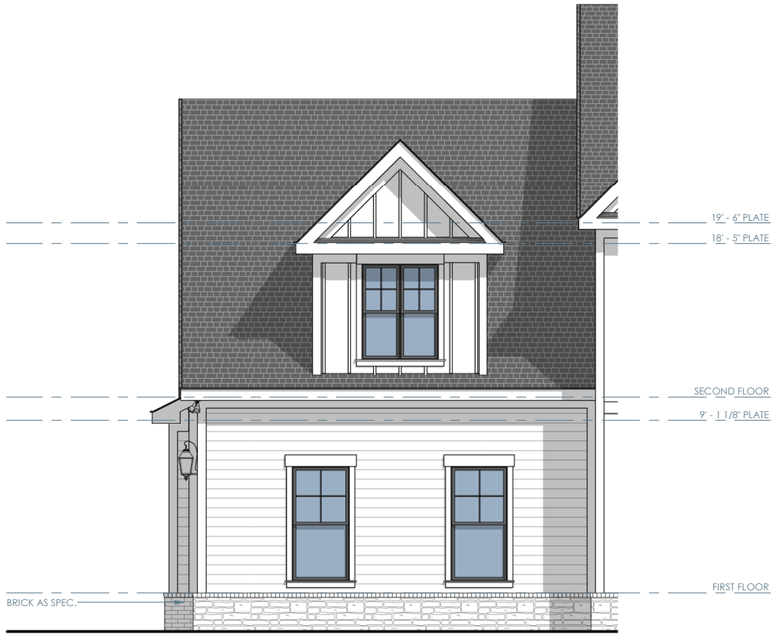
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

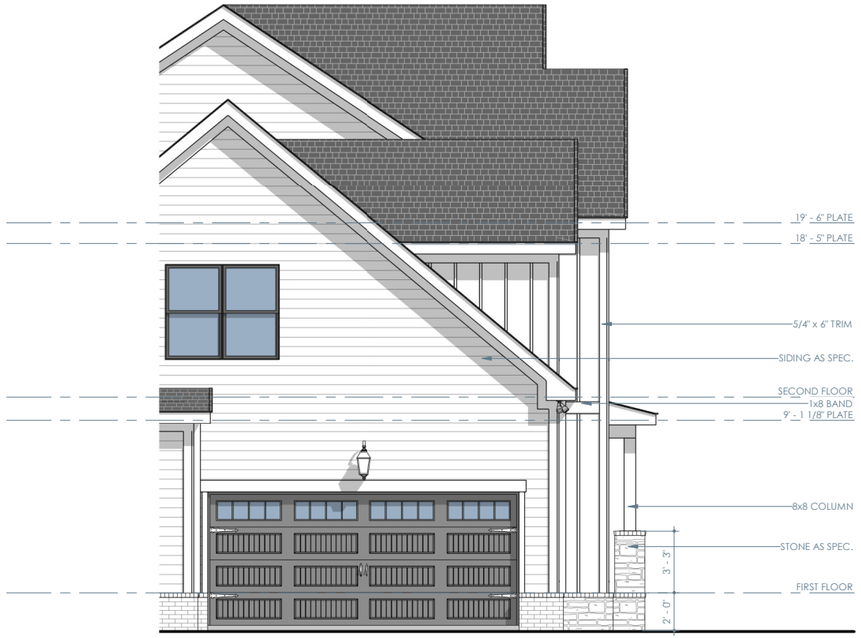
SHEET NO.

A7.00



ELEVATION B - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



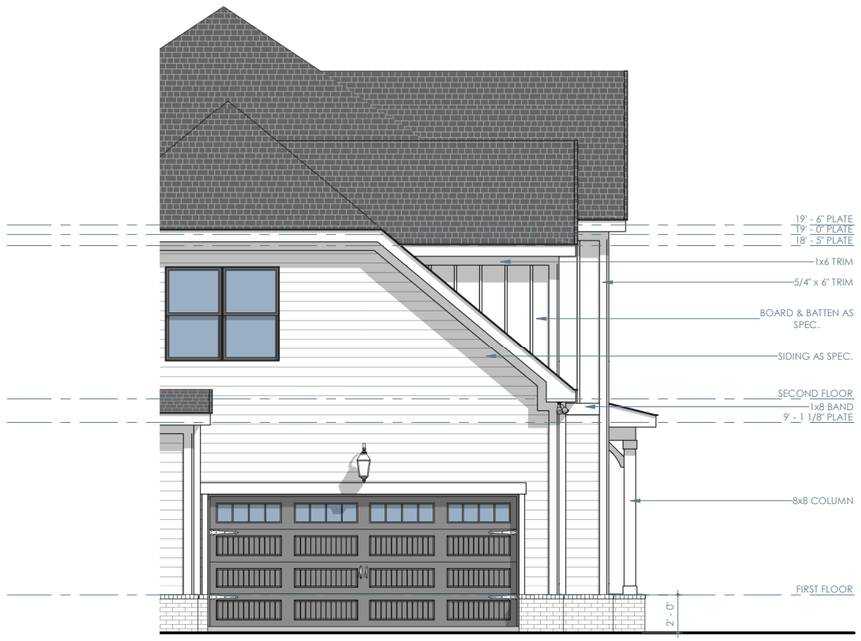
ELEVATION B - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

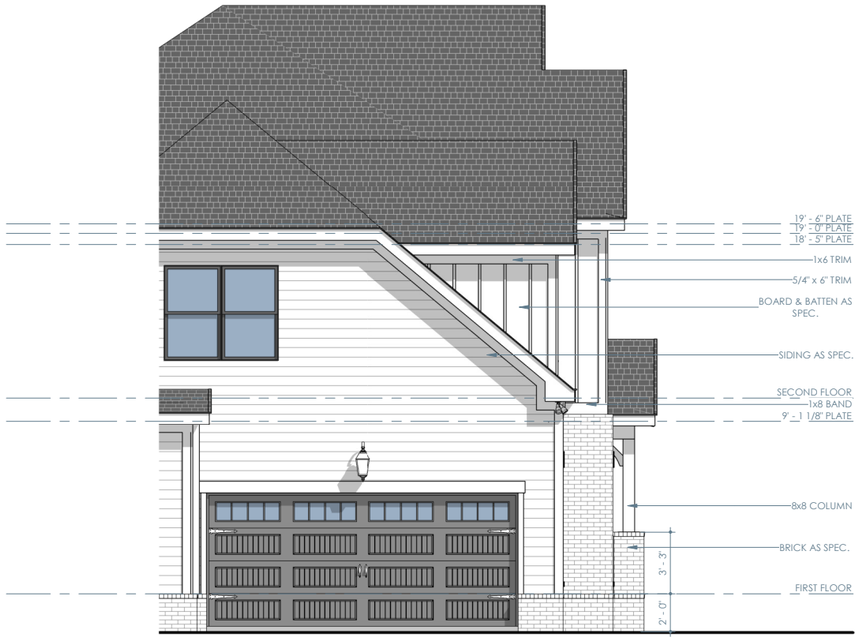
SHEET NO.

A7.01



ELEVATION D - OPT. SIDE ENTRY - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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ISSUE DATE	10/06/2023
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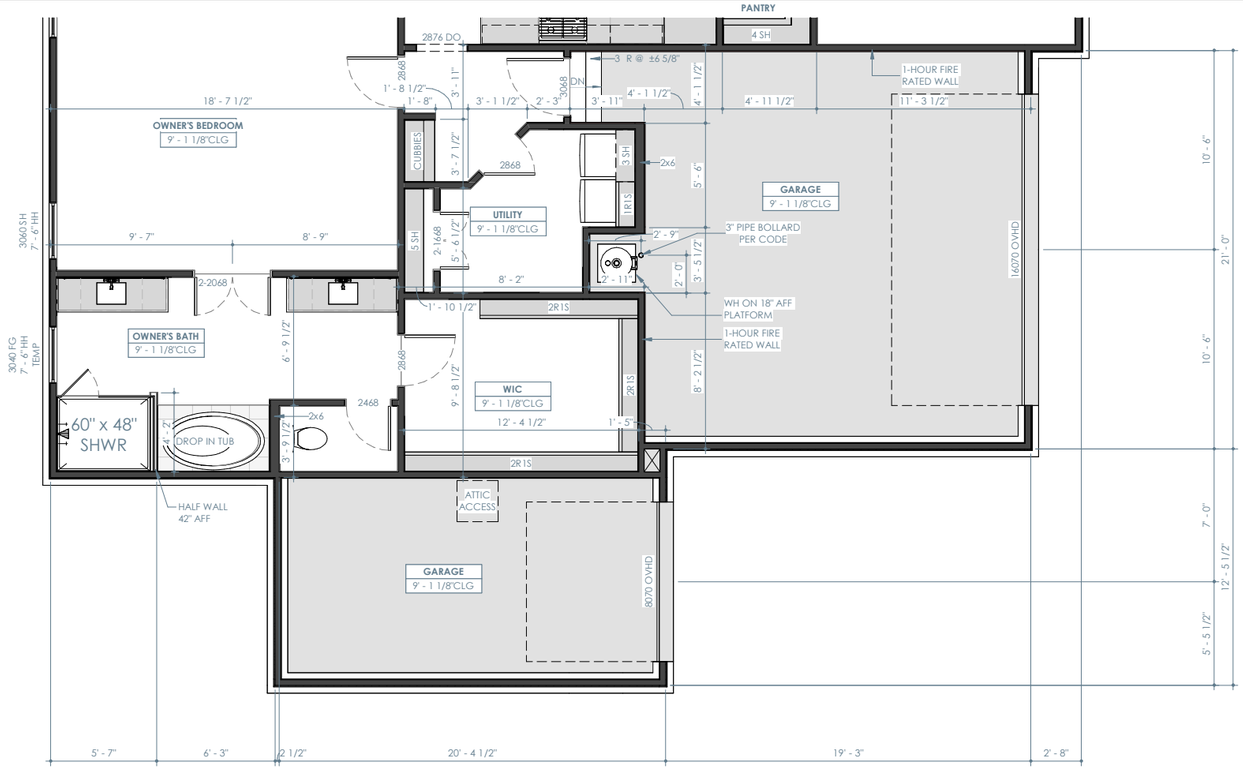
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

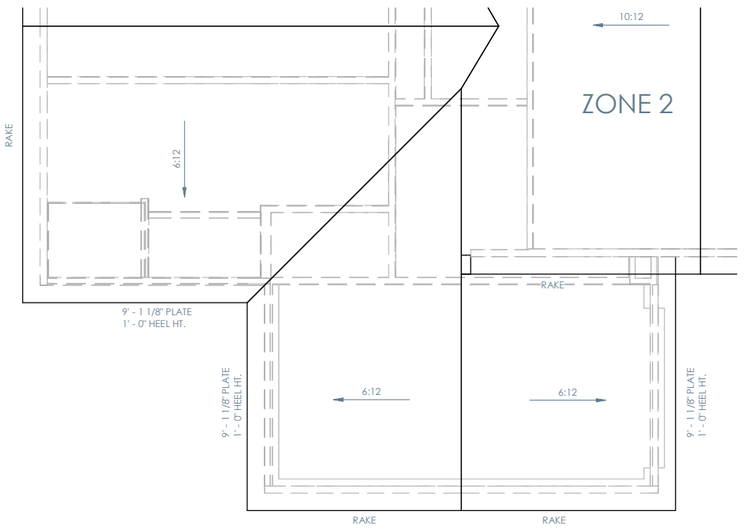
SHEET NO.

A7.02



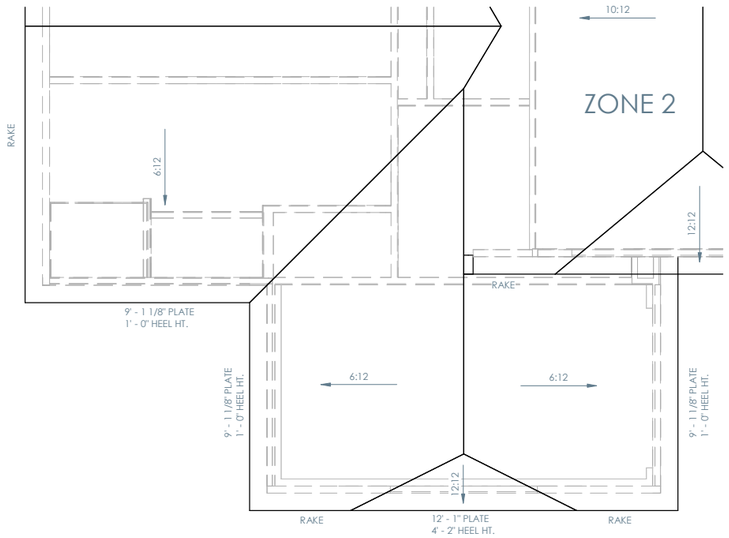
OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION B)

1/8" = 1'-0"



ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION D)

1/8" = 1'-0"

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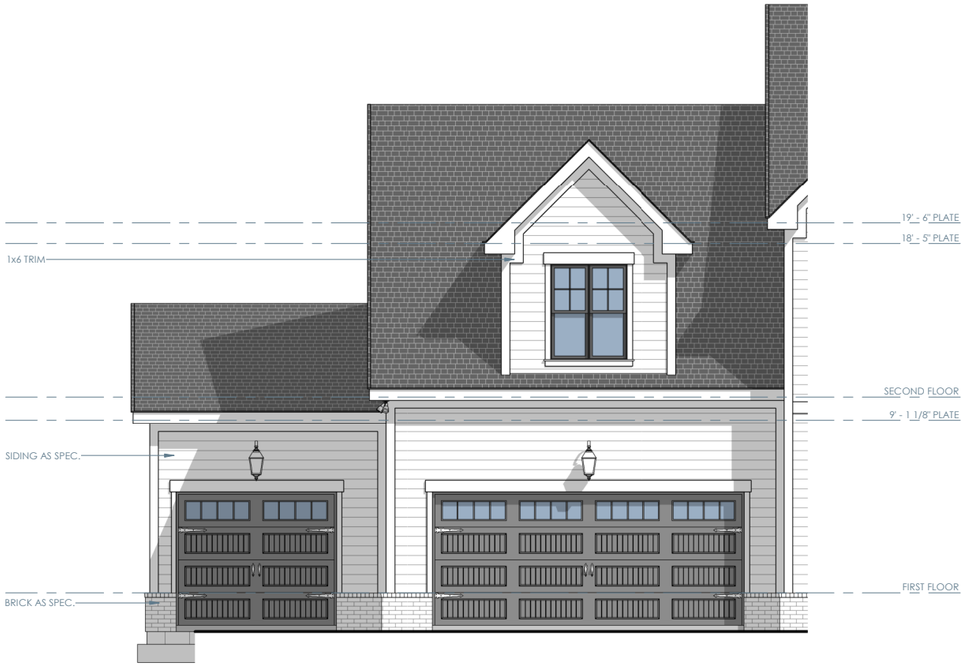
SHEET NAME

PLAN OPTIONS

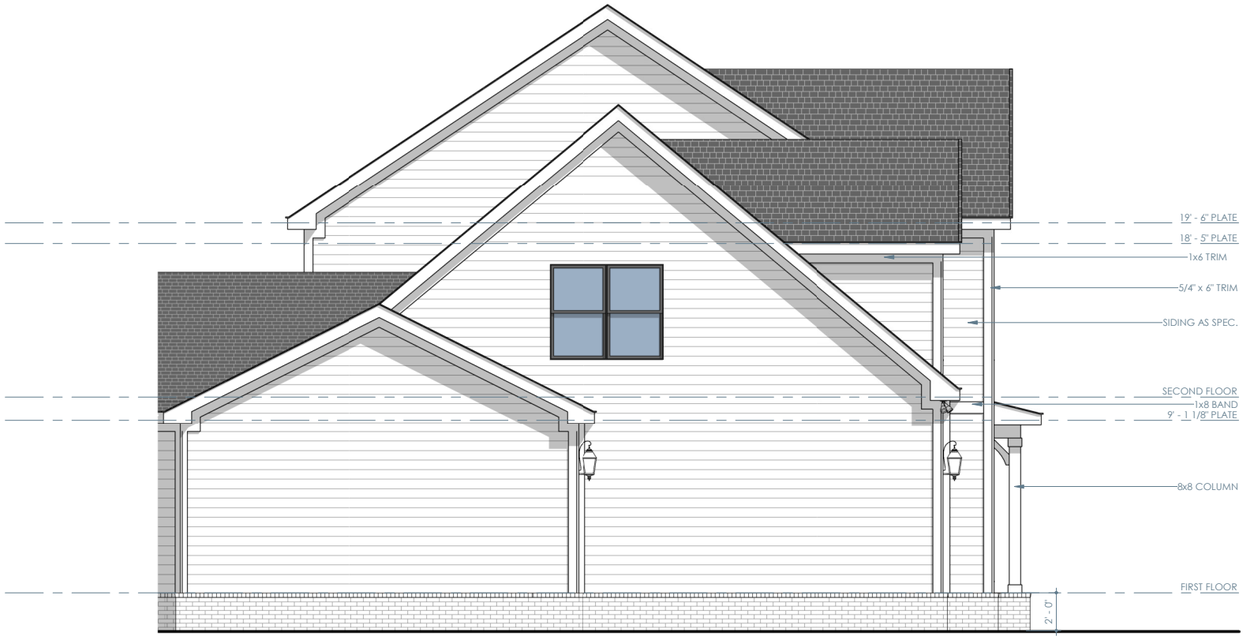
SHEET NO.

A7.03



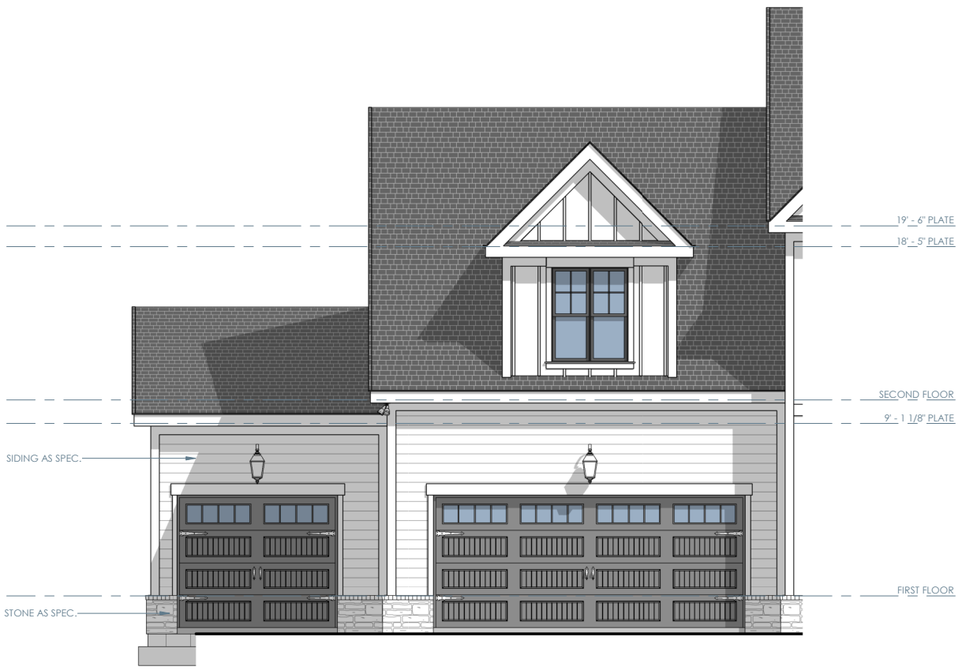
ELEVATION A - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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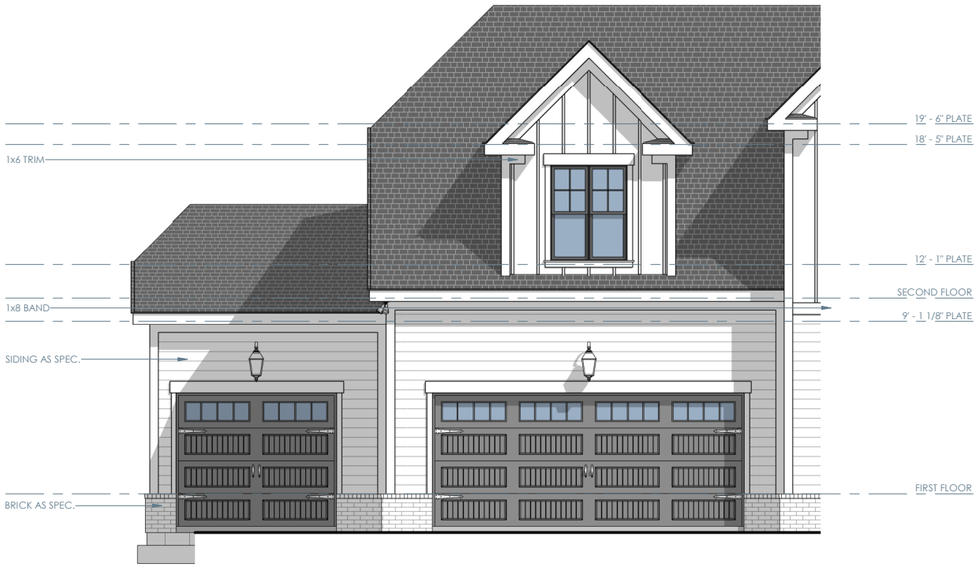
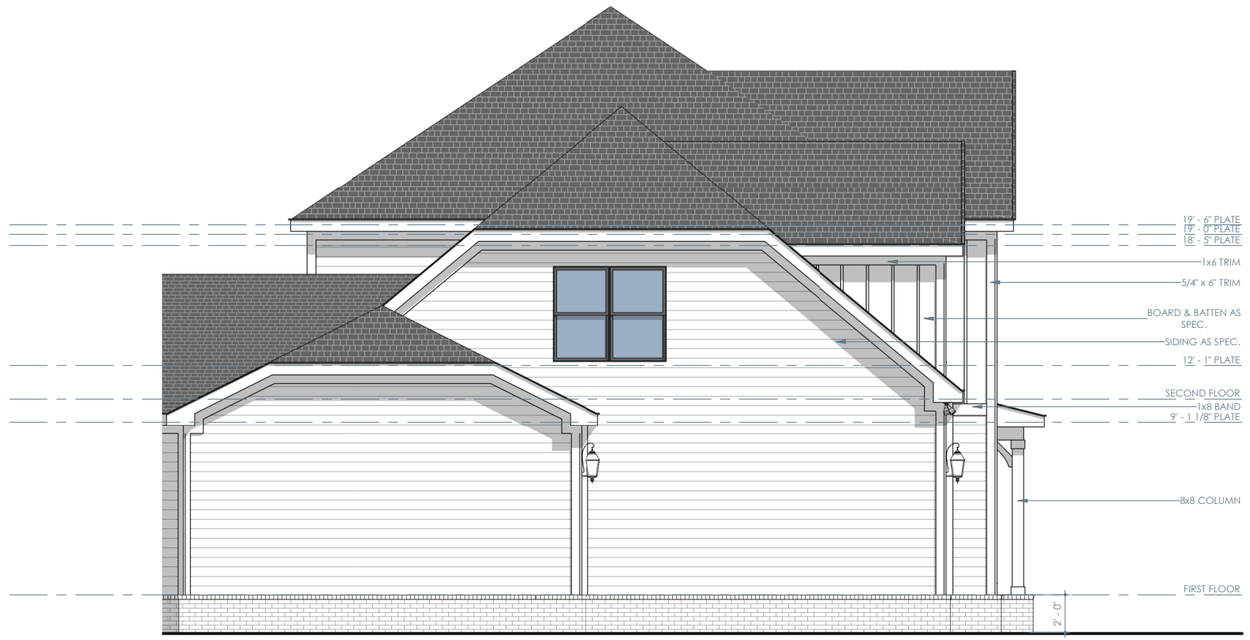
SHEET NO.

A7.04



ELEVATION C - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



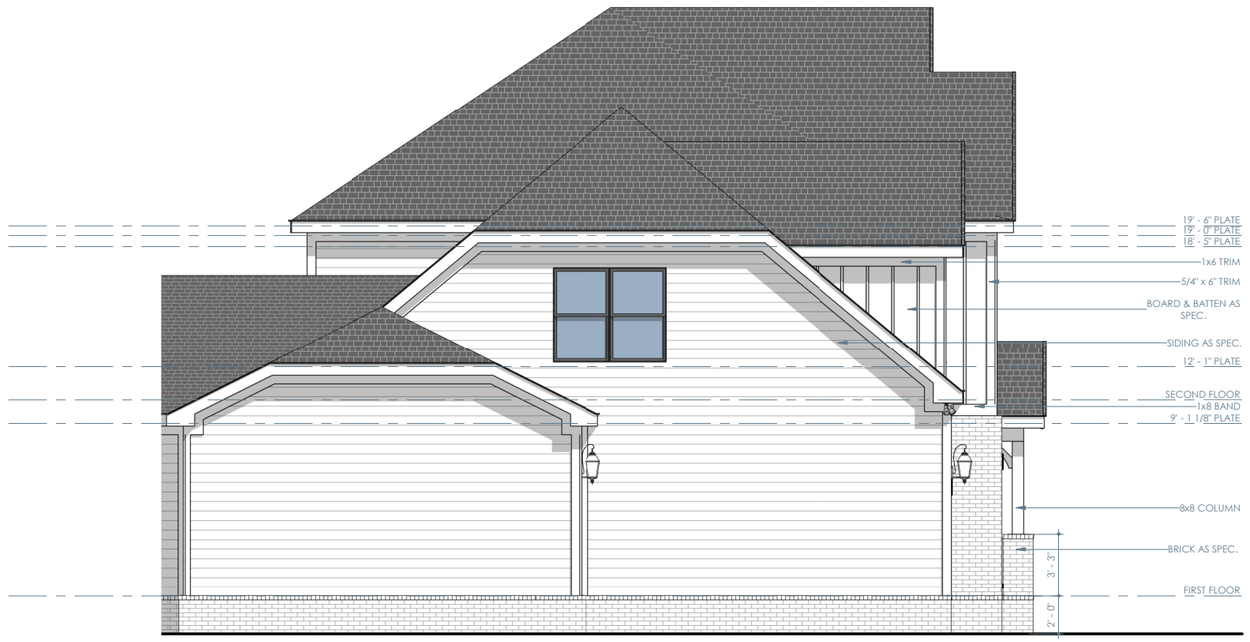
ELEVATION C - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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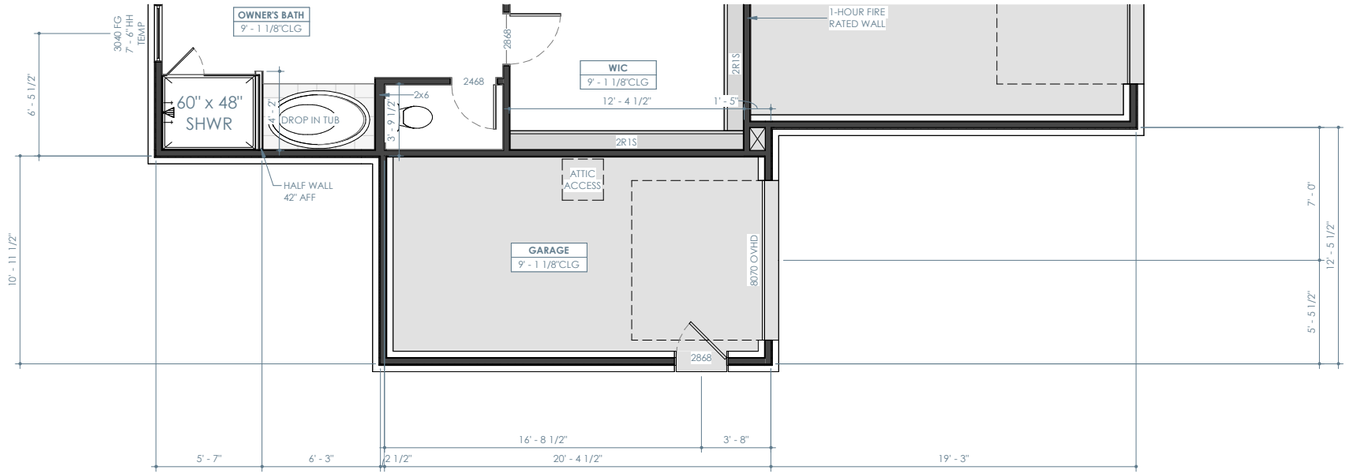
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

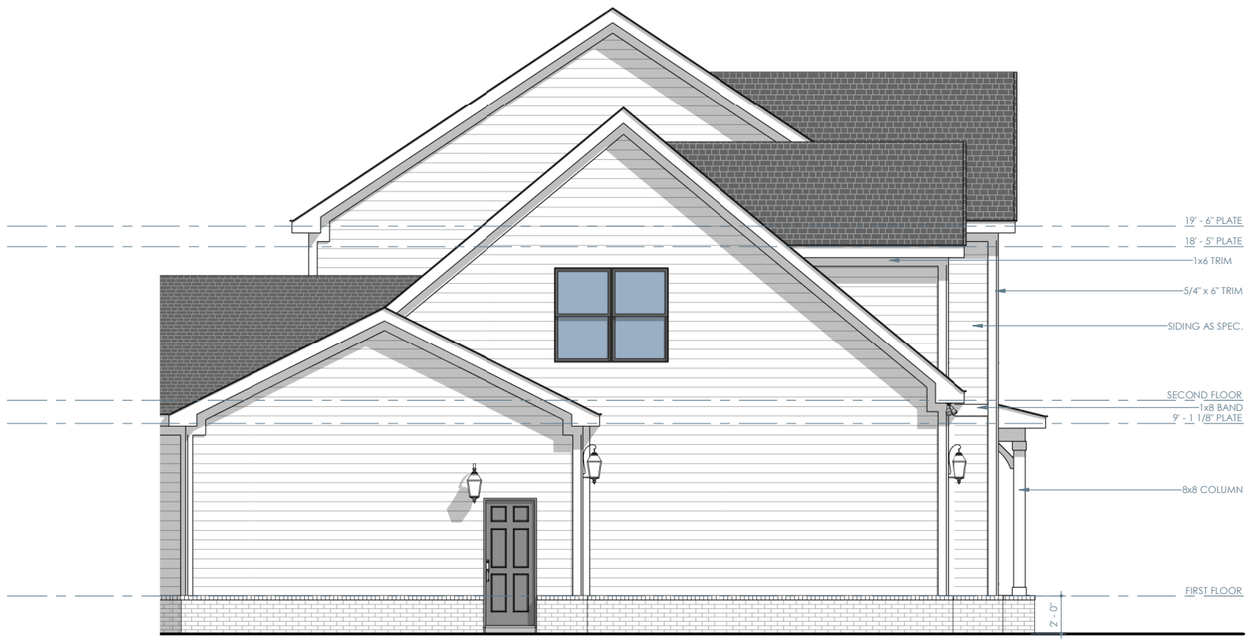
SHEET NO.

A7.05



OPT. SERVICE DOOR @ 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. GARAGE SERVICE DOOR @ 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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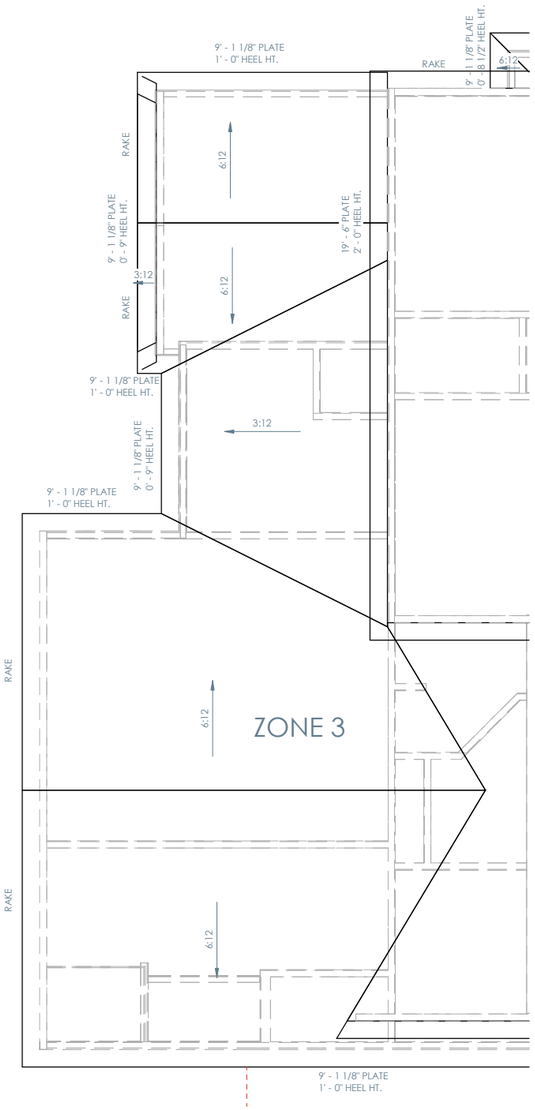
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

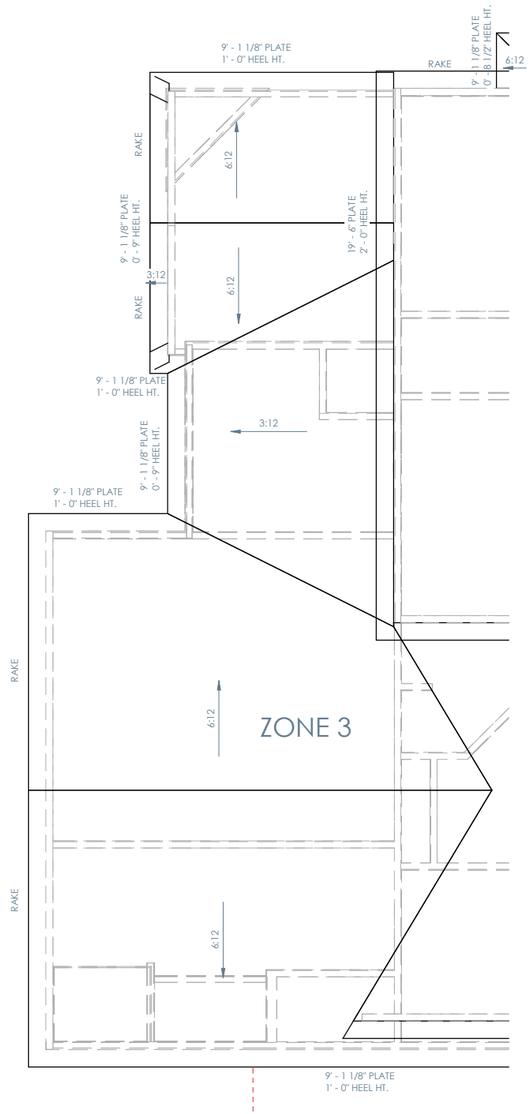
SHEET NO.

A7.06



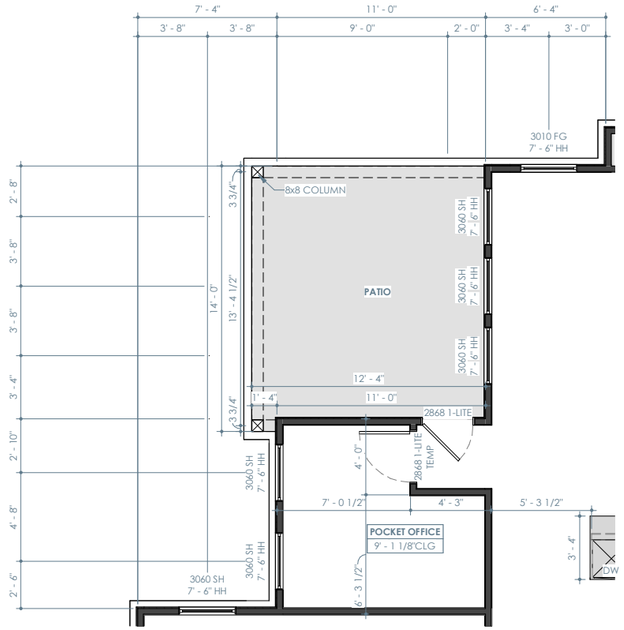
OPT. COVERED PATIO - ROOF PLAN

1/8" = 1'-0"



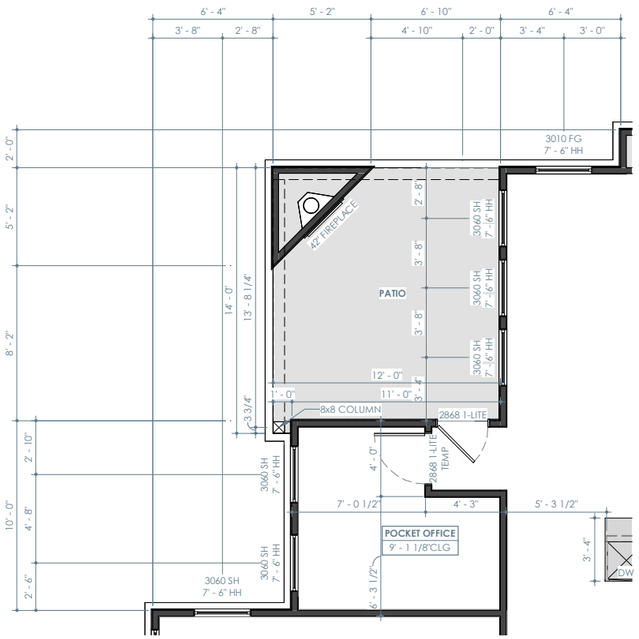
OPT. FIREPLACE @ COVERED PORCH - ROOF PLAN

1/8" = 1'-0"



OPT. COVERED PATIO -FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"

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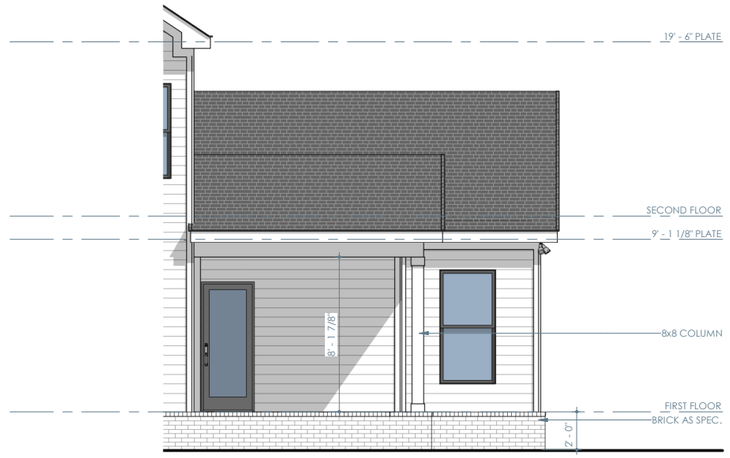
SHEET NO.

A7.07



OPT. COVERED PATIO - REAR

1/8" = 1'-0"



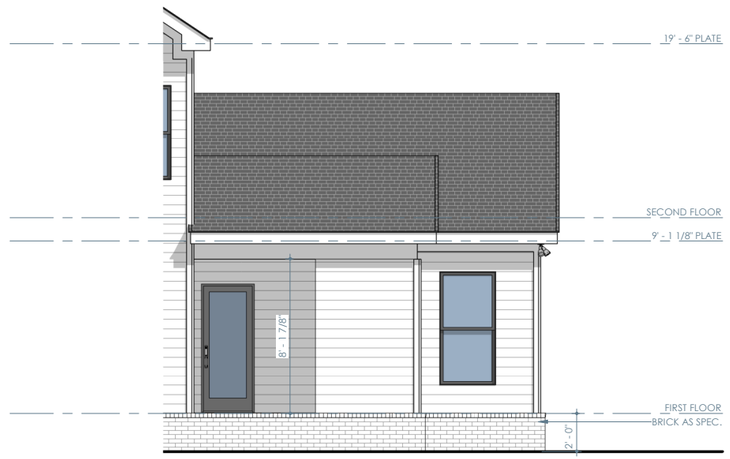
OPT. COVERED PATIO - RIGHT

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - REAR

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - RIGHT

1/8" = 1'-0"

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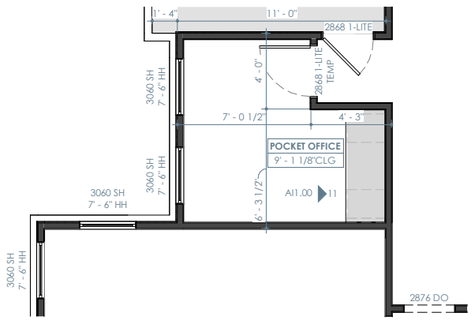
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

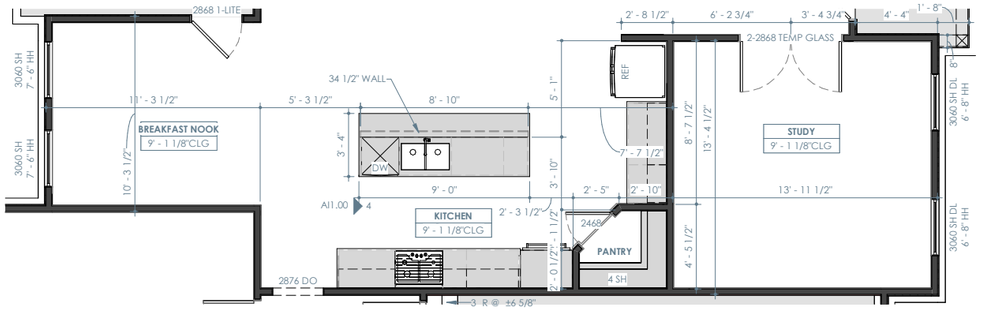
SHEET NO.

A7.08



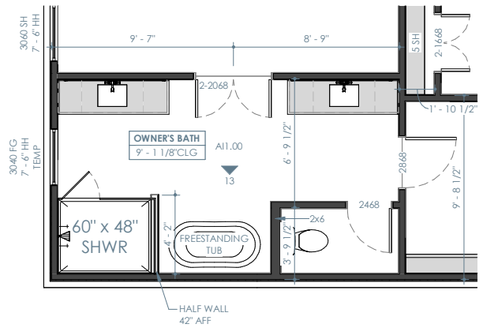
OPT. CABINETS @ POCKET OFFICE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. STUDY W/ BREAKFAST NOOK - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. FREESTANDING TUB ILO DROP IN TUB - FIRST FLOOR PLAN

1/8" = 1'-0"

OPT. SHOWER SEAT @ OWNER'S BATH - FIRST FLOOR PLAN

1/8" = 1'-0"

OPT. DOOR @ UTILITY - FIRST FLOOR PLAN

1/8" = 1'-0"

OPT. CABINETS @ UTILITY - FIRST FLOOR PLAN

1/8" = 1'-0"

OPT. SINK @ UTILITY - FIRST FLOOR PLAN

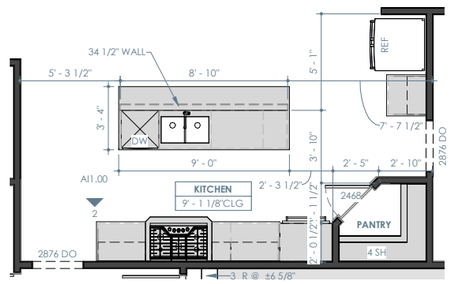
1/8" = 1'-0"

OPT. COFFERED CEILING @ OWNER'S BEDROOM - FIRST FLOOR PLAN

1/8" = 1'-0"

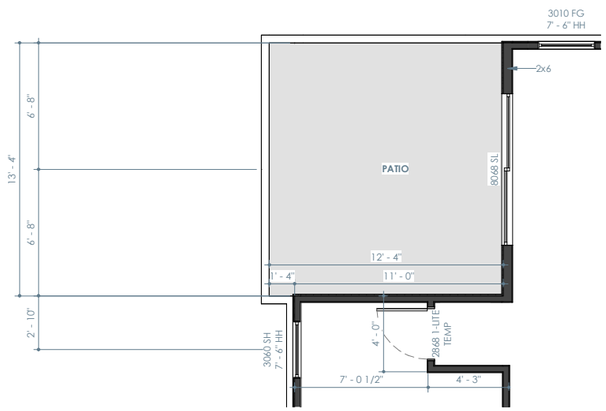
OPT. ISLAND 1 - FIRST FLOOR PLAN

1/8" = 1'-0"



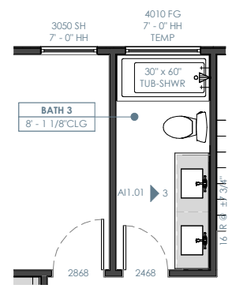
OPT. 36" COOKTOP RANGE W/ BUMP OUT AND VENT HOOD - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SLIDER @ GREAT ROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SINK @ BATH 3 - SECOND FLOOR PLAN

1/8" = 1'-0"

PROJECT NAME

FULLER

PREMIER SERIES

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PLAN NO.

2970

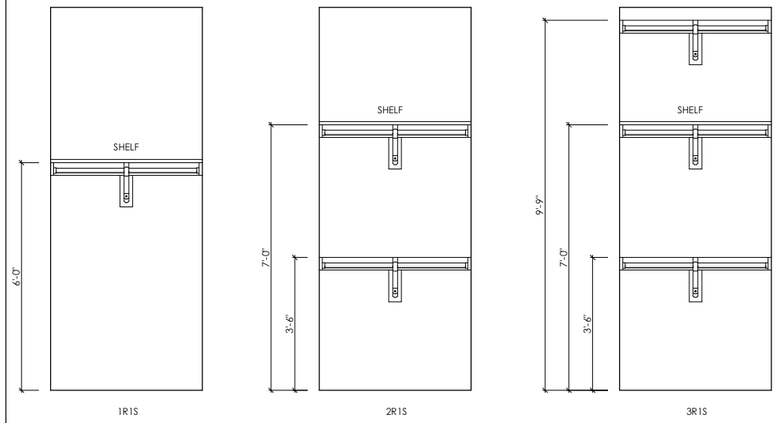
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

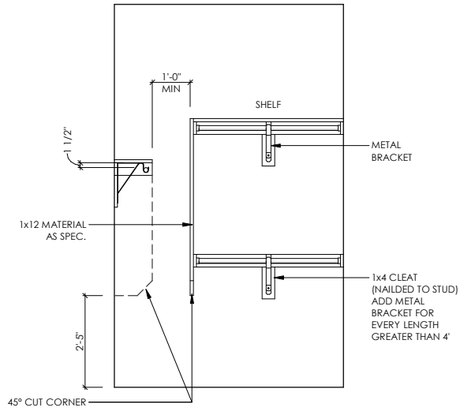
SHEET NAME

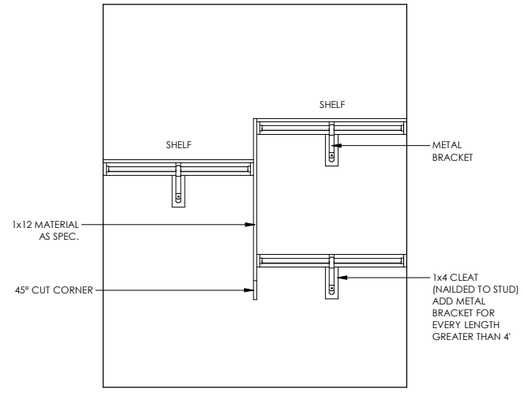
PLAN OPTIONS

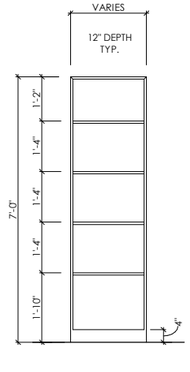
SHEET NO.

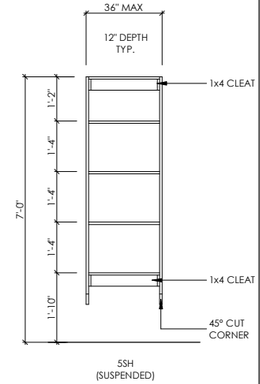
A7.09





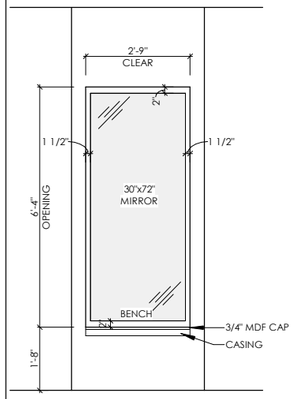






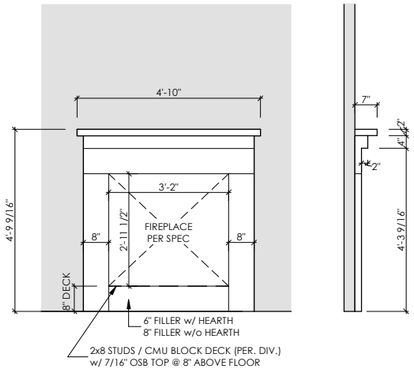
1 CLOSET DETAILS

1/4" = 1'-0"



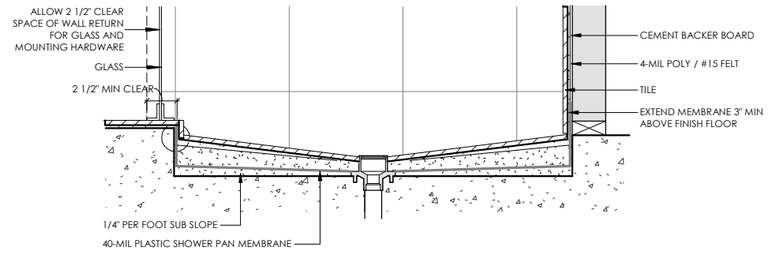
2 CLOSET BENCH

1/4" = 1'-0"



3 FIREPLACE DETAIL

1/4" = 1'-0"



4 MUD PAN SHOWER

3/4" = 1'-0"

PROJECT INFO

ADDRESS

COMMUNITY

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PLAN NO.

2970

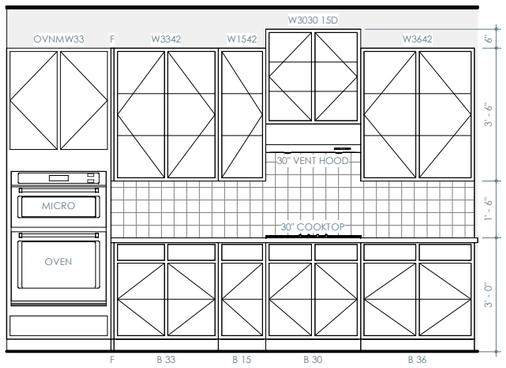
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

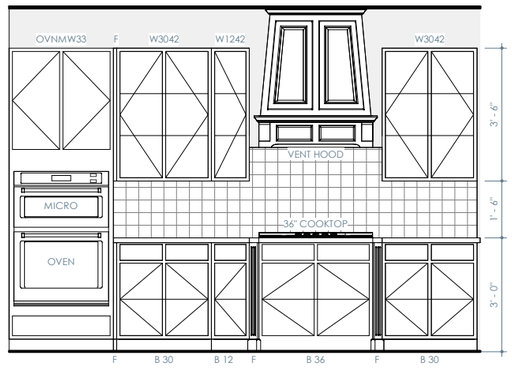
DETAILS

SHEET NO.

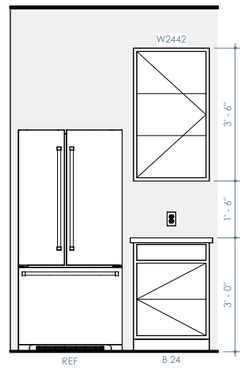
AD1.00



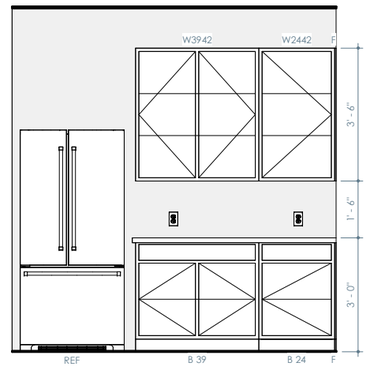
1 KITCHEN
1/4" = 1'-0"



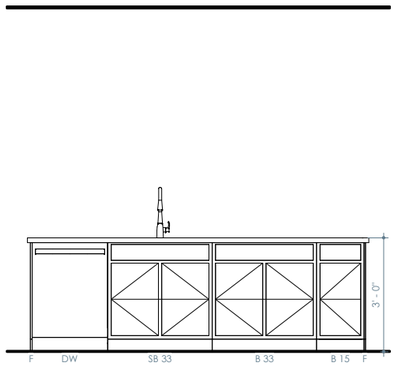
2 OPT. 36" COOKTOP RANGE W/ BUMP OUT AND VENT HOOD
1/4" = 1'-0"



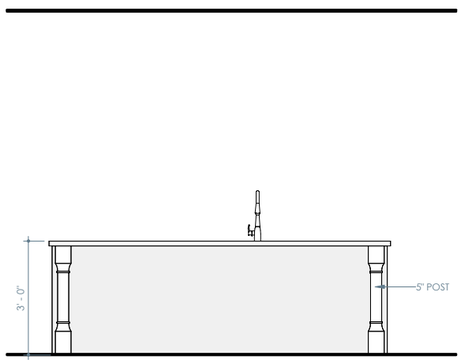
3 KITCHEN
1/4" = 1'-0"



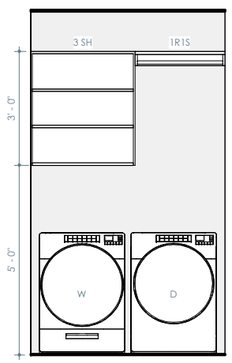
4 KITCHEN W/ OPT. STUDY
1/4" = 1'-0"



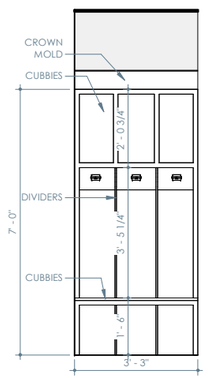
5 ISLAND
1/4" = 1'-0"



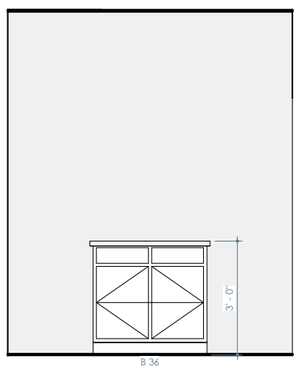
6 OPT. ISLAND
1/4" = 1'-0"



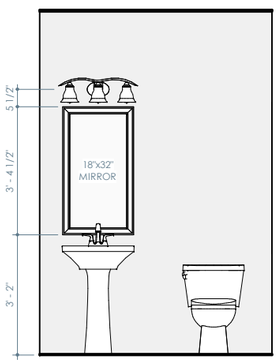
7 UTILITY
1/4" = 1'-0"



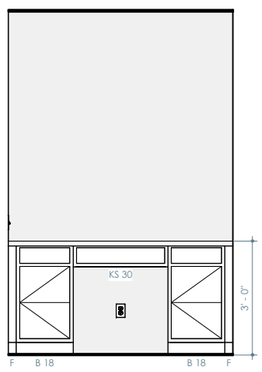
8 CUBBIES
1/4" = 1'-0"



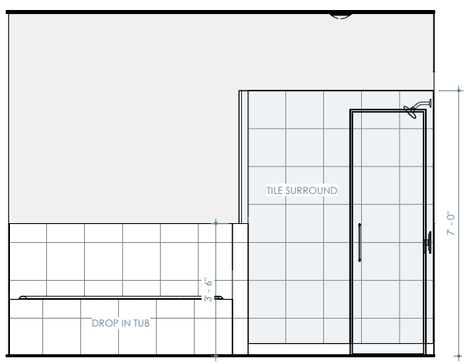
9 OPT. CABINETS @ UTILITY
1/4" = 1'-0"



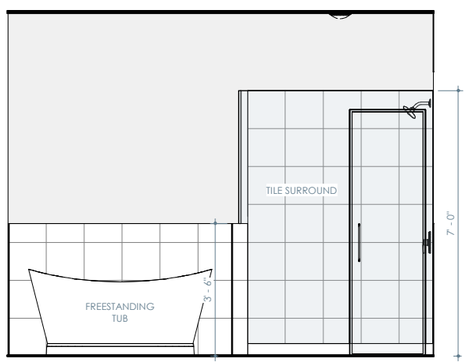
10 1/2 BATH
1/4" = 1'-0"



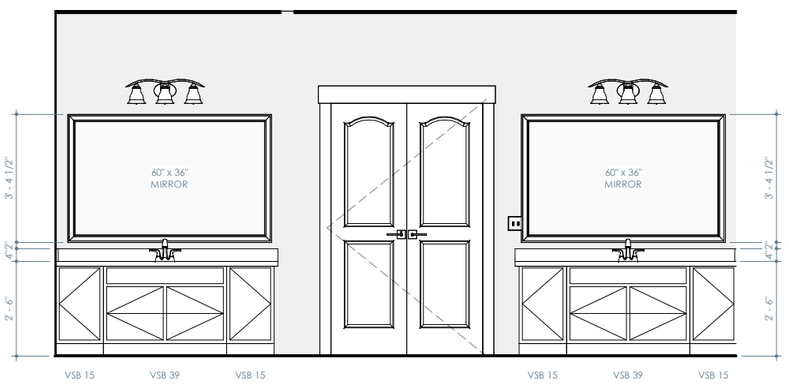
11 OPT. CABINETS @ POCKET OFFICE
1/4" = 1'-0"



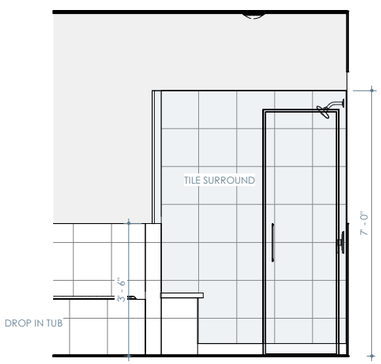
12 OWNER'S BATH
1/4" = 1'-0"



13 OPT. FREESTANDING TUB ILO DROP IN TUB
1/4" = 1'-0"



14 OWNER'S BATH
1/4" = 1'-0"



15 OPT. SHOWER SEAT @ OWNER'S BATH
1/4" = 1'-0"

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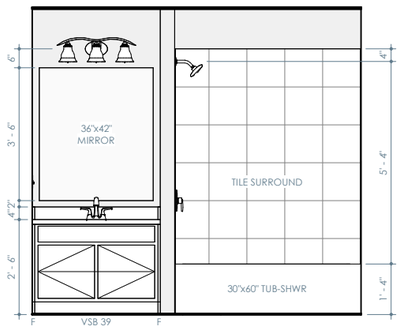
PLAN NO.
2970

ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/4" = 1'-0"

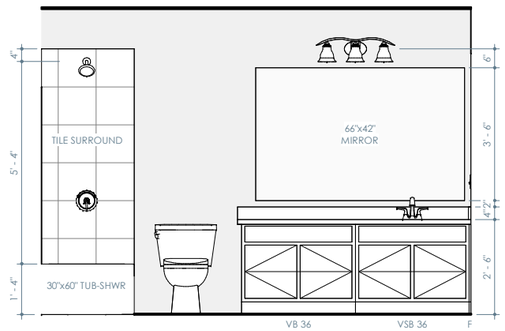
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.00



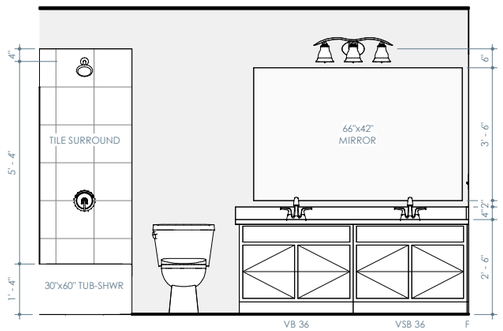
1 BATH 2

1/4" = 1'-0"



2 BATH 3

1/4" = 1'-0"



3 OPT. SINK @ BATH 3

1/4" = 1'-0"

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SHEET NAME

INTERIOR ELEVATIONS

SHEET NO.

AI1.01



ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

Brightland HOMES

PROJECT NAME

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PREMIER SERIES

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PLAN NO.

2970

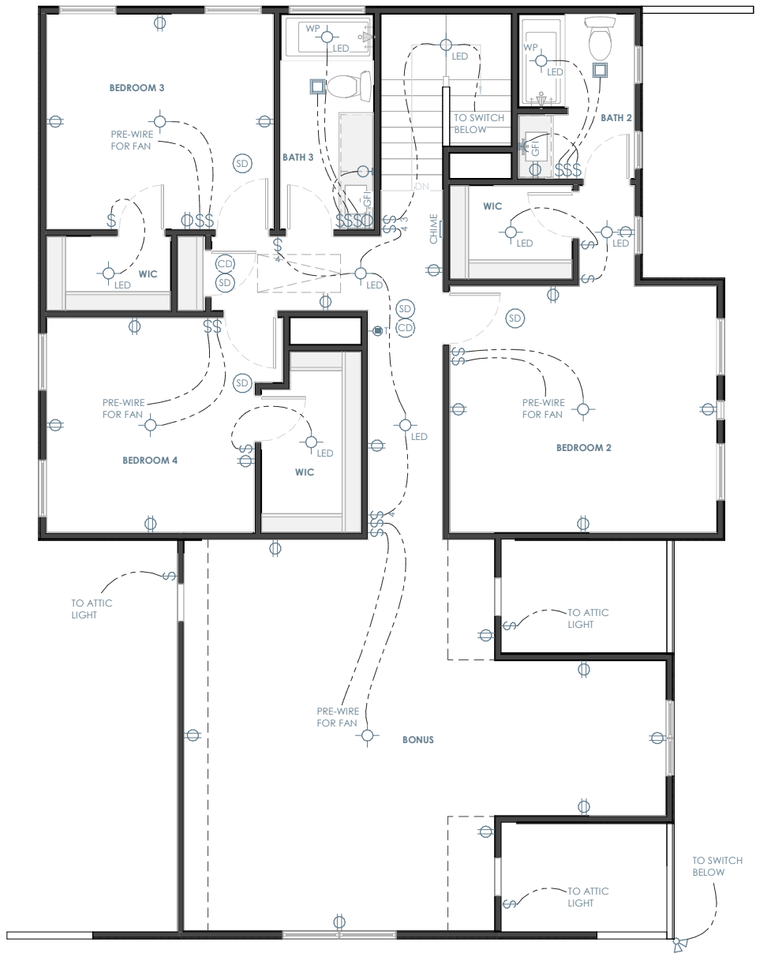
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.

E1.00



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN

- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS

- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES

- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS

- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING

- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS

- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

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PLAN NO.

2970

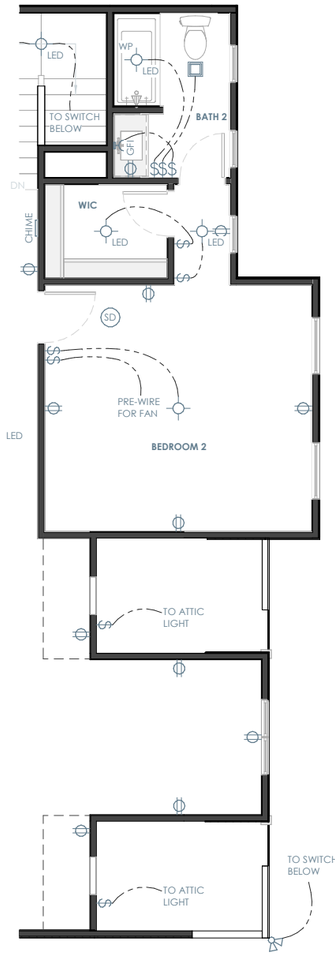
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

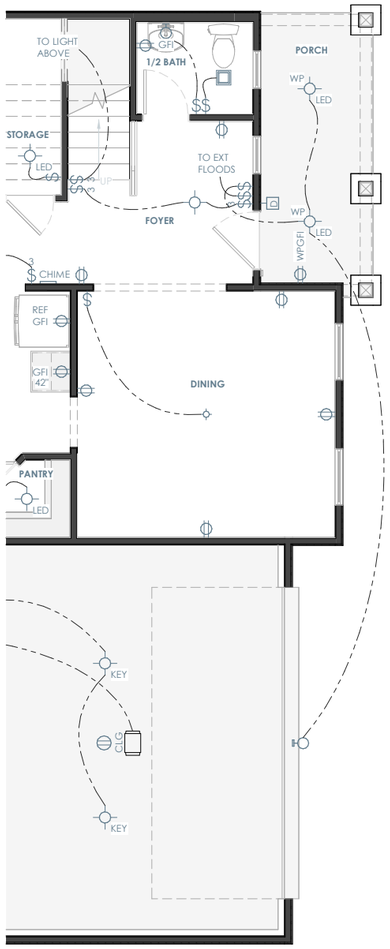
SHEET NO.

E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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PLAN NO.

2970

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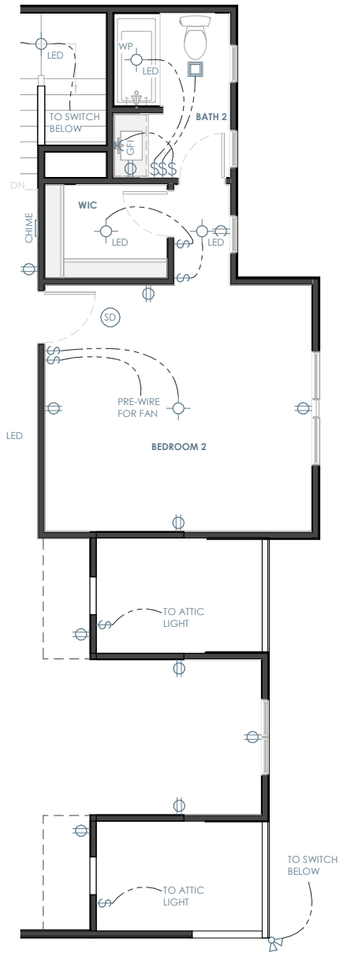
SHEET NAME

ELEVATION B - PARTIAL ELECTRICAL PLANS

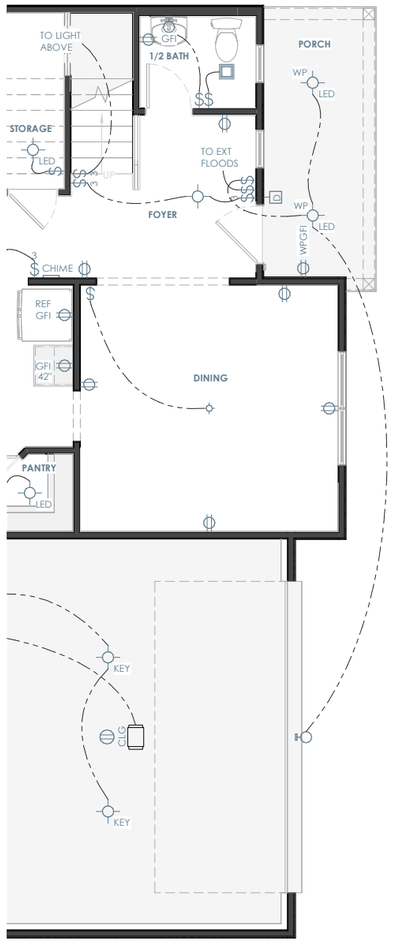
SHEET NO.

E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- $ — SINGLE POLE SWITCH
- $ 3 — THREE WAY SWITCH
- $ 4 — FOUR WAY SWITCH
- $ D — SINGLE POLE DIMMER SWITCH
- $ OS — OCCUPANT SENSOR SWITCH
- $ R — RHEOSTAT SWITCH
- $ P — PRESSURE SWITCH
- G — GARAGE DOOR SWITCH
- D — DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED — SUFRACE MOUNT LED LIGHT FIXTURE
- KEY — KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 — FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
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- GFI — GROUND FAULT CIRCUIT INTERRUPTER
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- CLG — OVERHEAD OUTLET
- 220v — 220 VOLT OUTLET

COMMUNICATION

- PH — PHONE OUTLET
- DATA — DATA OUTLET
- 5.1 SS — SURROUND SOUND OUTLET
- TV — TV OUTLET
- S SUB — SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD — SMOKE ALARM
- CD — CARBON DETECTOR

EQUIPMENT

- PANEL — ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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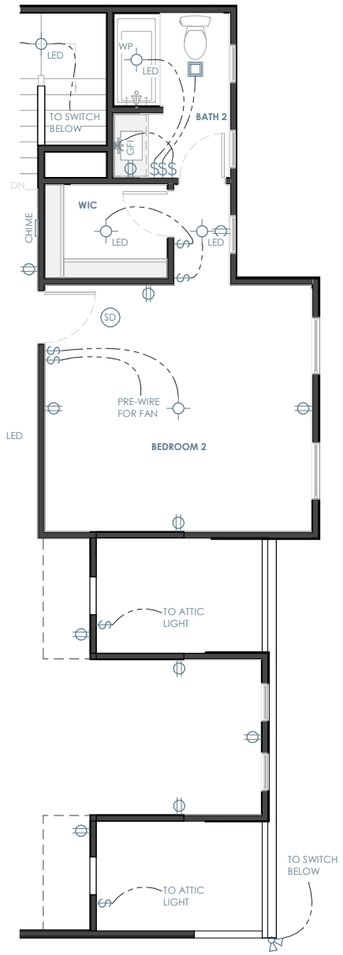
SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

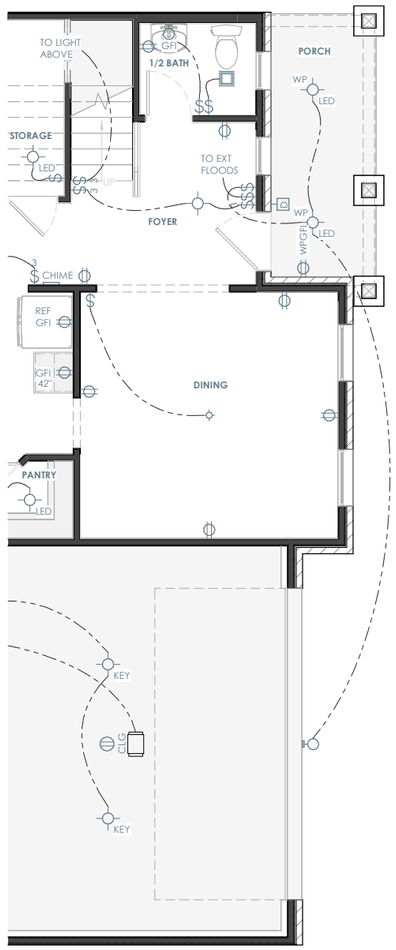
SHEET NO.

E3.00



ELEVATION D - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
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- CEILING FAN w/ LIGHT FIXTURE

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- SWITCHED DUPLEX OUTLET
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- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

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- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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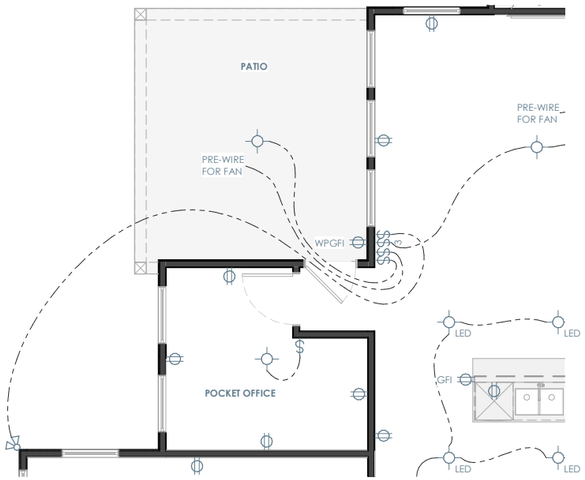
SHEET NAME

ELEVATION D - PARTIAL ELECTRICAL PLANS

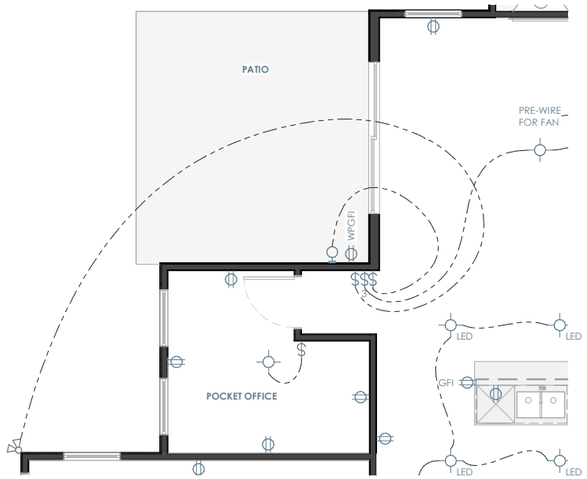
SHEET NO.

E4.00



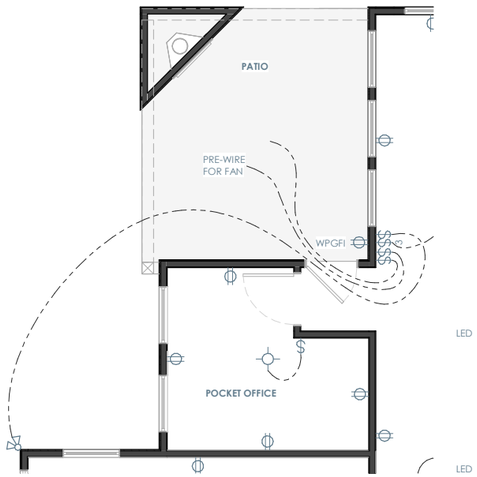
OPT. COVERED PATIO - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



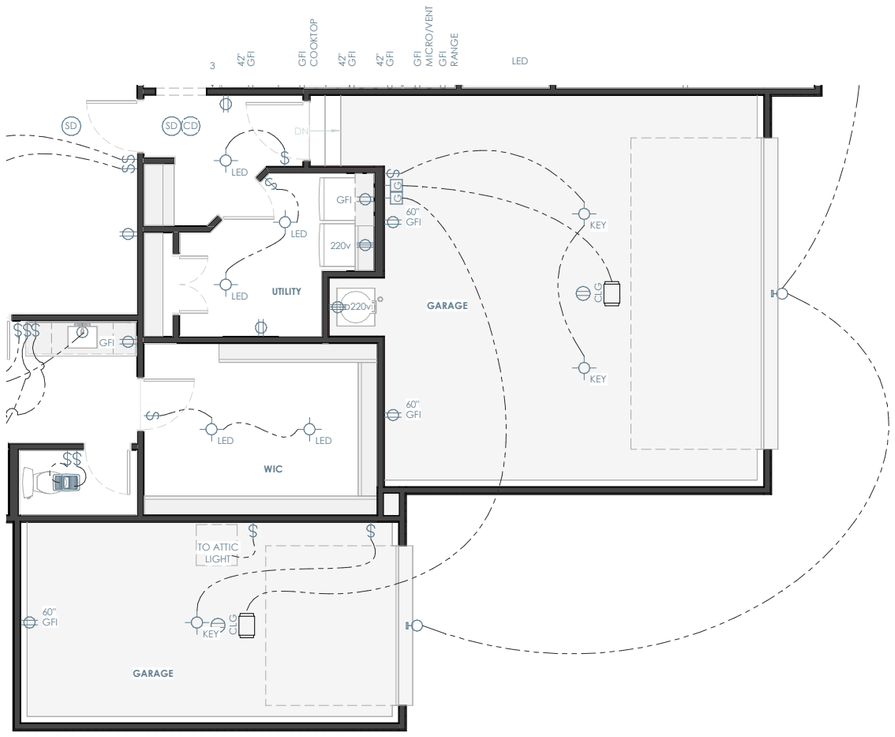
OPT. SLIDER @ GREAT ROOM - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



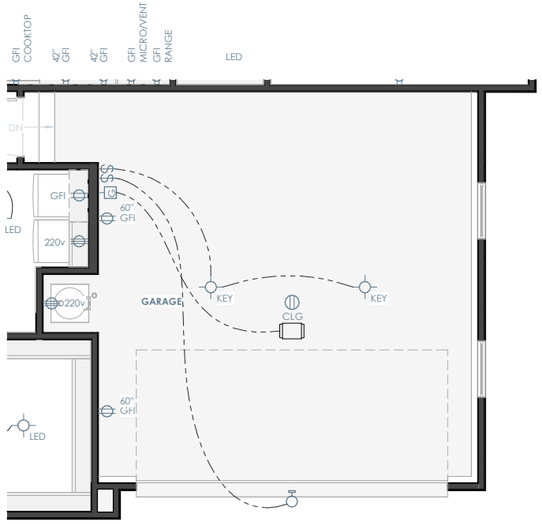
OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



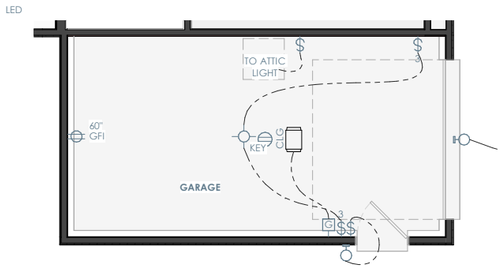
OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SIDE ENTRY GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. GARAGE SERVICE DOOR @ 3 CAR GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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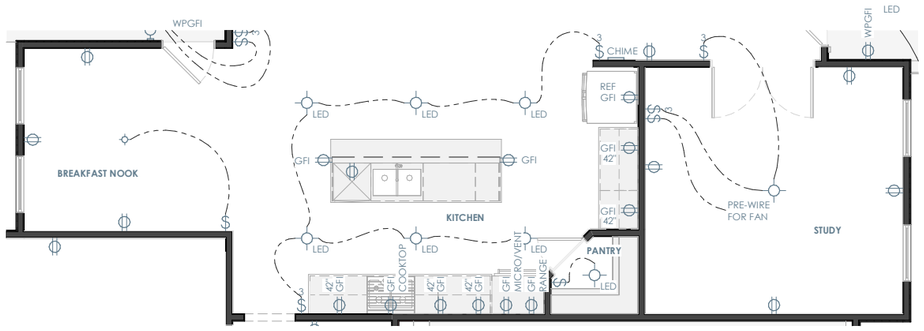
SHEET NAME

PLAN OPTIONS

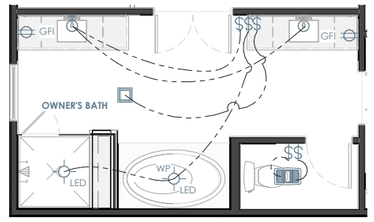
SHEET NO.

E7.00



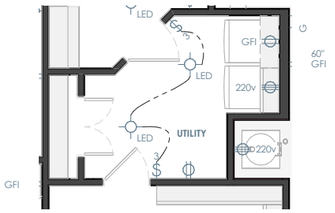
OPT. STUDY W/ BREAKFAST NOOK - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



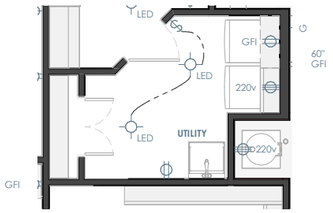
OPT. SHOWER SEAT @ OWNER'S BATH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



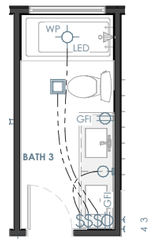
OPT. DOOR @ UTILITY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



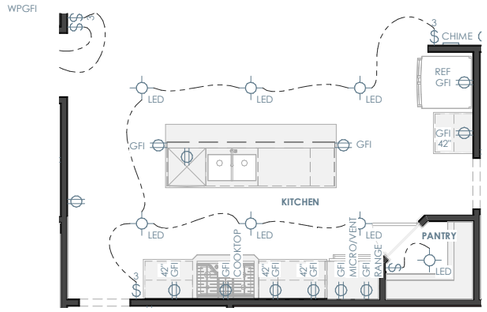
OPT. SINK @ UTILITY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SINK @ BATH 3 - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. 36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

FULLER

PREMIER SERIES

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PLAN NO.

2970

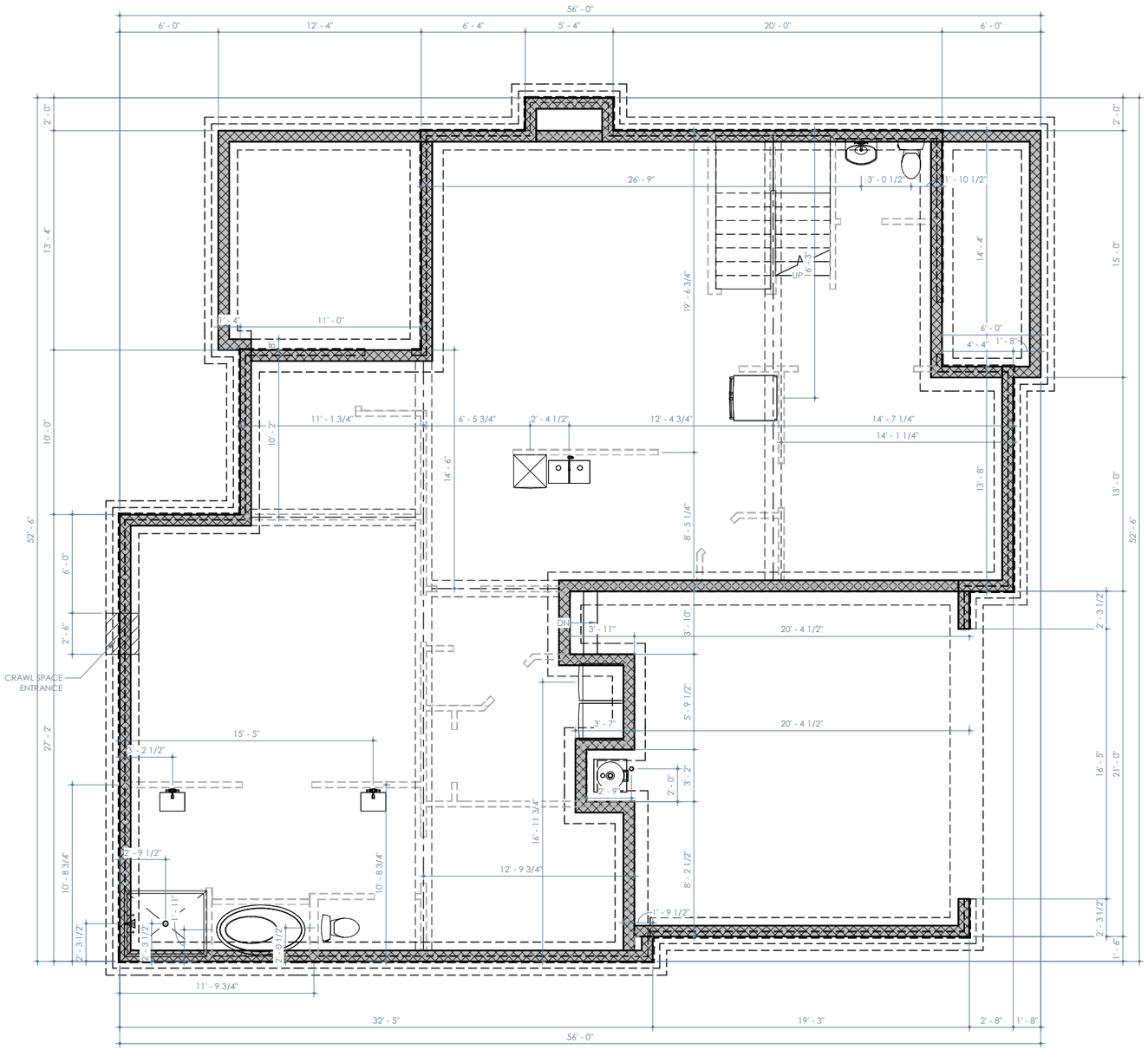
ISSUE DATE	10/06/2023
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN

1/8" = 1'-0"

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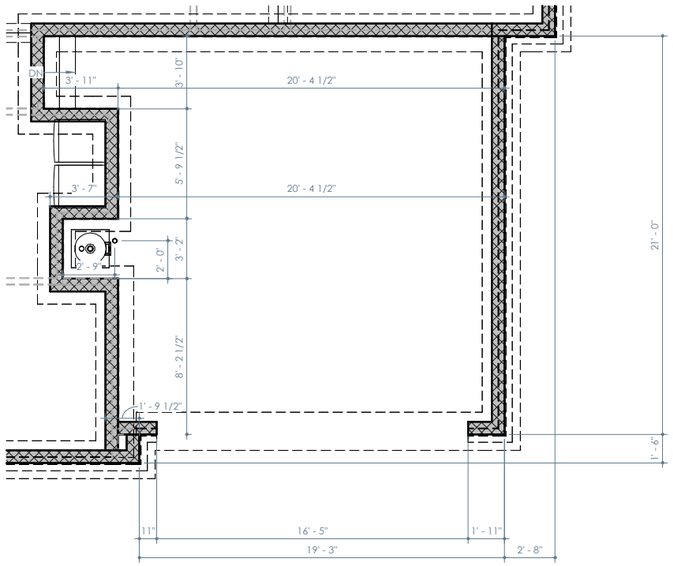
SHEET NAME

FOUNDATION - ELEVATION A

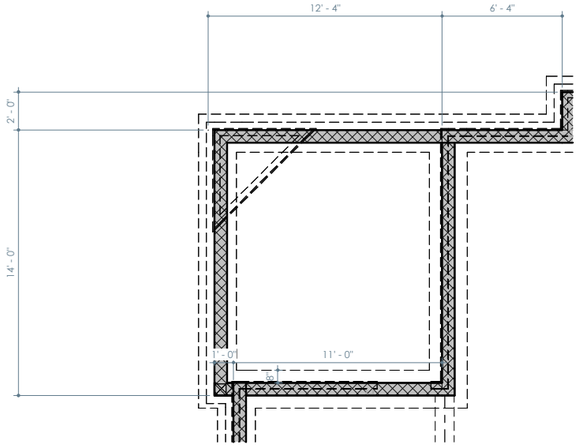
SHEET NO.

SF1.00



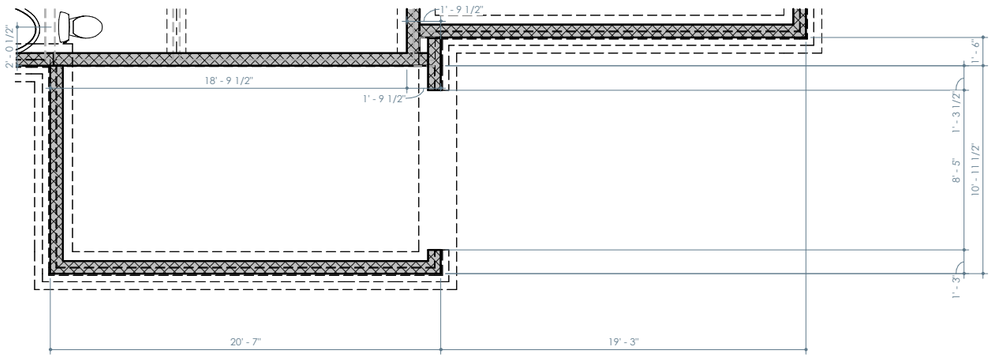
OPT. SIDE ENTRY GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



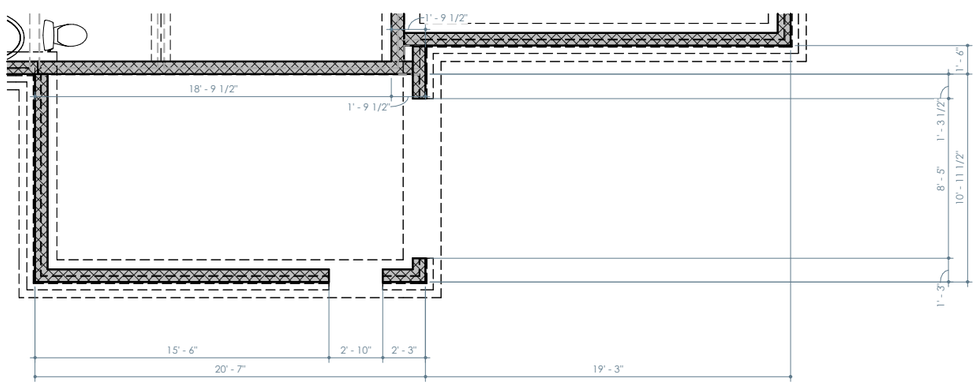
OPT. FIREPLACE @ COVERED PORCH - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. GARAGE SERVICE DDOOR @ 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

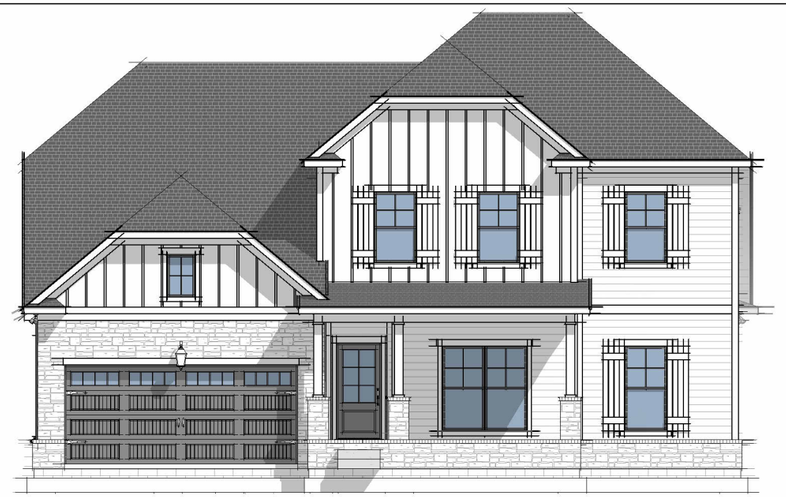
SHEET NO.

SF7.00



ELEVATION A

3/32" = 1'-0"



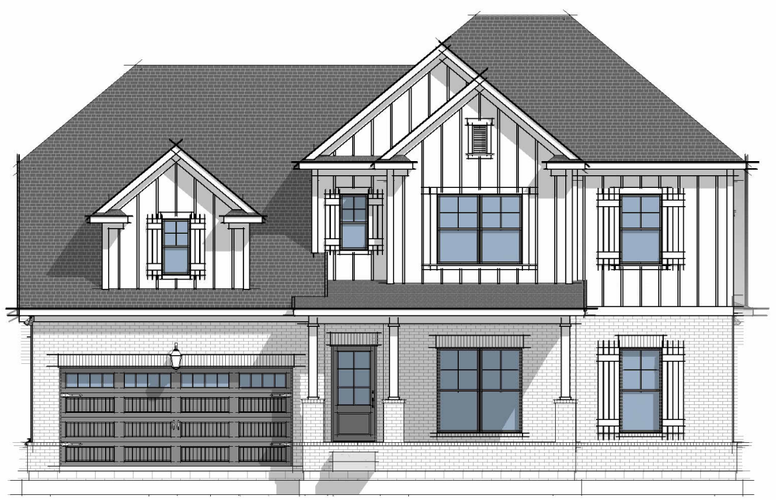
ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.01	ELEVATION B - PARTIAL FLOOR PLANS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - EXTERIOR ELEVATIONS
A2.04	ELEVATION B - ROOF PLAN
A3.01	ELEVATION C - PARTIAL FLOOR PLANS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - EXTERIOR ELEVATIONS
A3.04	ELEVATION C - ROOF
A4.01	ELEVATION D - PARTIAL FLOOR PLANS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - EXTERIOR ELEVATIONS
A4.04	ELEVATION D - ROOF
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
A7.08	PLAN OPTIONS
A7.09	PLAN OPTIONS
A7.10	PLAN OPTION
A7.11	PLAN OPTIONS
A7.12	PLAN OPTIONS
A7.13	PLAN OPTIONS
A7.14	PLAN OPTIONS
A7.15	PLAN OPTIONS
A7.16	PLAN OPTIONS
A7.17	PLAN OPTIONS
A7.18	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF7.00	PLAN OPTIONS

PLAN OPTIONS

ELEVATION **A**	OPT. UTILITY CABINETS	OPT. BEDROOM 4 W/ BATH 4
ELEVATION **B**	OPT. UTILITY REFRIGERATOR	OPT. TRANSOM AT FRONT DOOR
ELEVATION **C**	OPT. OWNERS BATH 1	
ELEVATION **D**	OPT. GREAT ROOM SLIDER DOOR	
OPT. EXCECUTIVE	OPT. OWNERS BATH SHOWER SEAT	
OPT. 3' OWNERS BEDROOM EXTENSION	OPT. EXTENDED KITCHEN ISLAND W/LEGS	
OPT. 3 CAR GARAGE	OPT. 36" COOKTOP RANGE W/ BUMPOUT & VENT HOOD ABOVE	
OPT. SIDE LOAD GARAGE	OPT. DINING ILO STUDY	
OPT. REAR COVERED PORCH	OPT. ISLAND MIRCOWAVE	
OPT. PORCH FIREPLACE	OPT. BEDROOM 5 ILO STUDY	
OPT. TWO 8' SINGLE GARAGE DOORS ILO 2 CAR GARAGE DOOR	OPT. FIREPLACE BUILT-INS	
OPT. CORNER FIREPLACE	OPT. CRAFTSMAN FRONT DOOR	
OPT. OWNERS BEDROOM COFFERED CEILLING	OPT. 1/2 BATH VANITY	

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PROJECT NAME

NATCHEZ

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PLAN NO.

3050

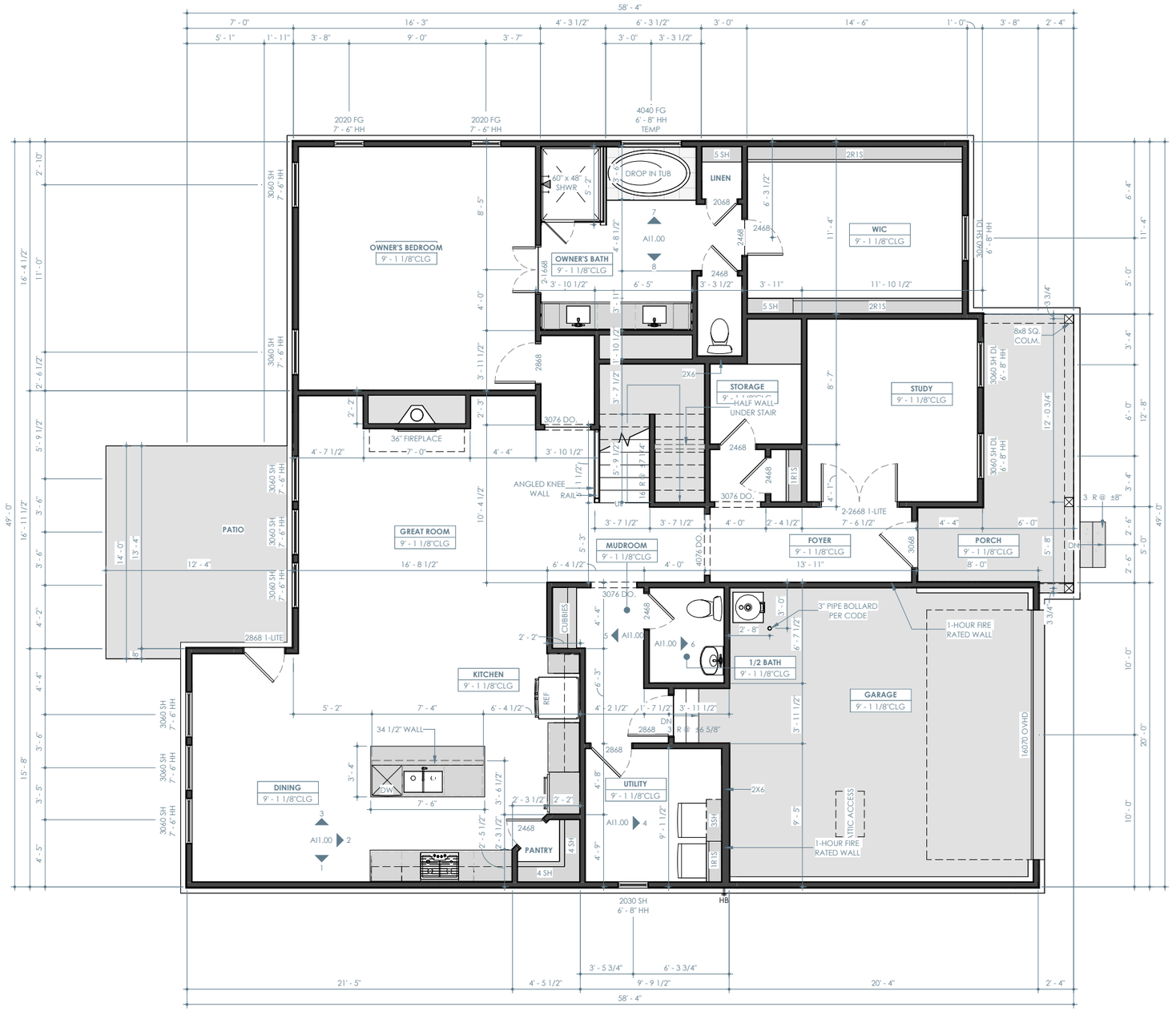
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
FIRST FLOOR	1749 SF
SECOND FLOOR	987 SF
TOTAL	2736 SF

ELEVATION A - LIVING	
FIRST FLOOR	1955 SF
SECOND FLOOR	1095 SF
TOTAL	3049 SF

TOTAL UNDER ROOF	3763 SF

ELEVATION A - NON-LIVING	
GARAGE	417 SF
PORCH	129 SF
PATIO	168 SF
TOTAL	714 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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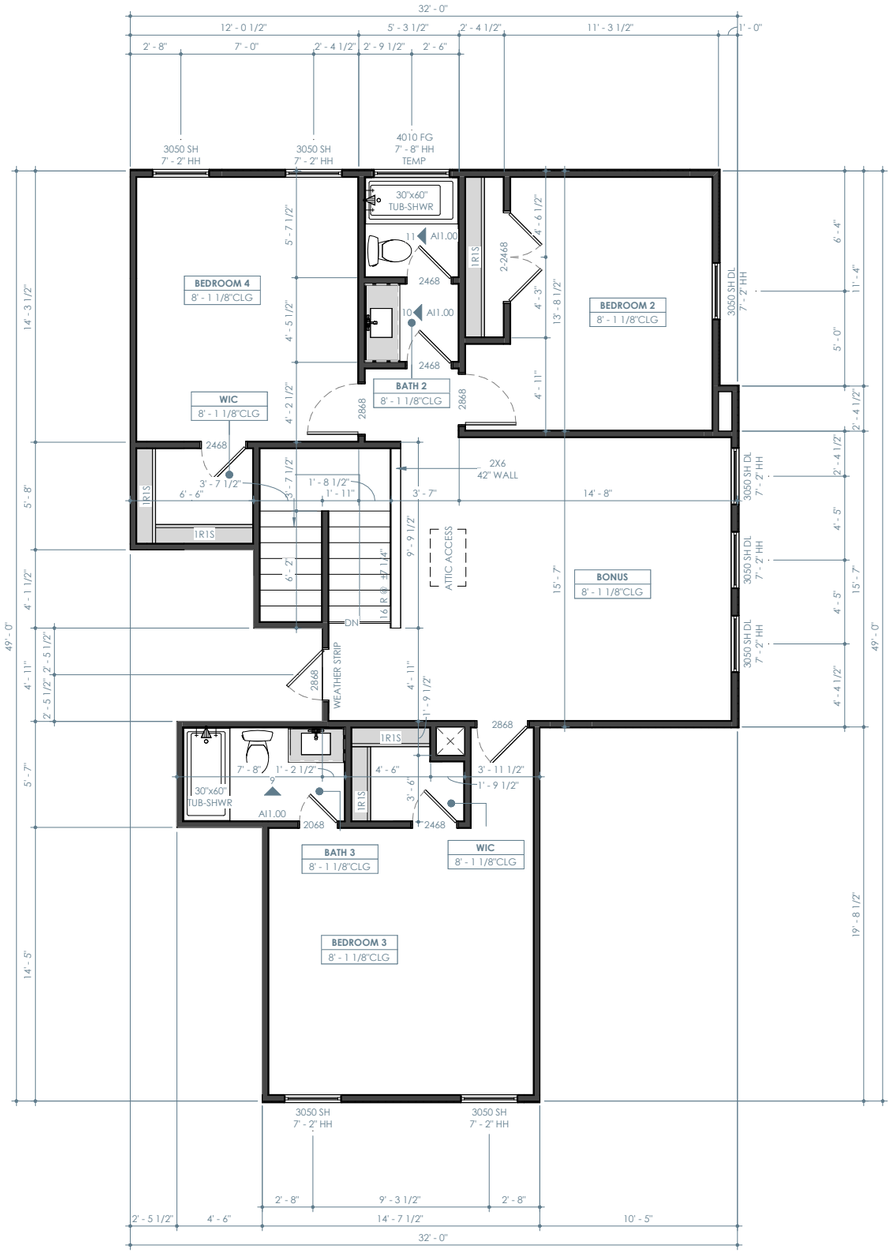
SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

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PROJECT INFO

ADDRESS
15725 Dallas Pkwy #300, Addison, TX 75001

COMMUNITY
GEHAN CORP OFFICE

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

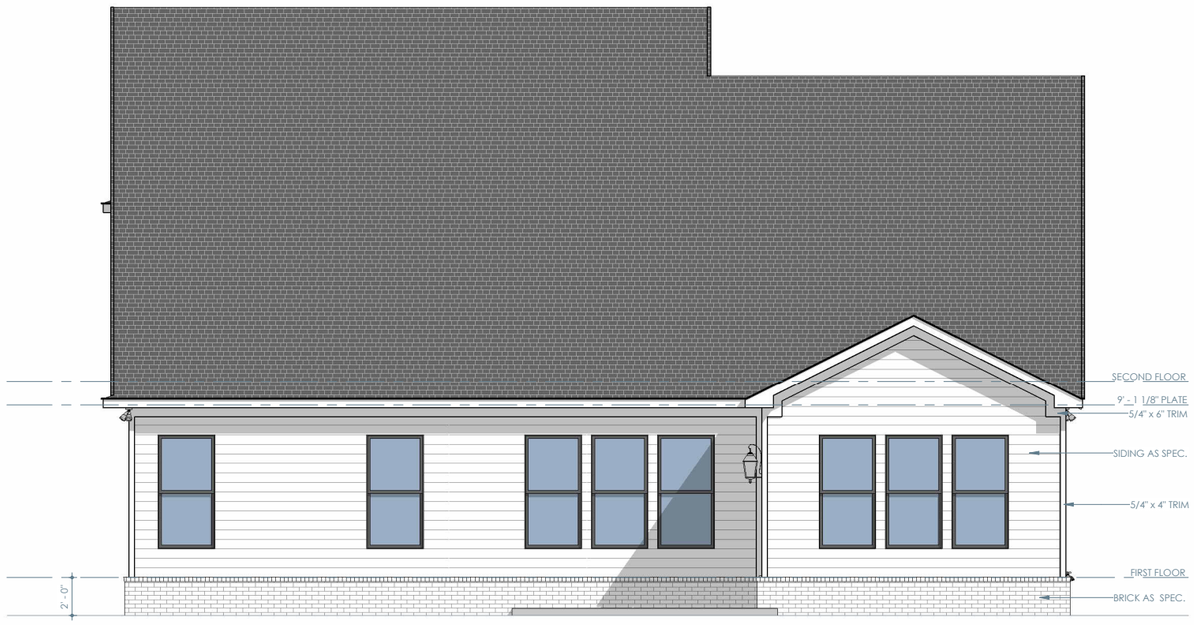
SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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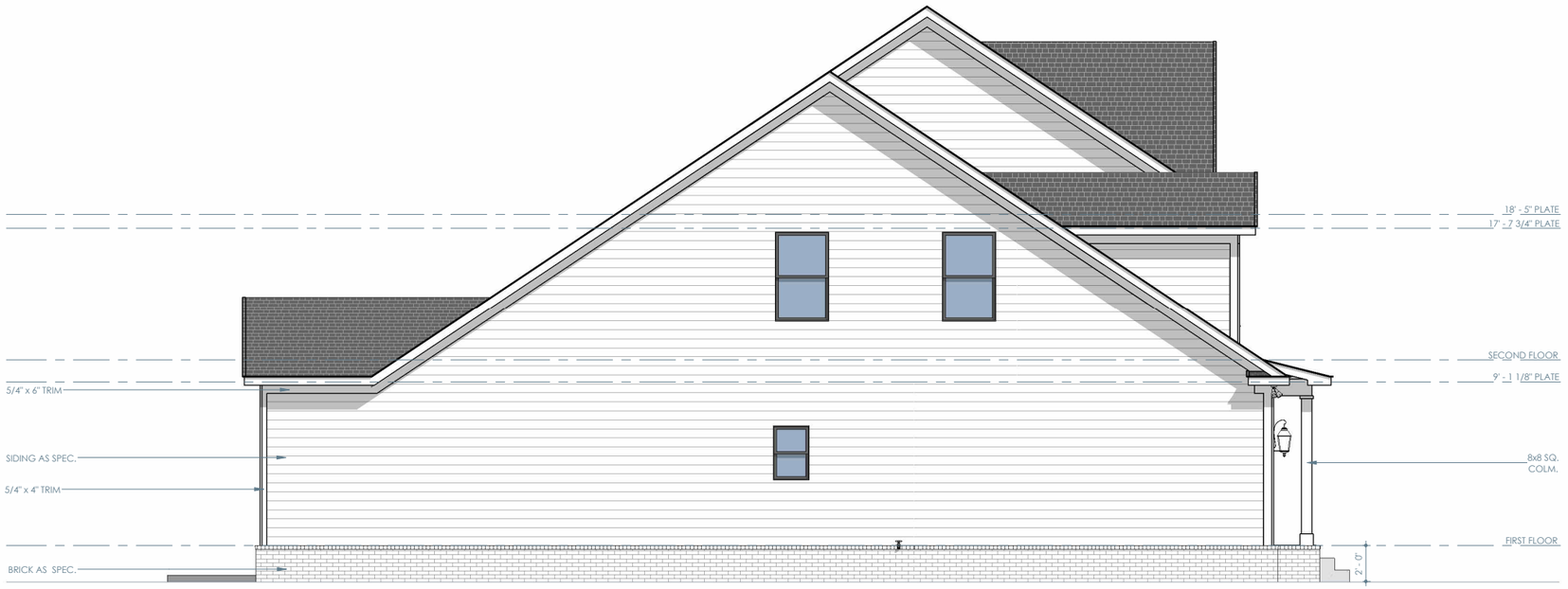
SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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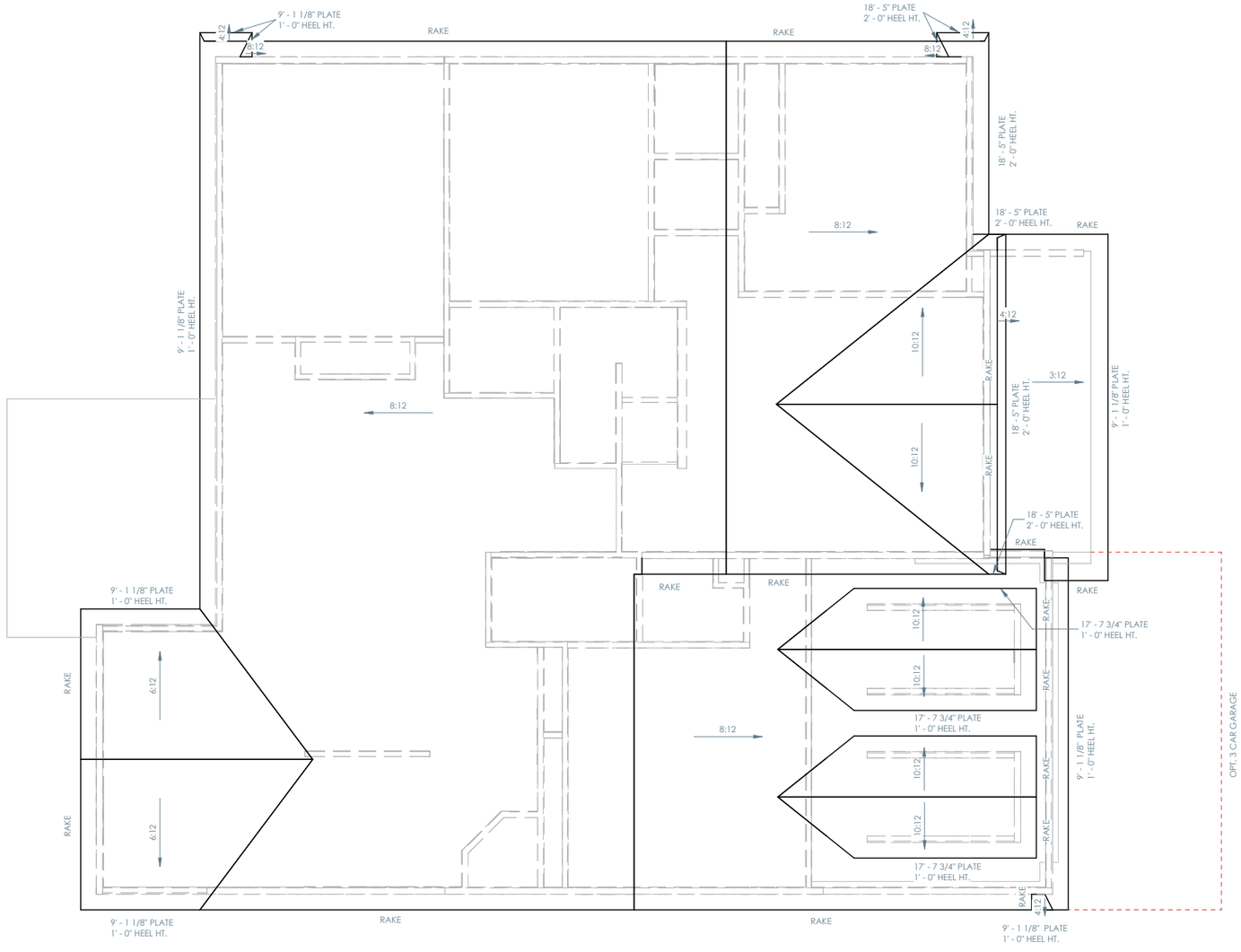
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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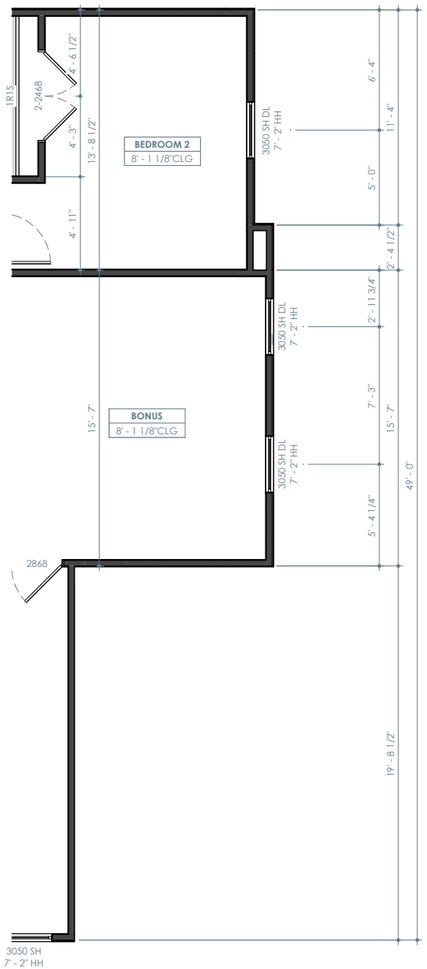
SHEET NAME

ELEVATION A - ROOF PLAN

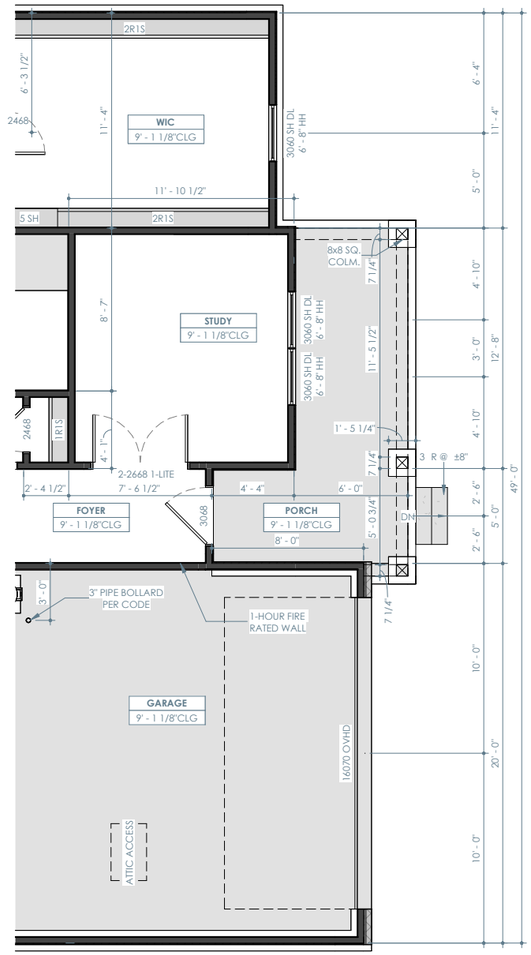
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

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ELEVATION B - A/C LIVING

ELEVATION B - LIVING

ELEVATION B - NON-LIVING

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ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

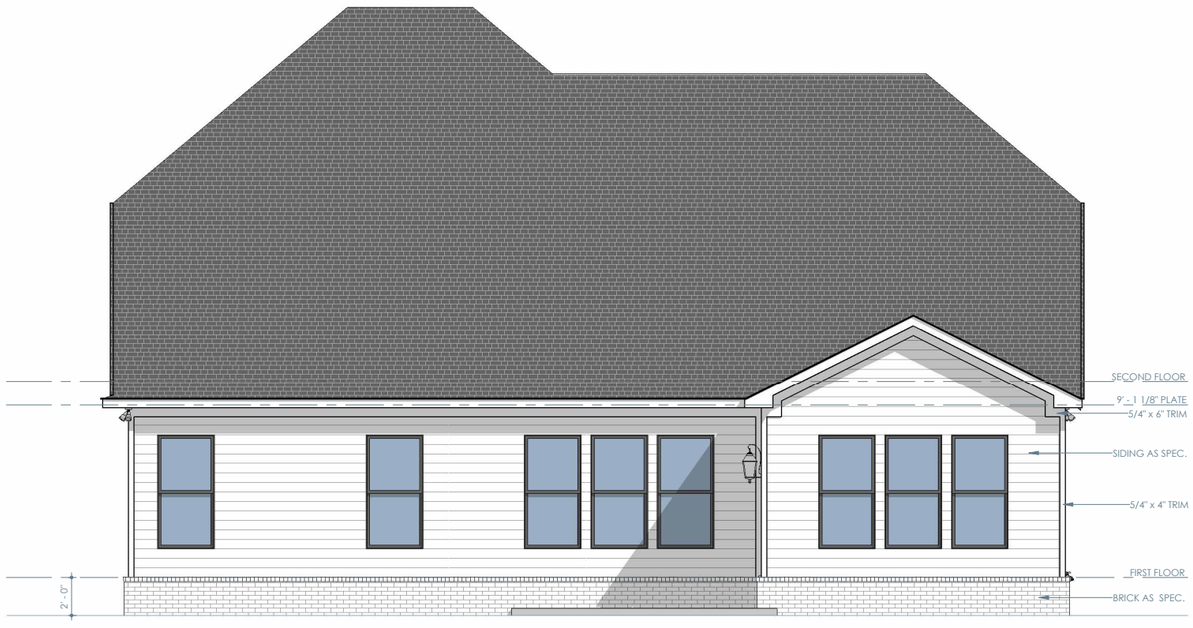
SHEET NO.

A2.01



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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3050

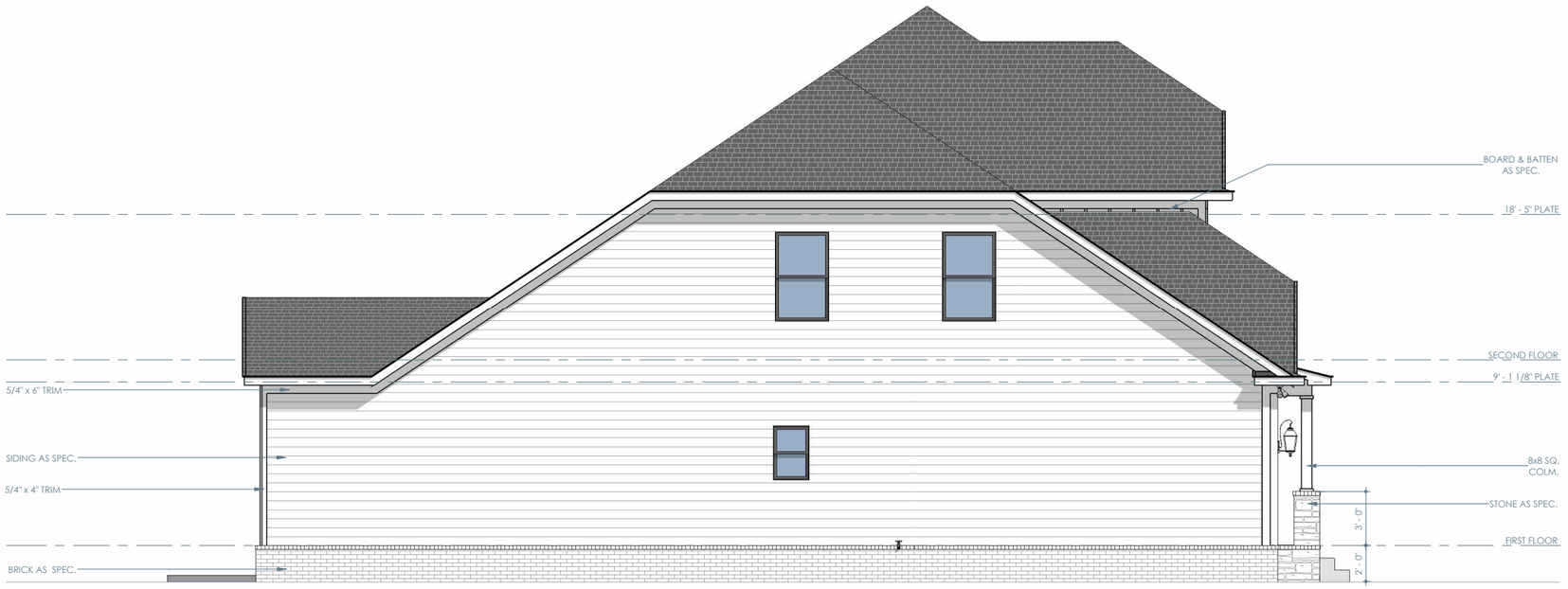
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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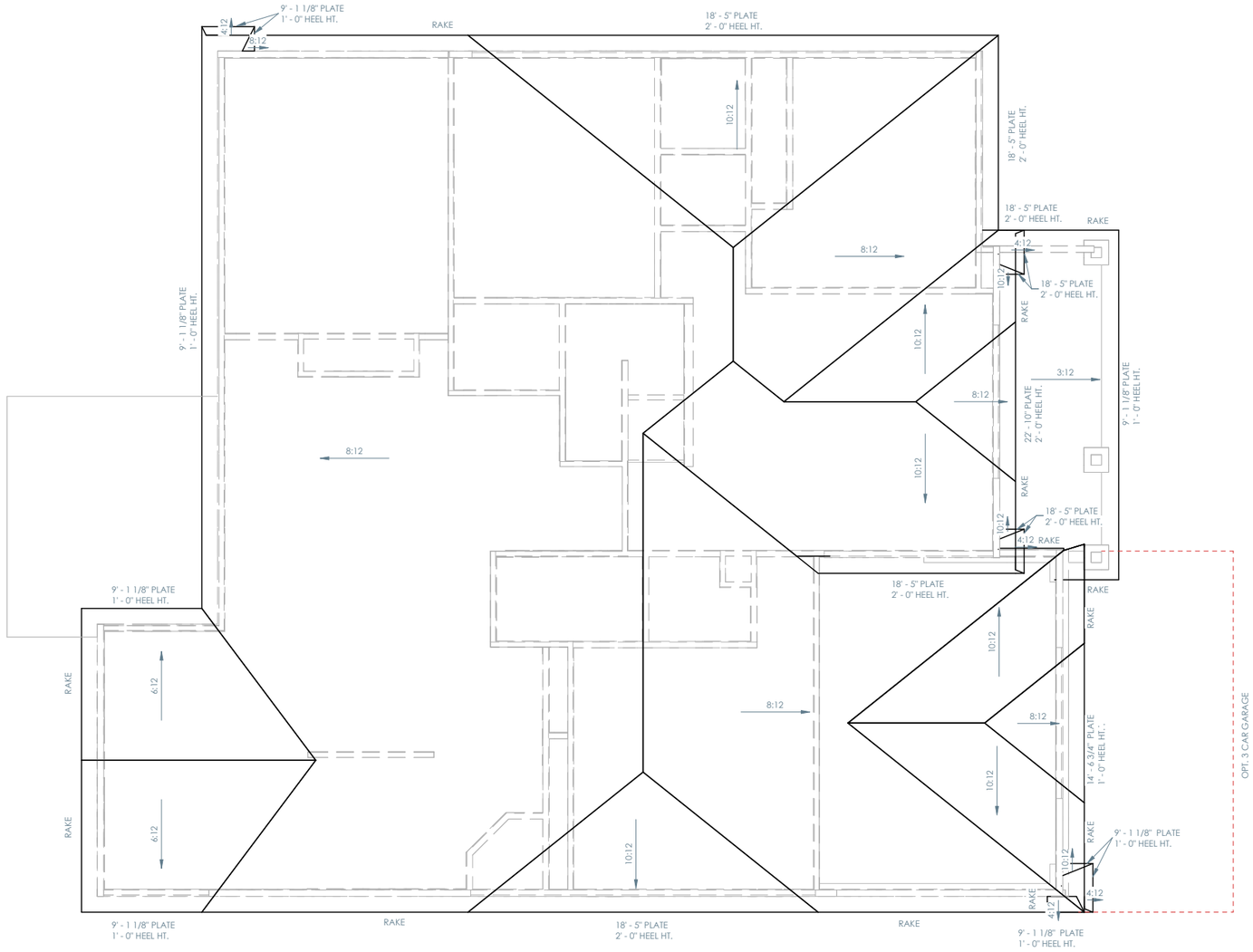
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.03



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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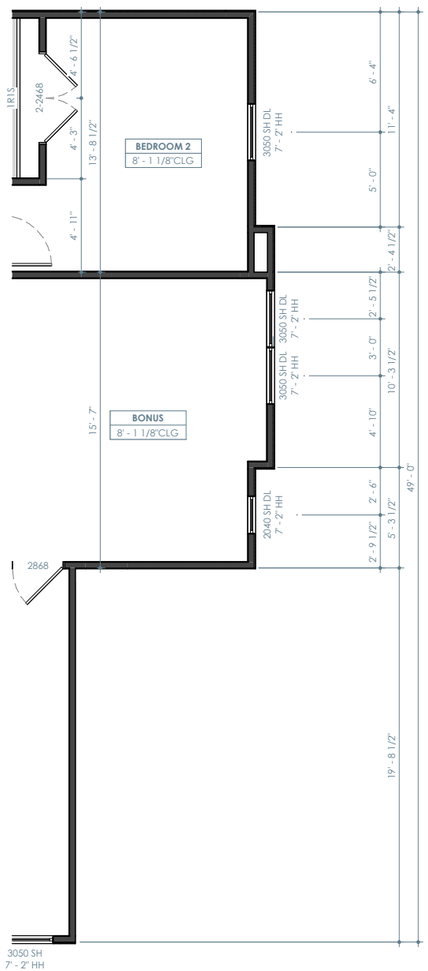
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

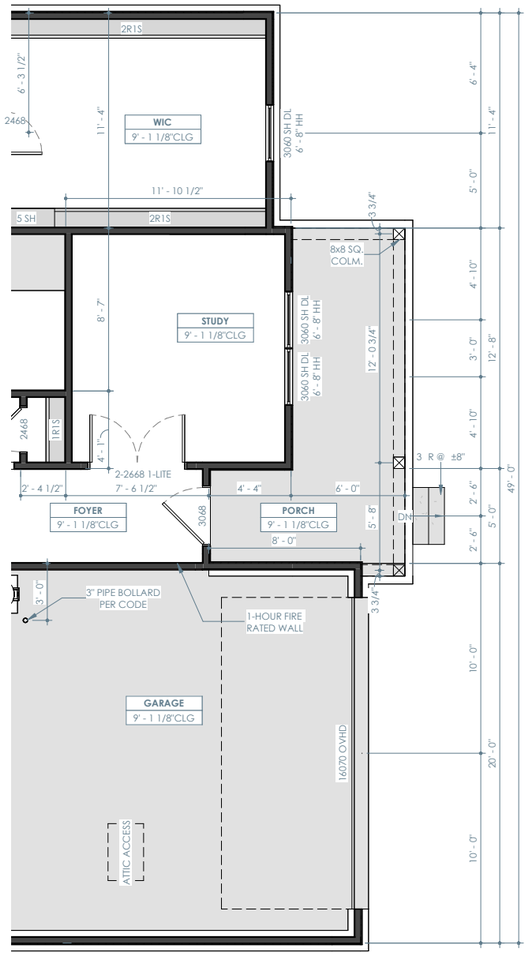
SHEET NO.

A2.04



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - A/C LIVING

FIRST FLOOR	1749 SF
SECOND FLOOR	981 SF
TOTAL	2730 SF

ELEVATION C - LIVING

FIRST FLOOR	1955 SF
SECOND FLOOR	1089 SF
TOTAL	3044 SF

TOTAL UNDER ROOF	3758 SF

ELEVATION C - NON-LIVING

GARAGE	417 SF
PORCH	129 SF
PATIO	168 SF
TOTAL	714 SF

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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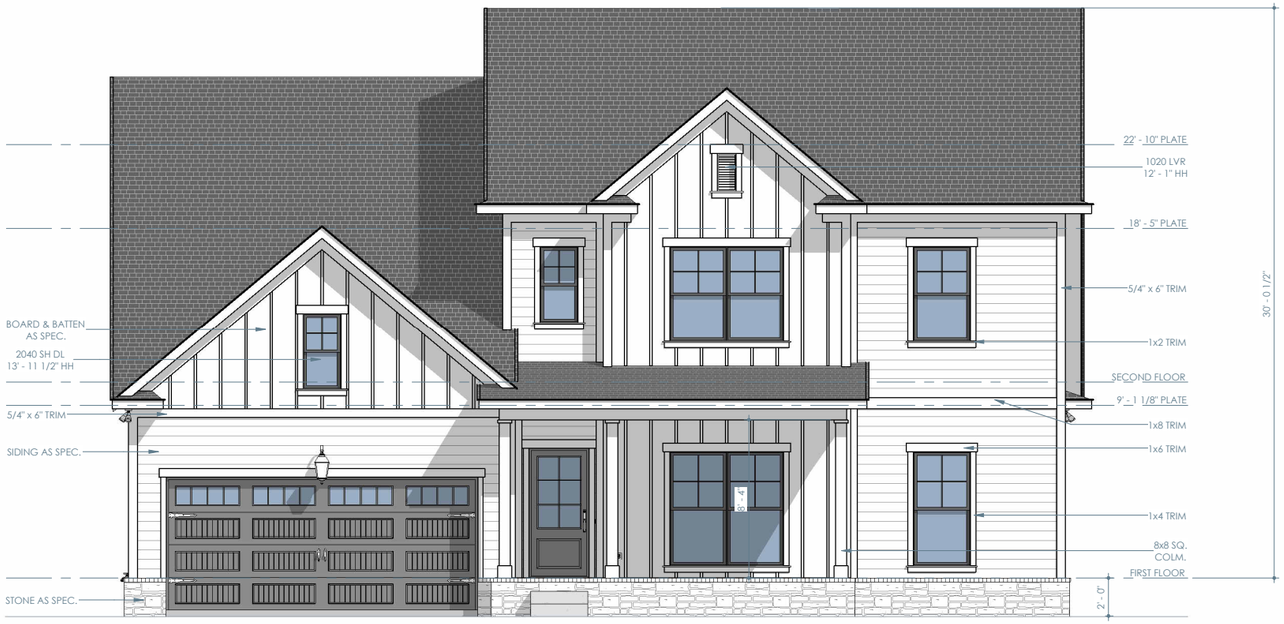
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

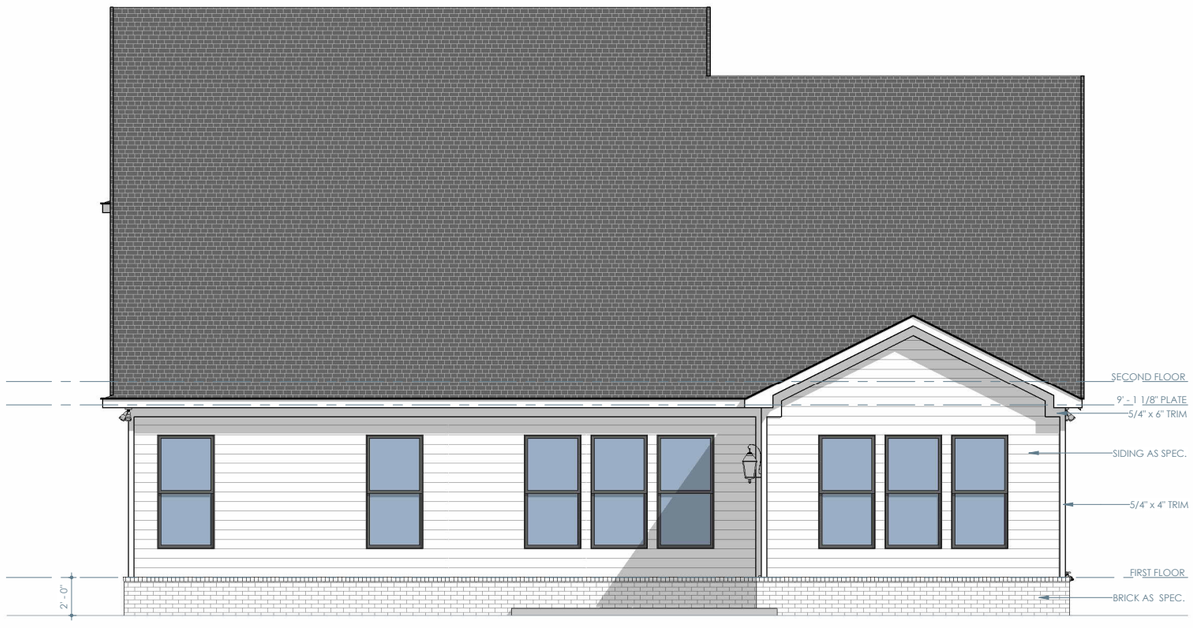
SHEET NO.

A3.01



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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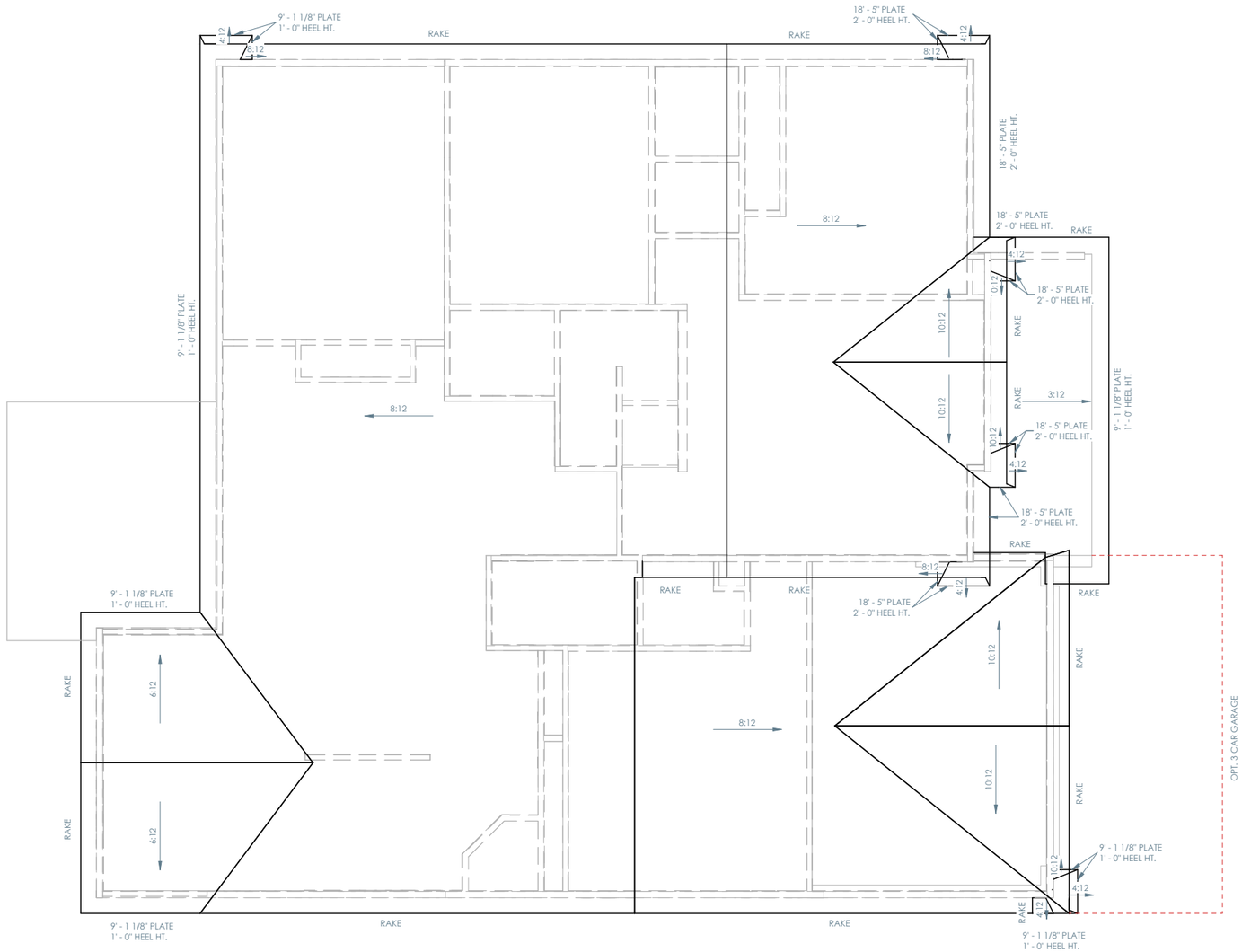
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.03



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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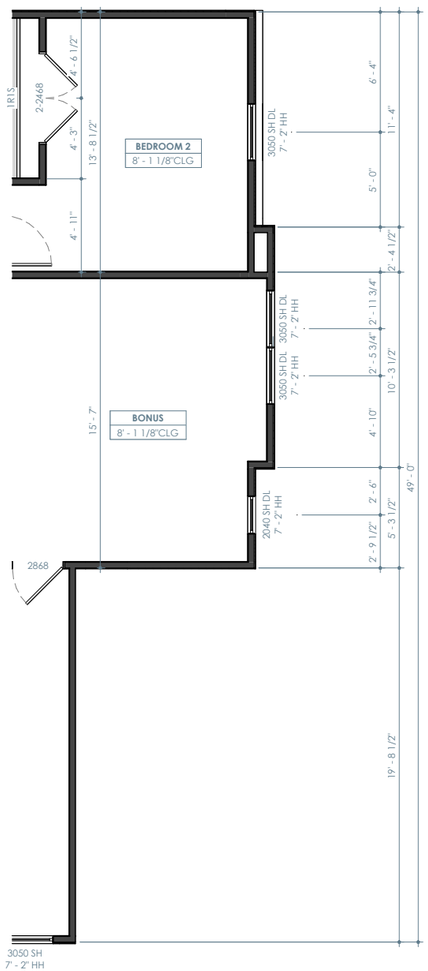
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - ROOF

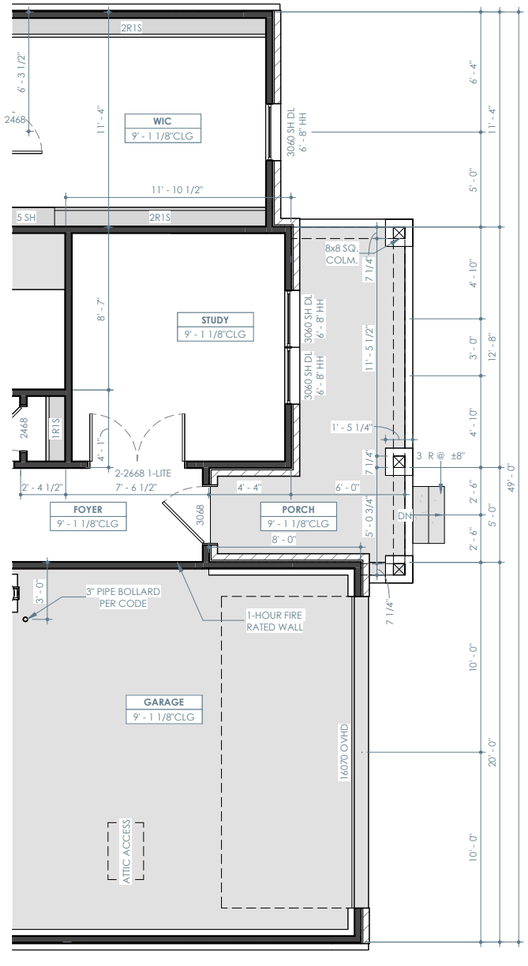
SHEET NO.

A3.04



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D- FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - A/C LIVING	
FIRST FLOOR	1749 SF
SECOND FLOOR	981 SF
TOTAL	2730 SF

ELEVATION D - LIVING	
FIRST FLOOR	1971 SF
SECOND FLOOR	1089 SF
TOTAL	3060 SF

TOTAL UNDER ROOF	3772 SF

ELEVATION D - NON-LIVING	
GARAGE	429 SF
PORCH	115 SF
PATIO	168 SF
TOTAL	712 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

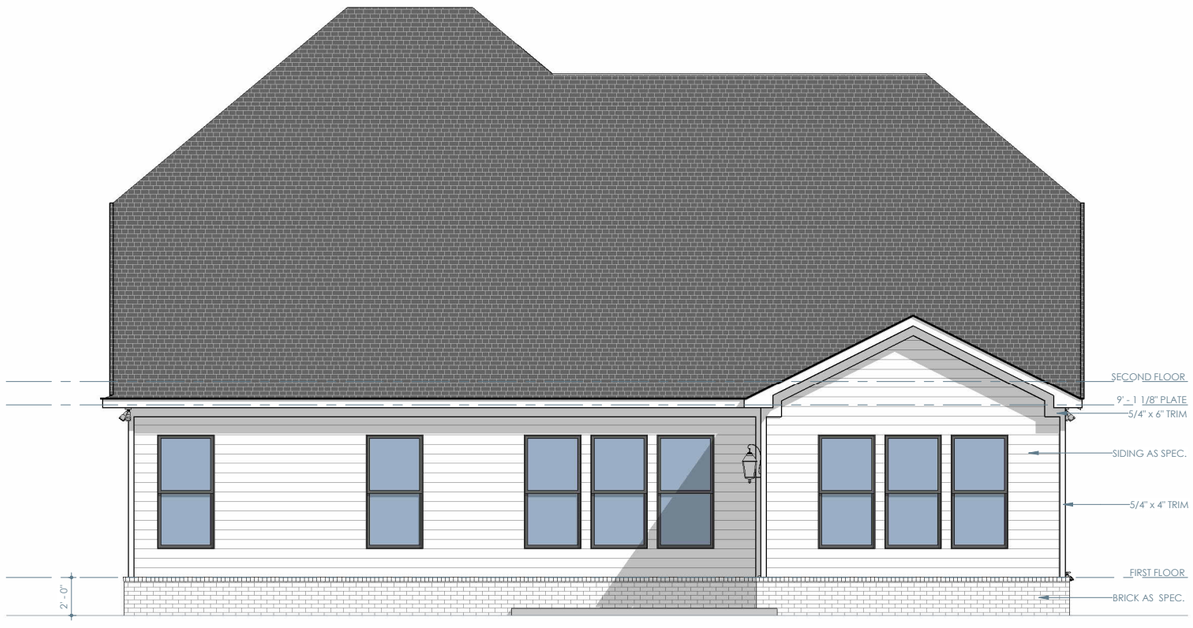
SHEET NO.

A4.01



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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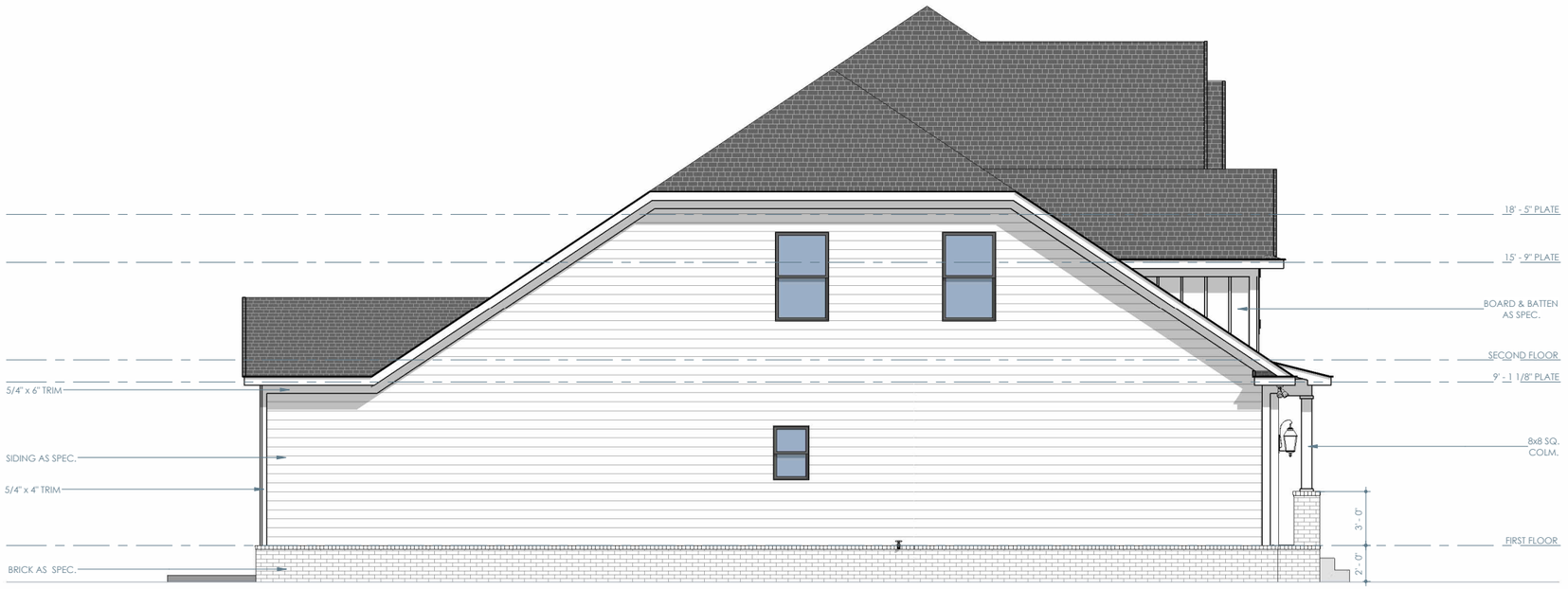
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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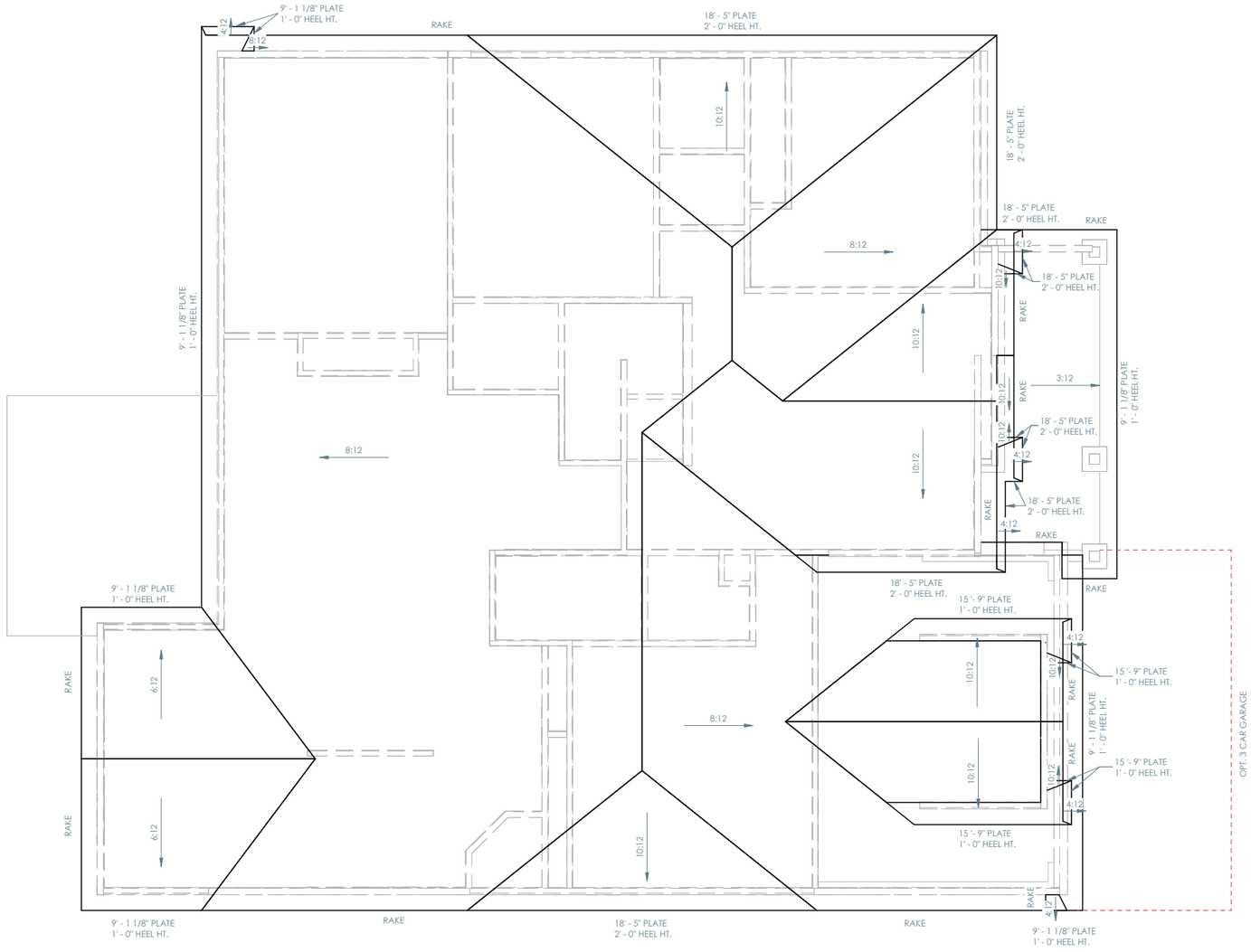
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.03



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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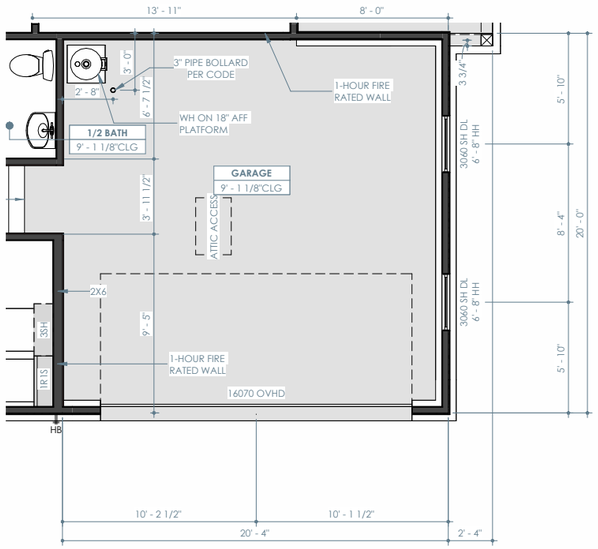
SHEET NAME

ELEVATION D - ROOF

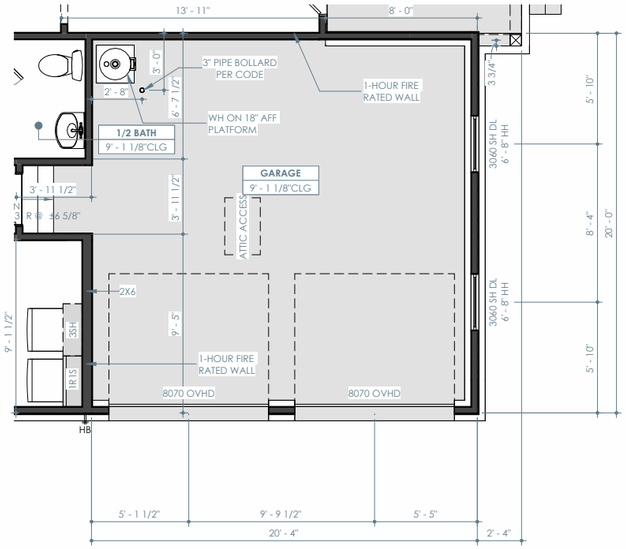
SHEET NO.

A4.04



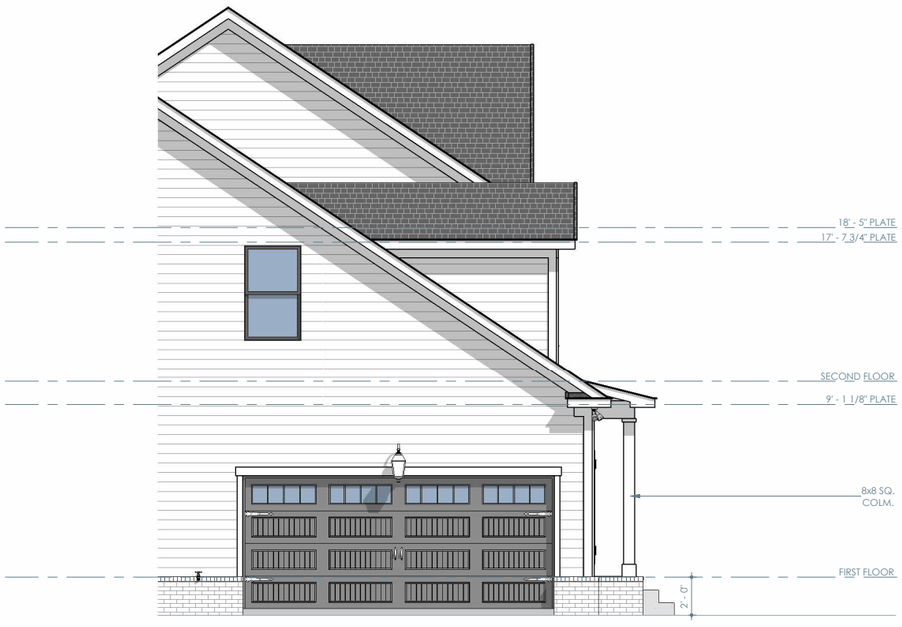
OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



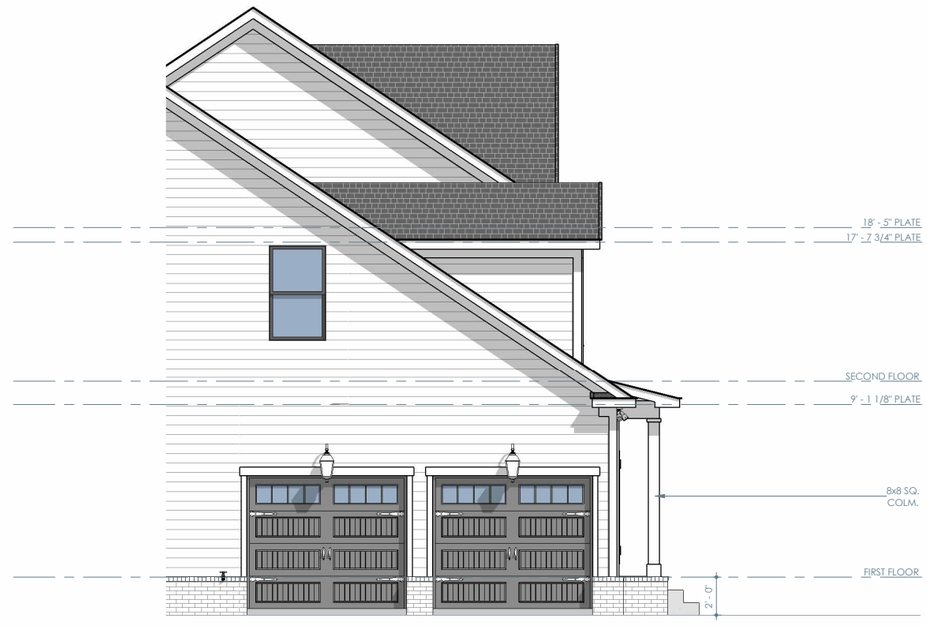
OPT. SIDE LOAD GARAGE & TWO 8' DOORS - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - LEFT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE & TWO 8' DOORS - LEFT

1/8" = 1'-0"

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ISSUE DATE	03/07/2024
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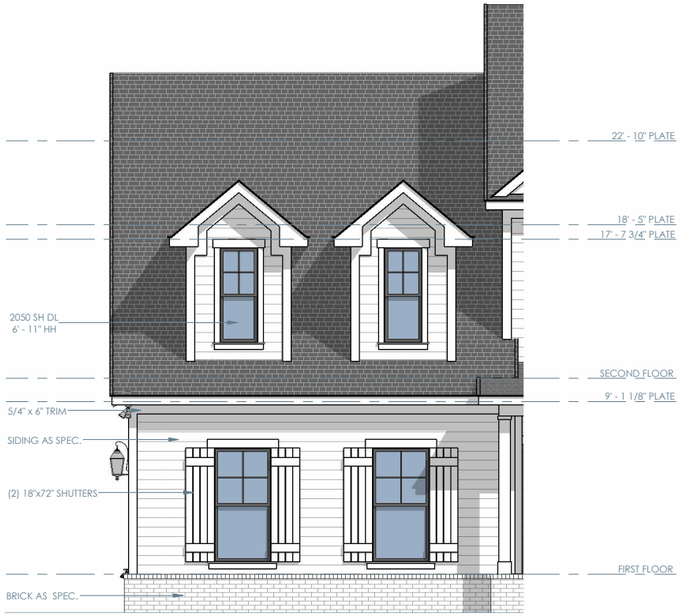
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

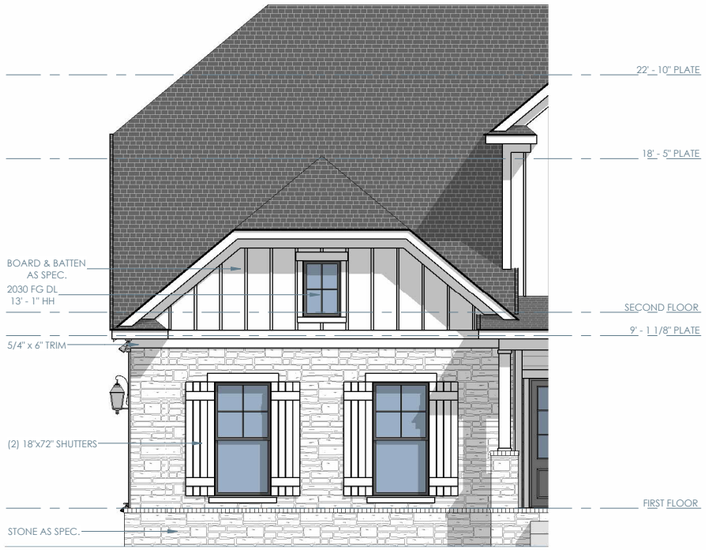
SHEET NO.

A7.00



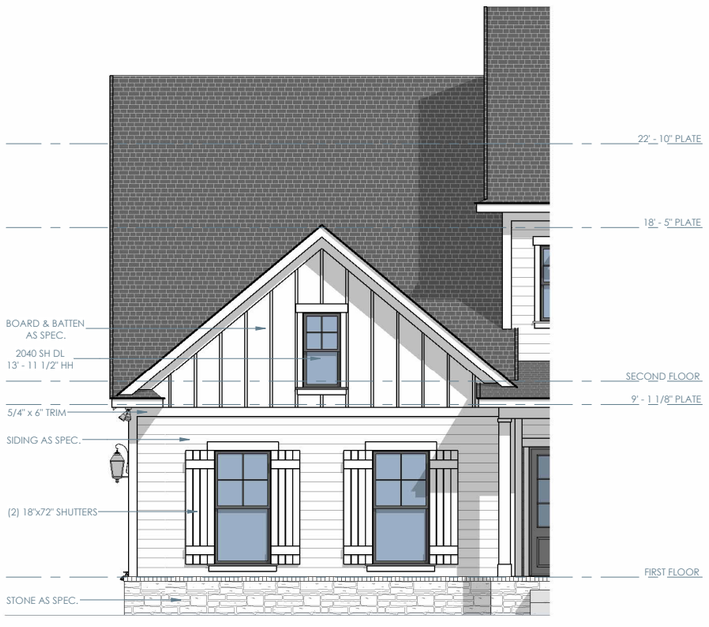
ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



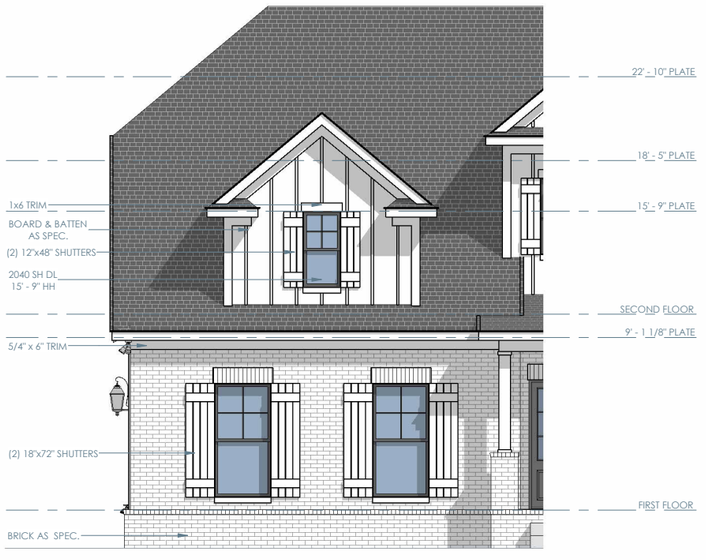
ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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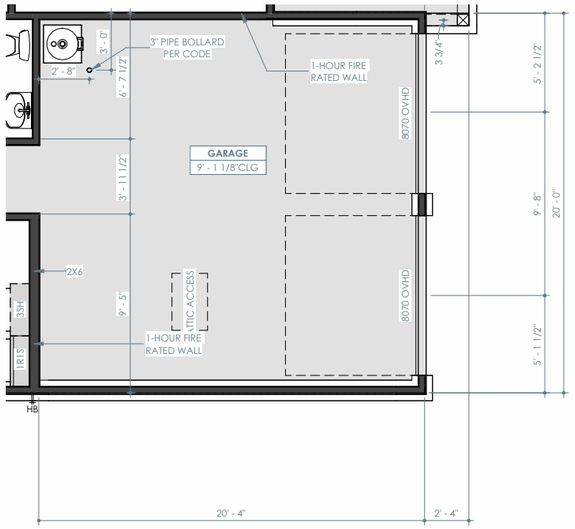
SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.01



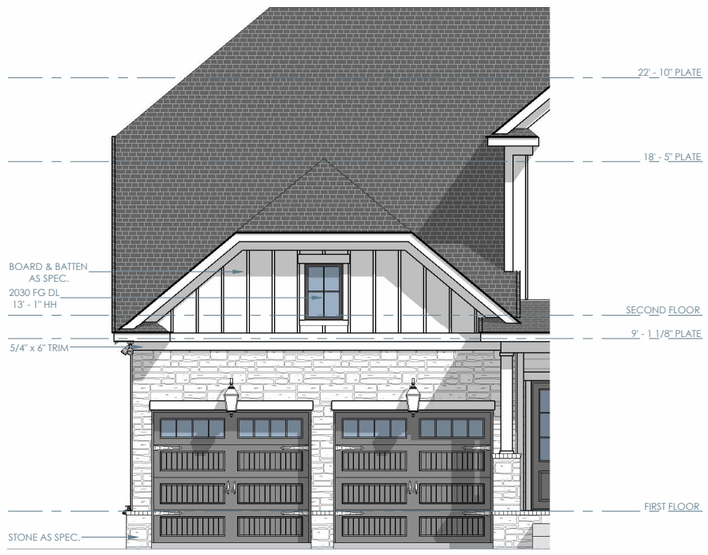
OPT. TWO 8' GARAGE DOORS - FIRST FLOOR PLAN

1/8" = 1'-0"



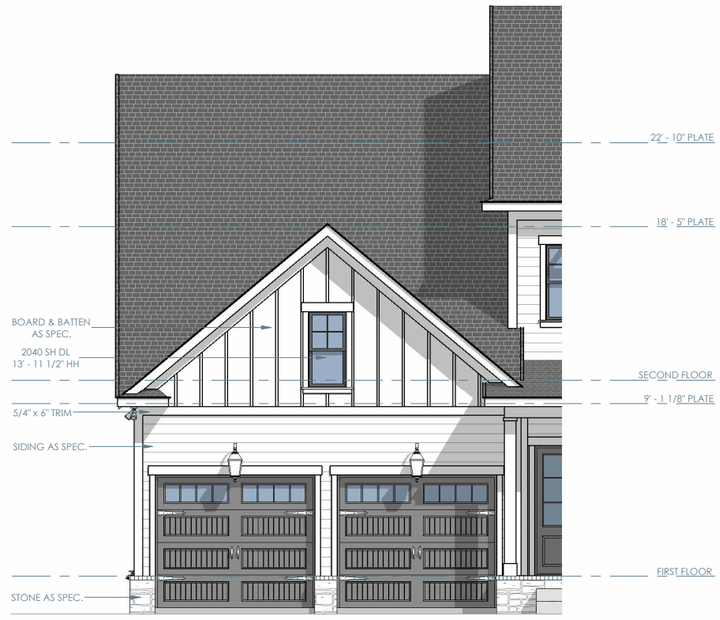
ELEVATION A - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"

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PLAN NO.

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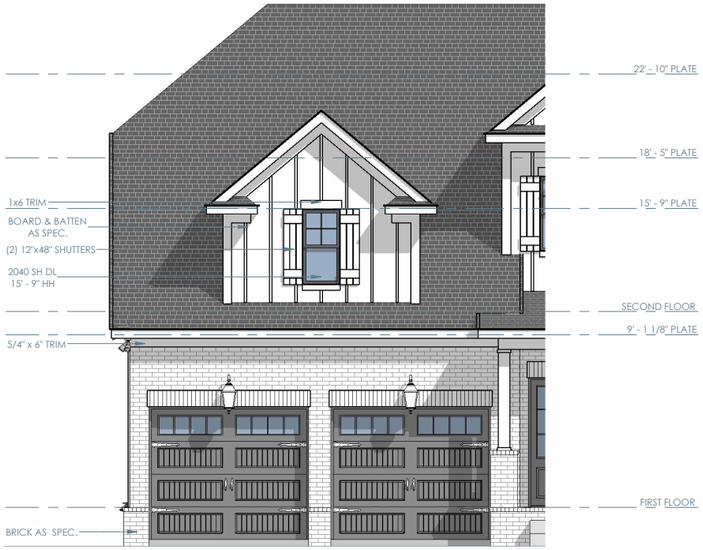
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

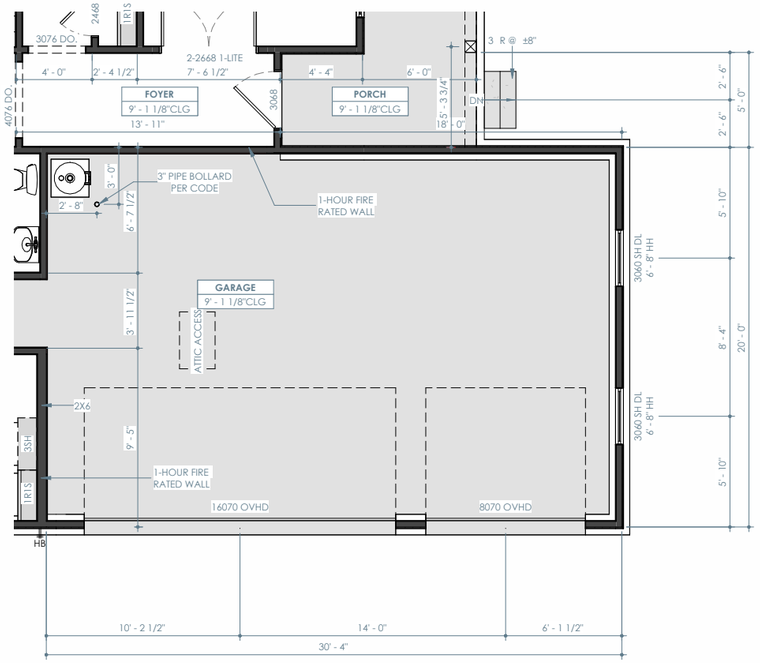
SHEET NO.

A7.02



ELEVATION D - OPT. TWO 8' GARAGE DOORS - FRONT

1/8" = 1'-0"



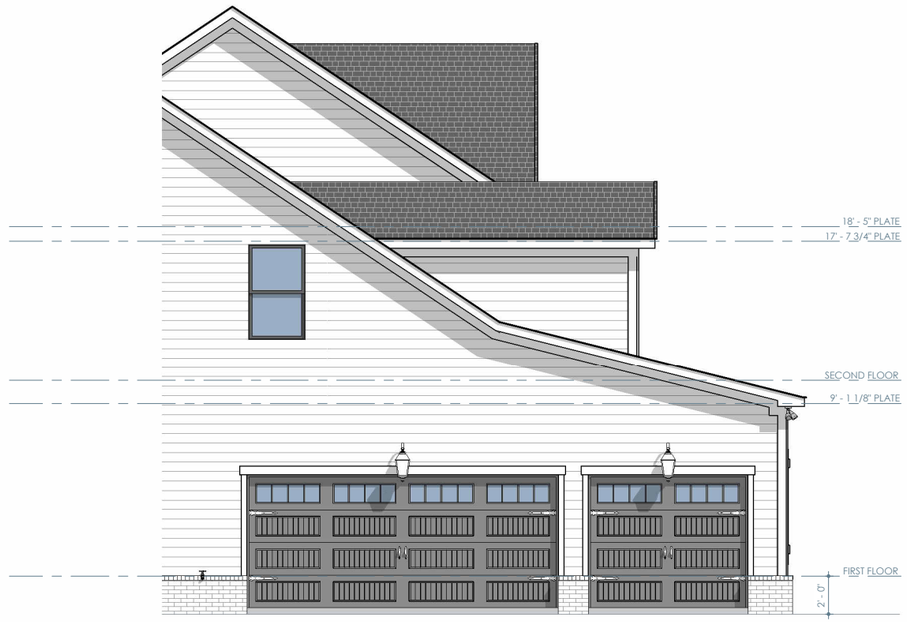
OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"

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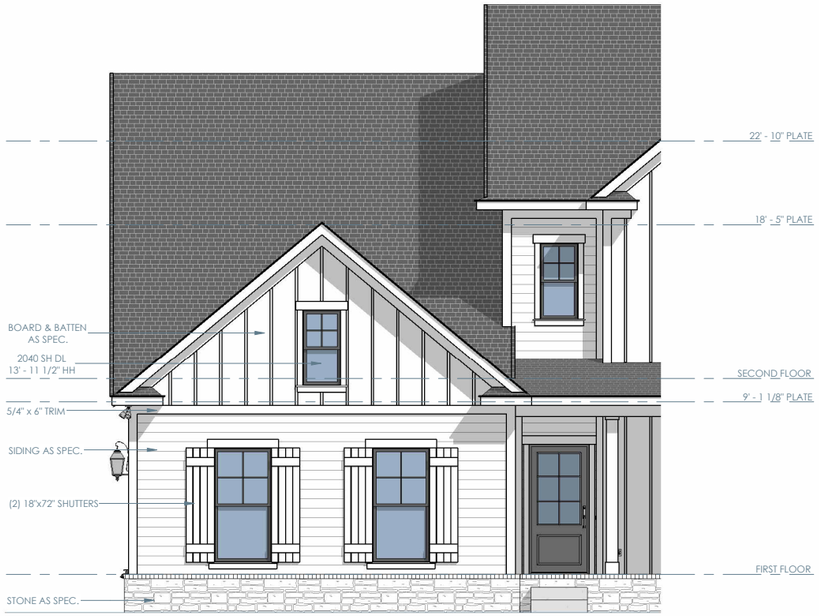
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.03



ELEVATION C - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - FRONT

1/8" = 1'-0"

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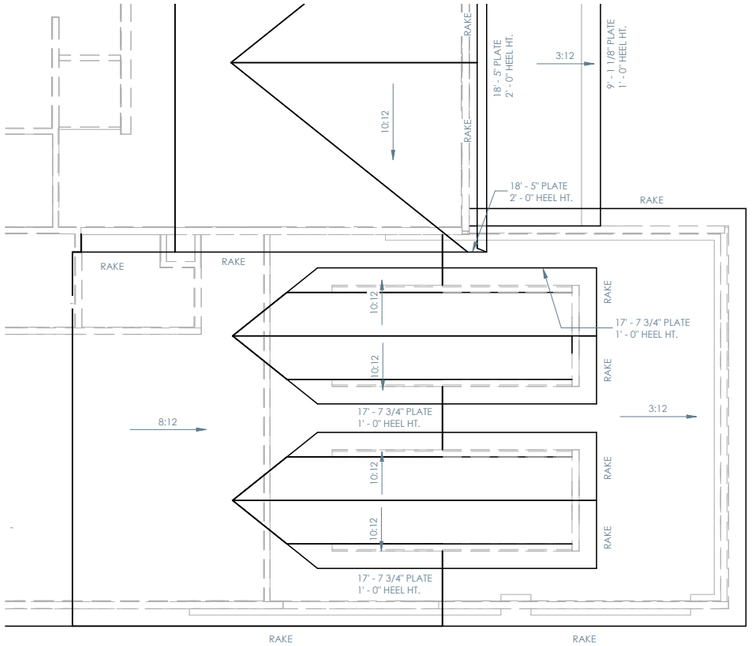
SHEET NAME

PLAN OPTIONS

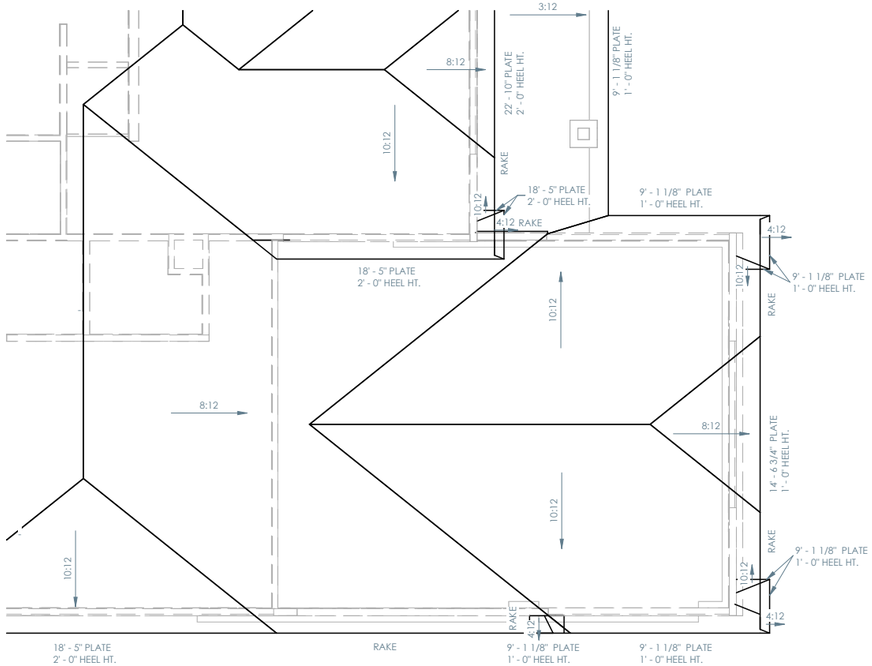
SHEET NO.

A7.04



ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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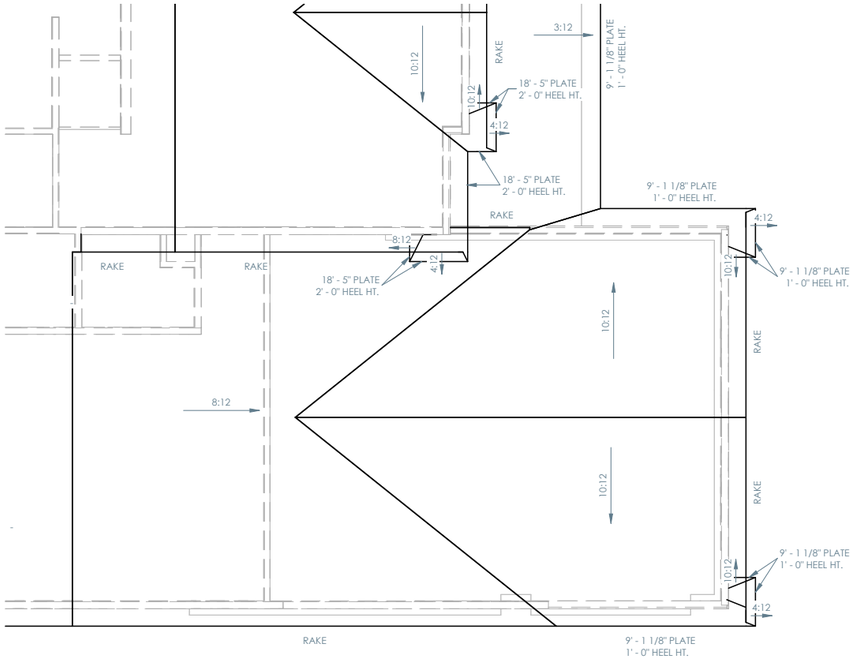
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

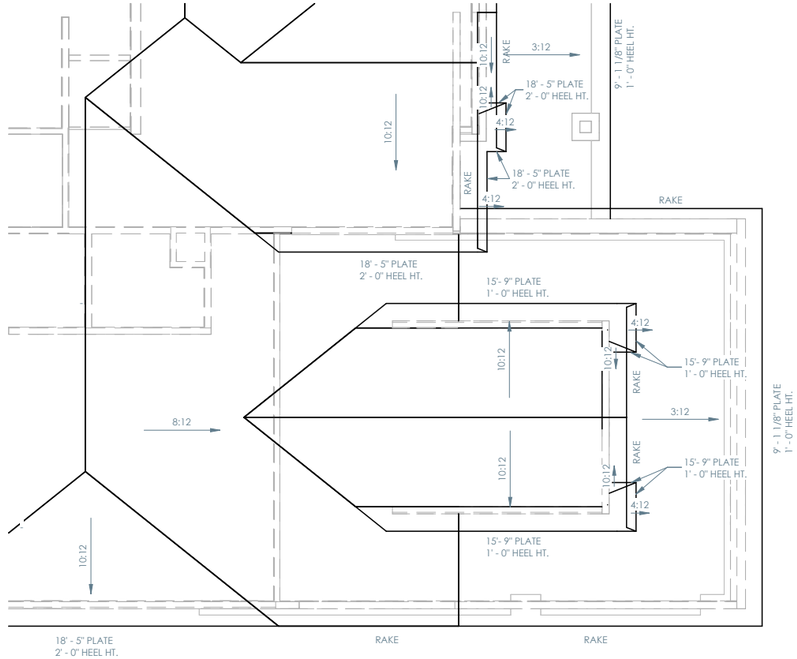
SHEET NO.

A7.05



ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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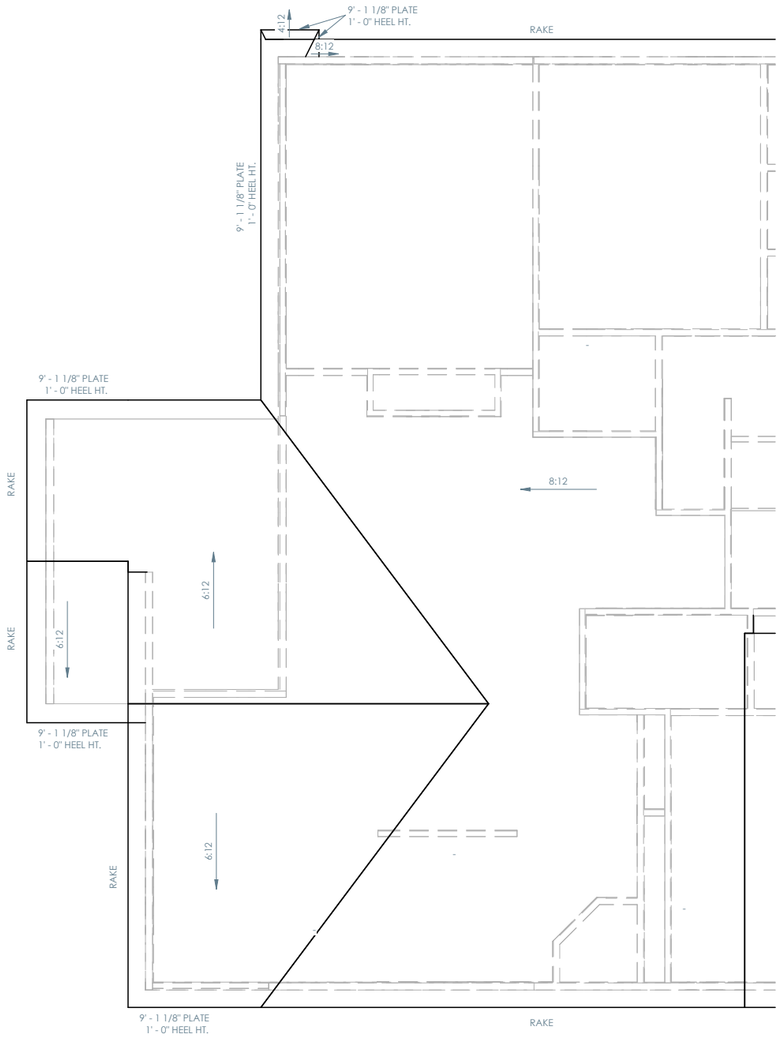
SHEET NAME

PLAN OPTIONS

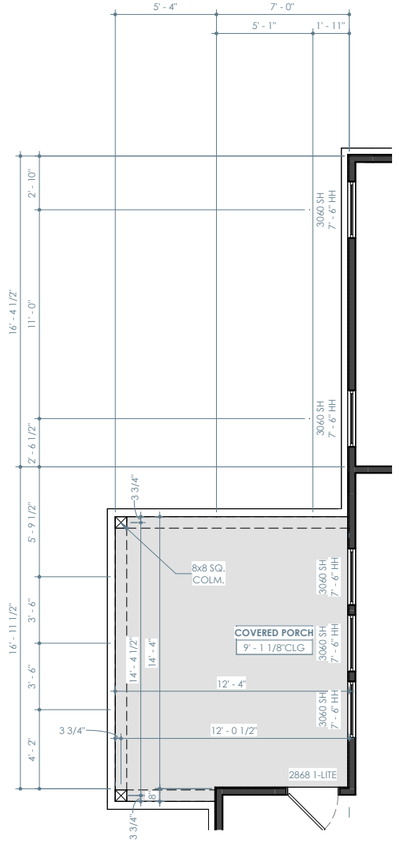
SHEET NO.

A7.06



OPT. REAR COVERED PORCH - ROOF PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"

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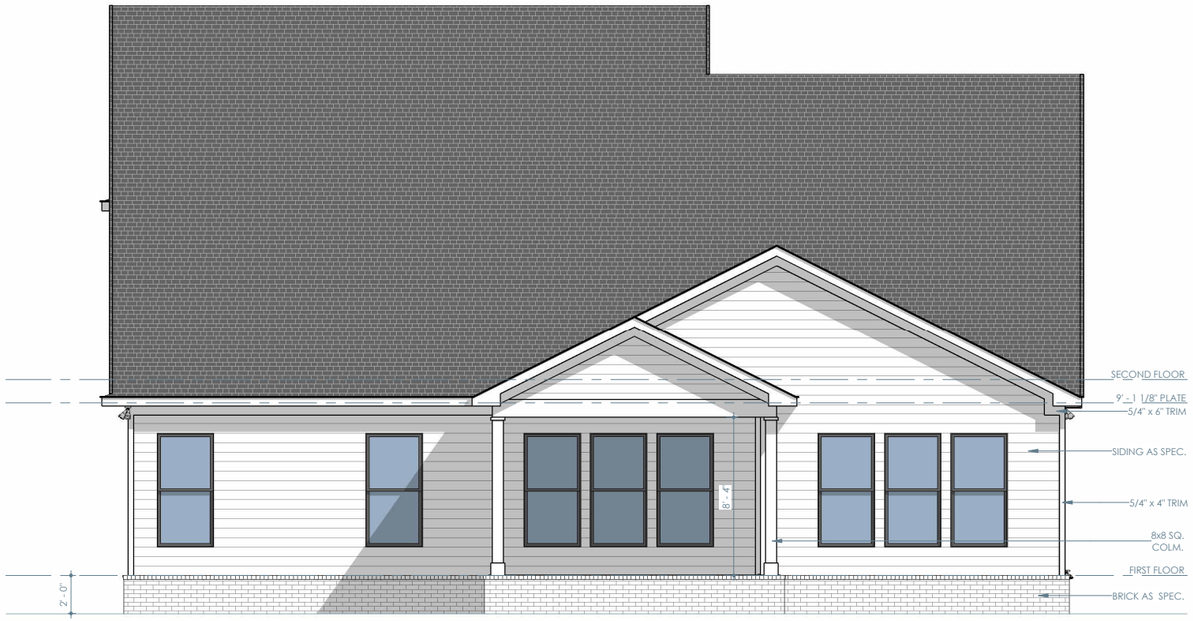
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

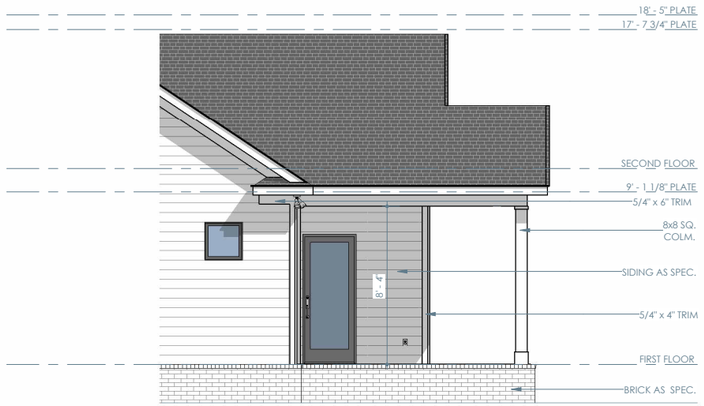
SHEET NO.

A7.07



OPT. REAR COVERED PORCH - REAR

1/8" = 1'-0"



OPT. REAR COVERED PORCH - RIGHT

1/8" = 1'-0"

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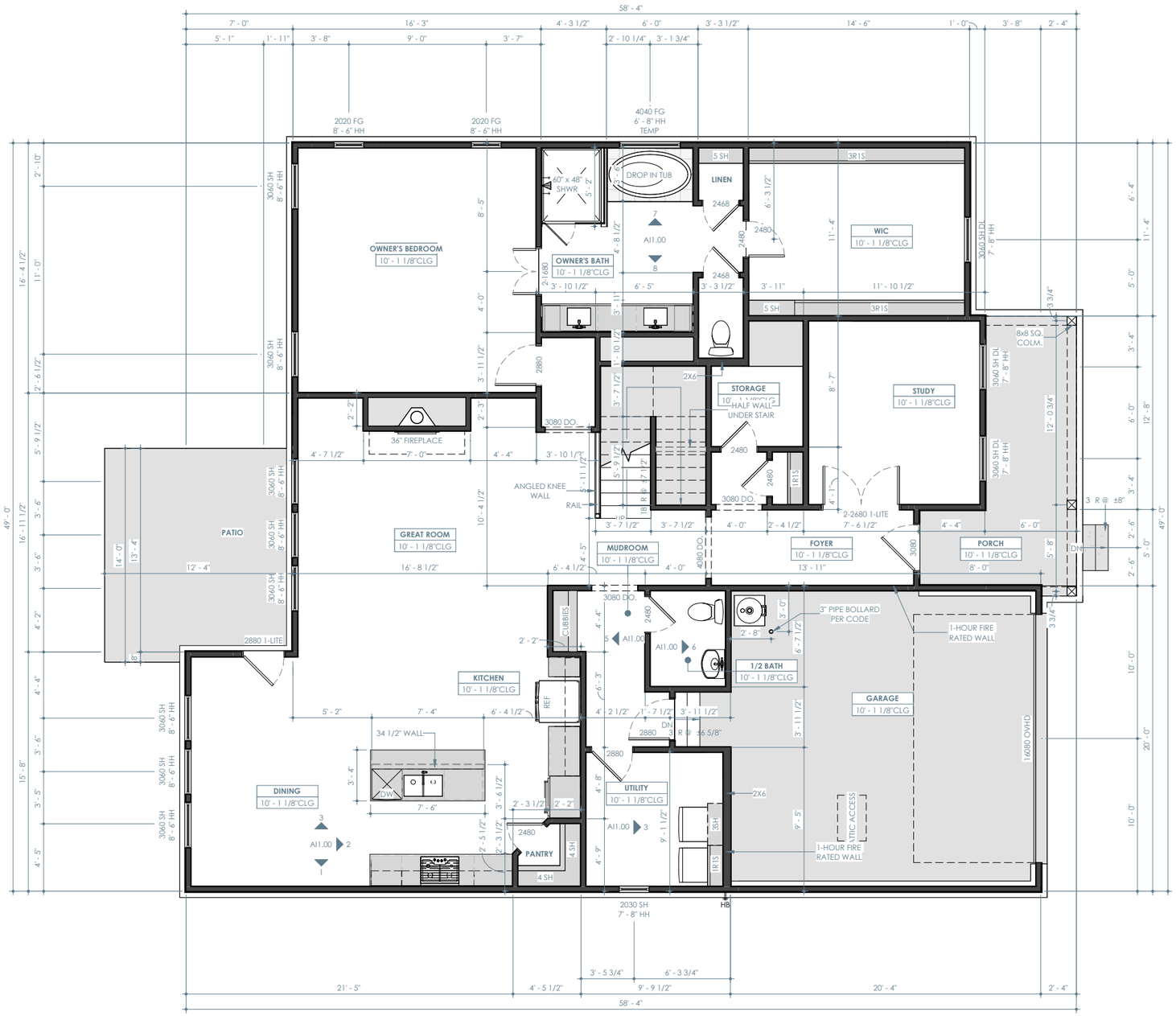
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.08



ELEVATION A W/ EXECUTIVE OPTION - FIRST FLOOR PLAN

1/8" = 1'-0"

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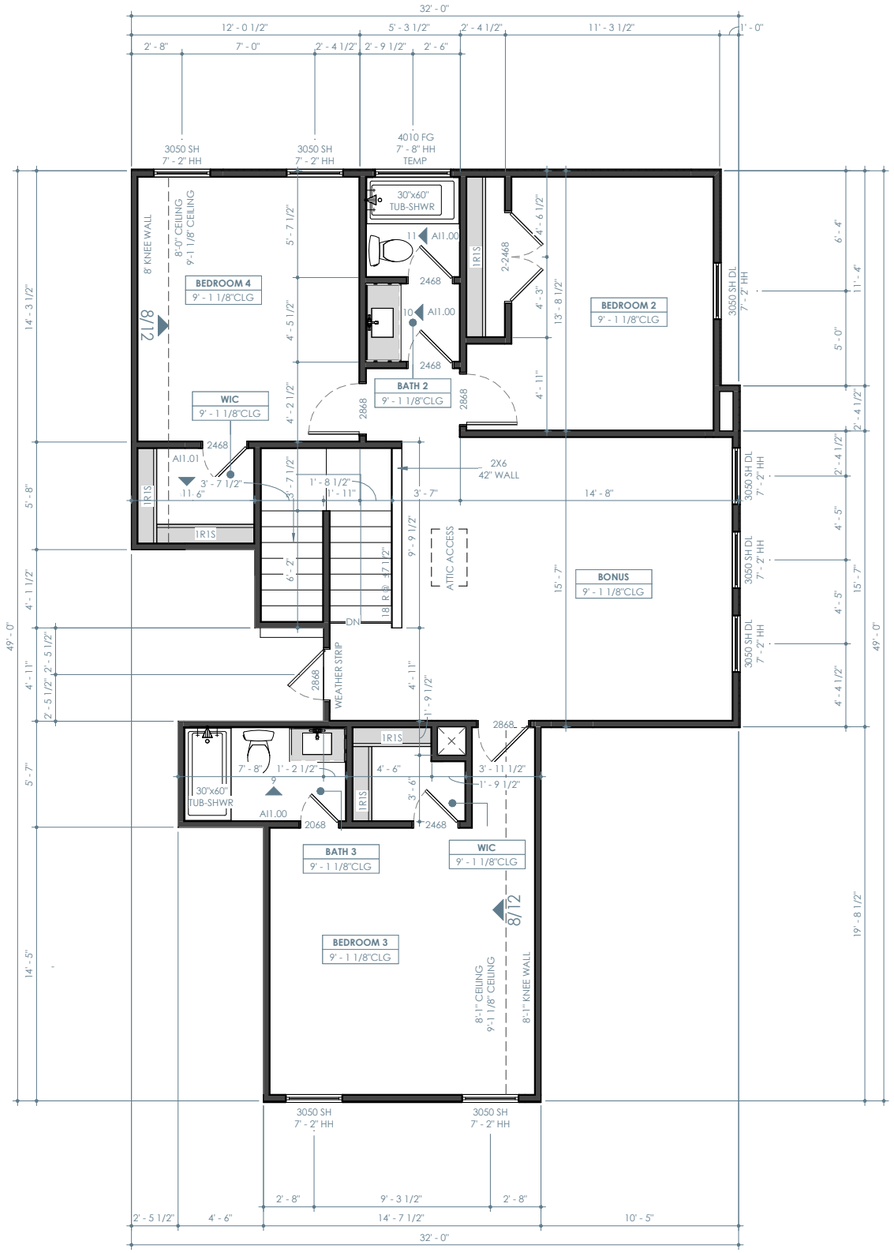
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.09



ELEVATION A W/ EXECUTIVE OPTION - SECOND FLOOR PLAN

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTION

SHEET NO.

A7.10



ELEVATION A W/ EXECUTIVE OPTION - FRONT

1/8" = 1'-0"



ELEVATION A W/ EXECUTIVE OPTION - REAR

1/8" = 1'-0"

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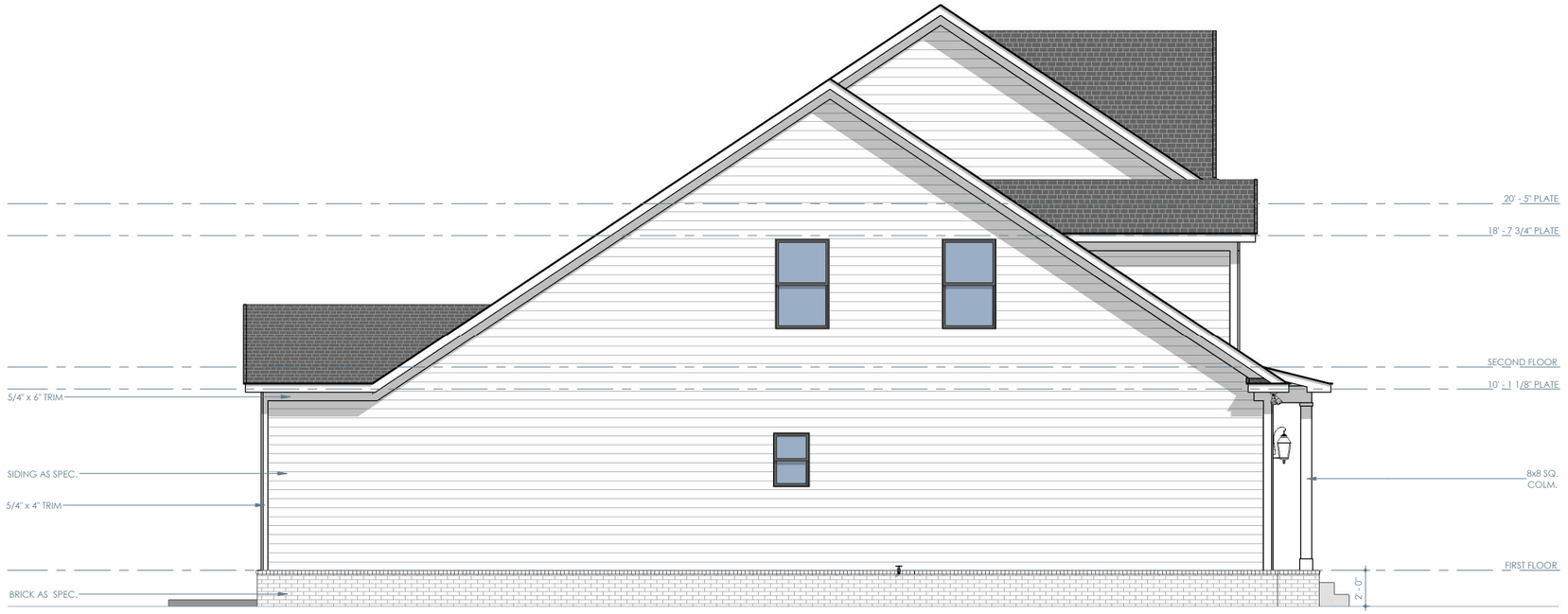
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

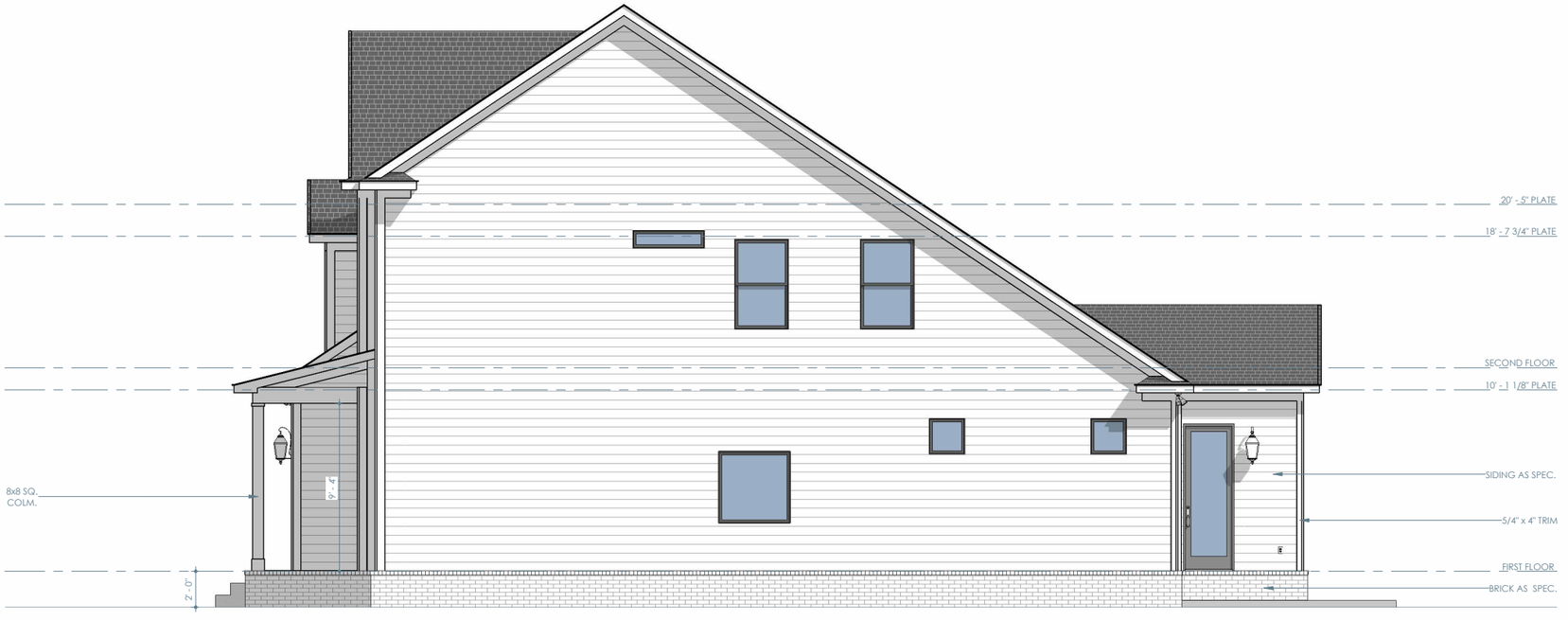
SHEET NO.

A7.11



ELEVATION A W/ EXECUTIVE OPTION - LEFT

1/8" = 1'-0"



ELEVATION A W/ EXECUTIVE OPTION - RIGHT

1/8" = 1'-0"

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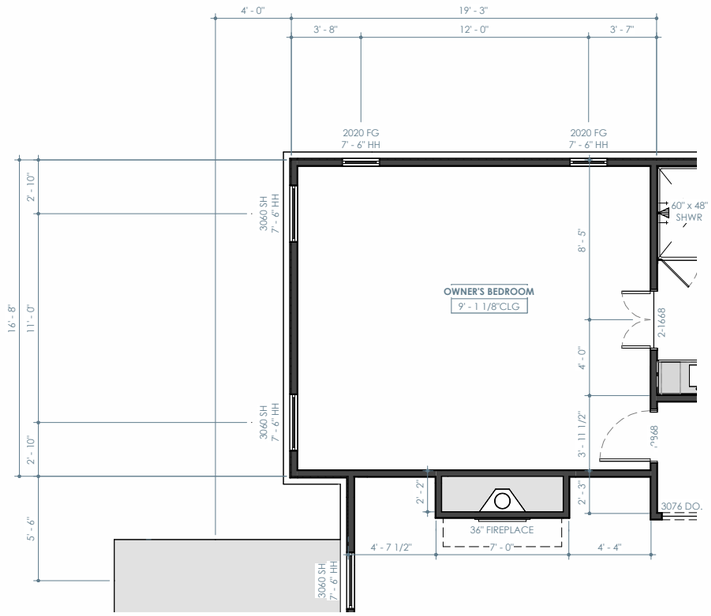
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

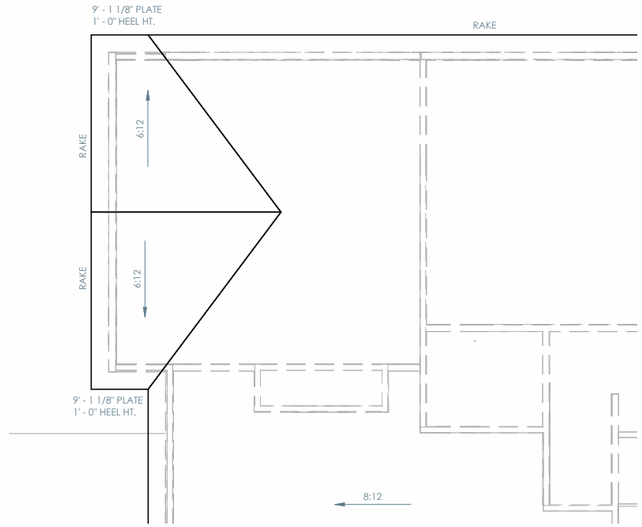
SHEET NO.

A7.12



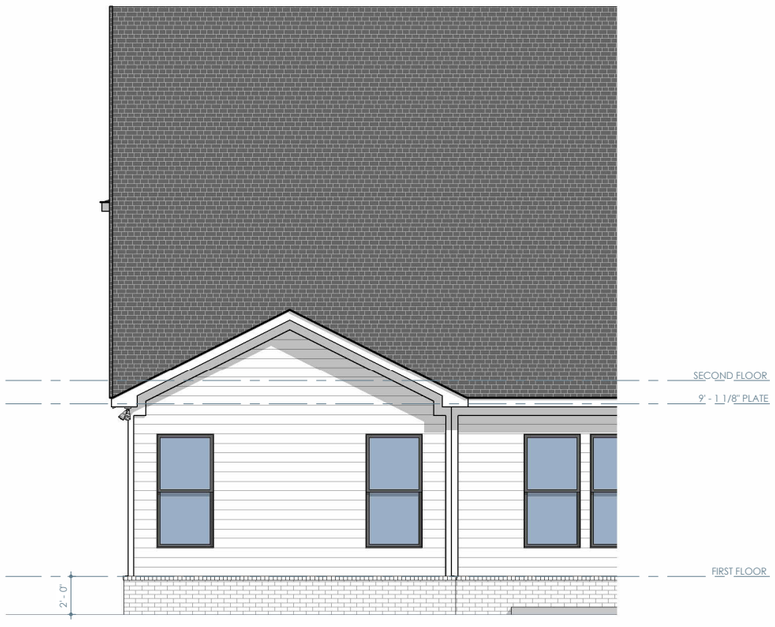
OPT. 3' OWNERS BEDROOM EXTENSION - FIRST FLOOR PLAN

1/8" = 1'-0"



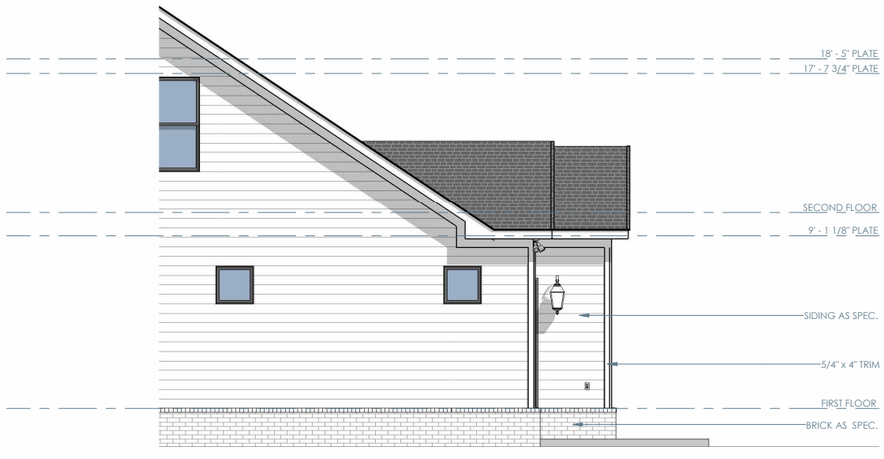
OPT. 3' OWNERS BEDROOM EXTENSION - ROOF PLAN

1/8" = 1'-0"



OPT. 3' OWNERS BEDROOM EXTENSION - REAR

1/8" = 1'-0"



OPT. 3' OWNERS BEDROOM EXTENSION - RIGHT

1/8" = 1'-0"

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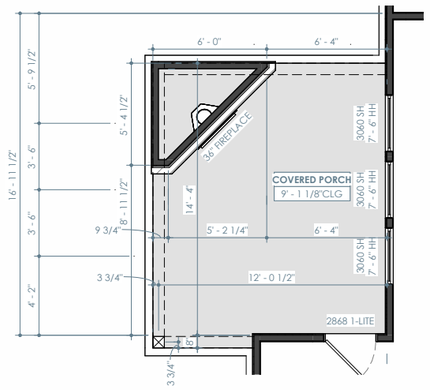
SHEET NAME

PLAN OPTIONS

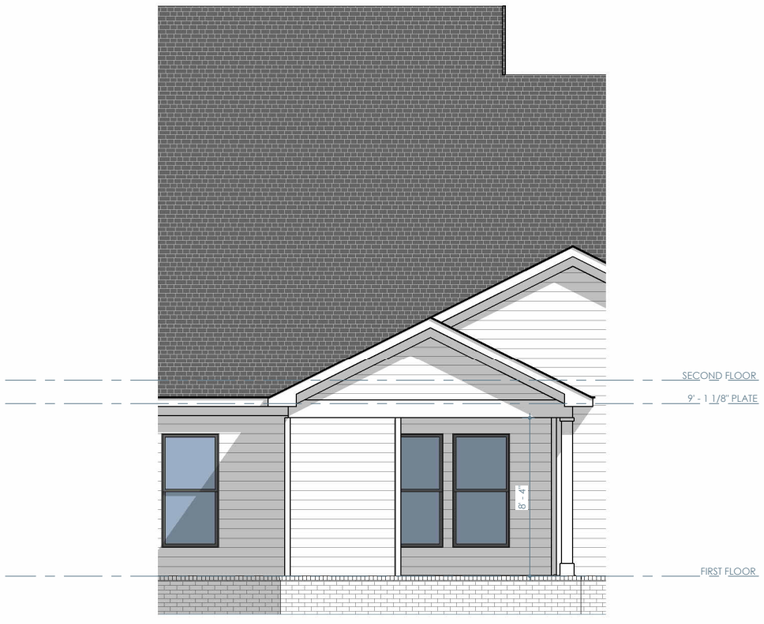
SHEET NO.

A7.13



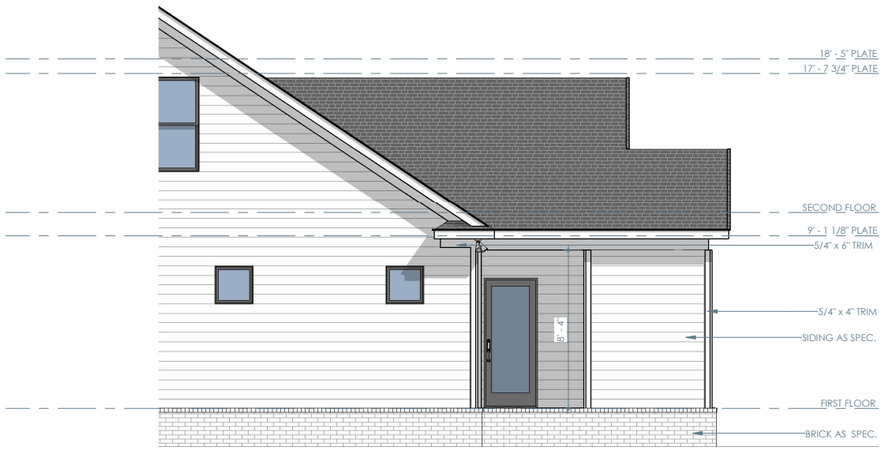
OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"



OPT. PORCH FIREPLACE - RIGHT

1/8" = 1'-0"

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PLAN NO.

3050

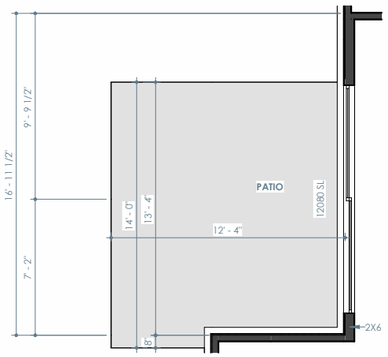
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

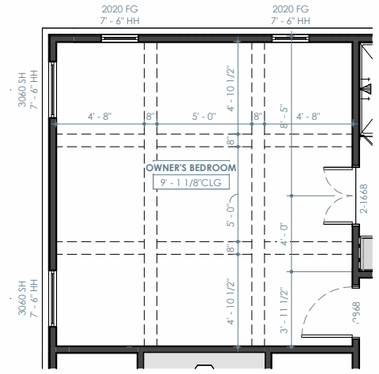
SHEET NO.

A7.14



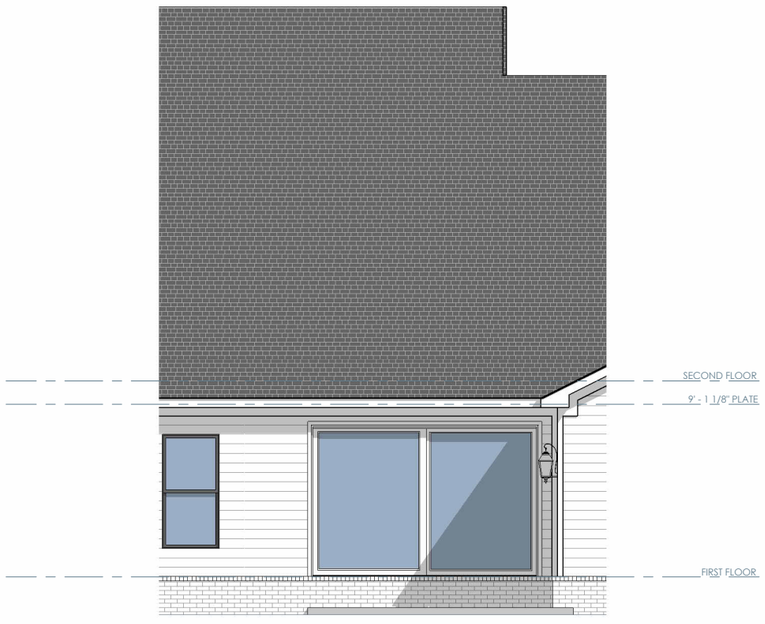
OPT. GREAT ROOM SLIDER DOOR - FIRST FLOOR PLAN

1/8" = 1'-0"



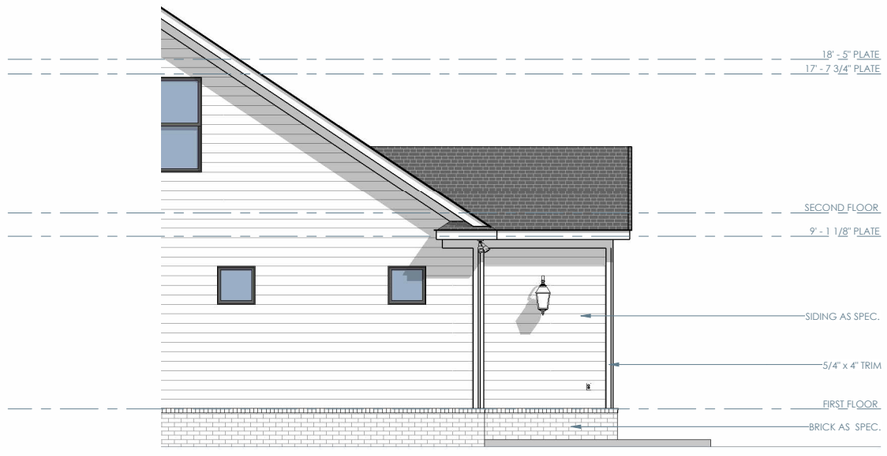
OPT. OWNER'S BEDROOM COFFERED CEILING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. GREAT ROOM SLIDER DOOR - REAR

1/8" = 1'-0"



OPT. GREAT ROOM SLIDER DOOR - RIGHT

1/8" = 1'-0"

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ISSUE DATE	03/07/2024
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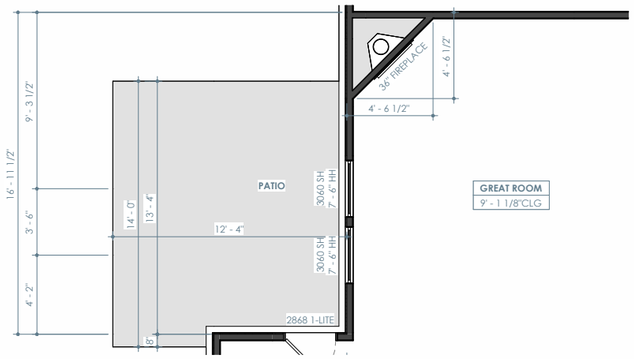
SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.15



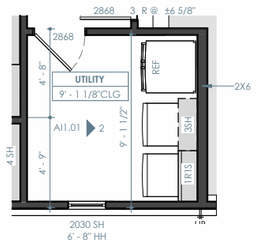
OPT. CORNER FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



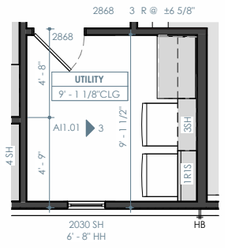
OPT. CORNER FIREPLACE - REAR

1/8" = 1'-0"



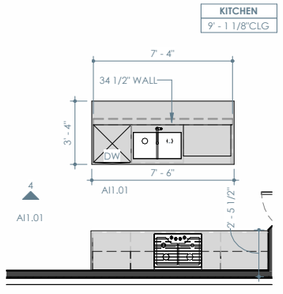
OPT. UTILITY REFRIGERATOR - FIRST FLOOR PLAN

1/8" = 1'-0"



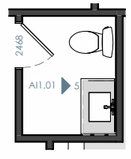
OPT. UTILITY CABINETS - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 1/2 BATH VANITY - FIRST FLOOR PLAN

1/8" = 1'-0"

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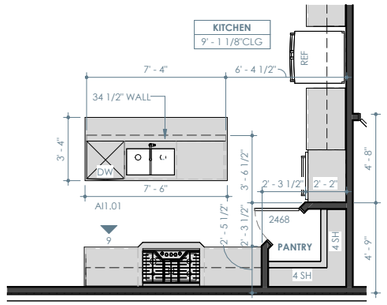
SHEET NAME

PLAN OPTIONS

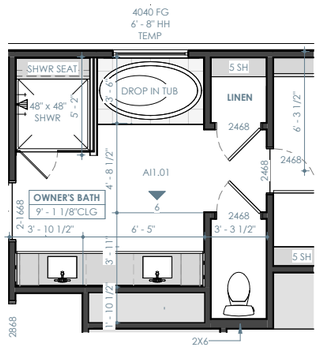
SHEET NO.

A7.16



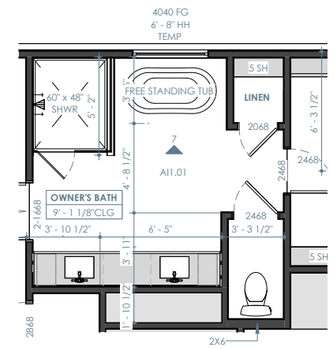
OPT. 36" COOKTOP RANGE W/BUMPOUT & VENT HOOD - FIRST FLOOR PLAN

1/8" = 1'-0"



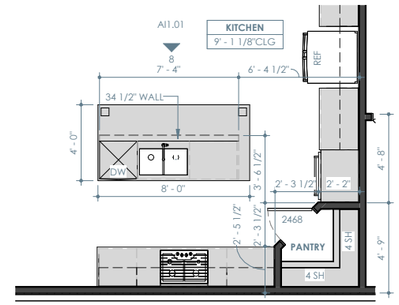
OPT. OWNER'S BATH SHOWER SEAT - FIRST FLOOR PLAN

1/8" = 1'-0"



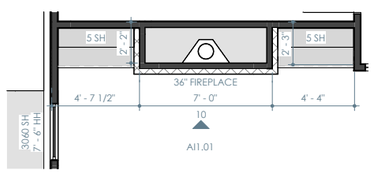
OPT. FREE STANDING TUB - FIRST FLOOR PLAN

1/8" = 1'-0"



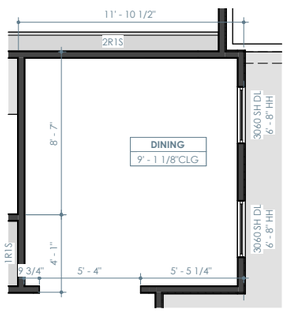
OPT. EXTENDED KITCHEN ISLAND W/ LEGS - FIRST FLOOR PLAN

1/8" = 1'-0"



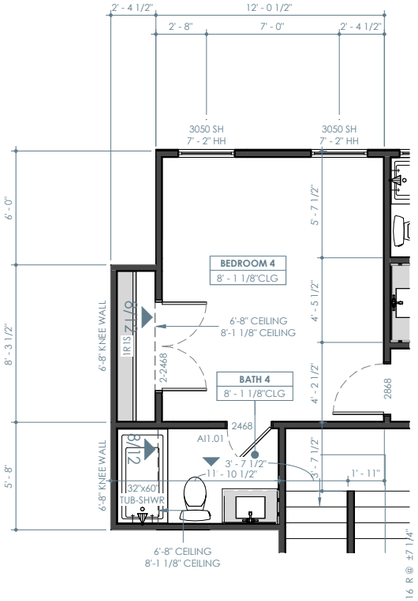
OPT. BUILT-INS FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



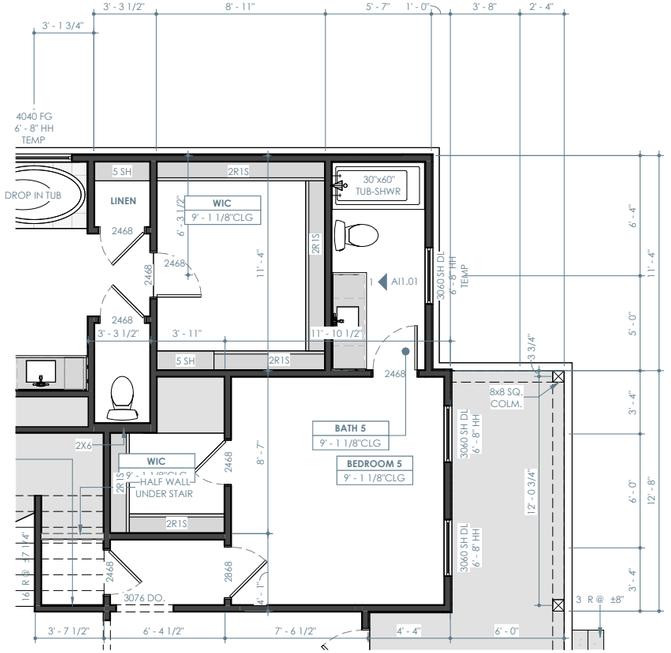
OPT. DINING - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. BEDROOM 4 W/ BATH 4 - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. BEDROOM 5 - FIRST FLOOR PLAN

1/8" = 1'-0"

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ISSUE DATE	03/07/2024
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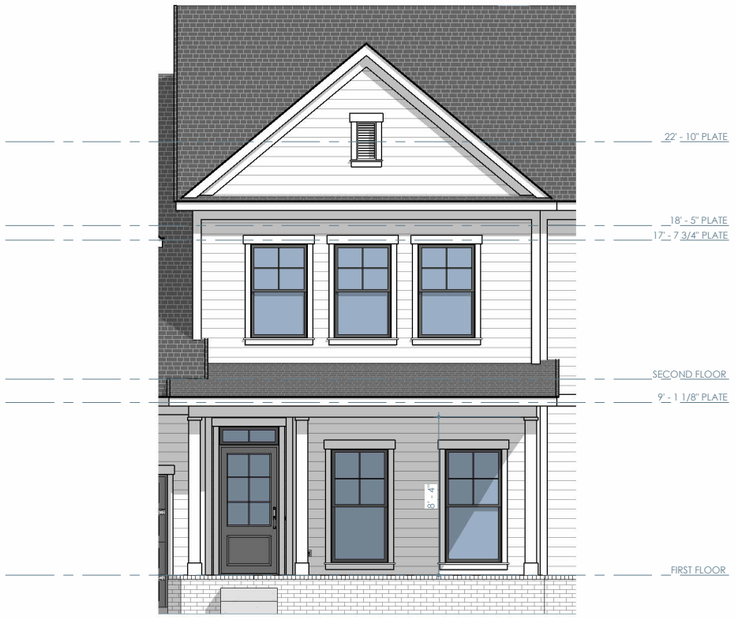
SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.17



OPT. TRANSOM AT FRONT DOOR - ELEVATION A

1/8" = 1'-0"



OPT. CRAFTSMAN AT FRONT DOOR - ELEVATION A

1/8" = 1'-0"

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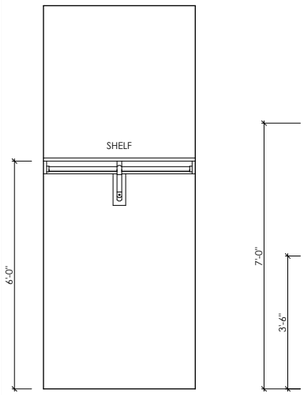
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

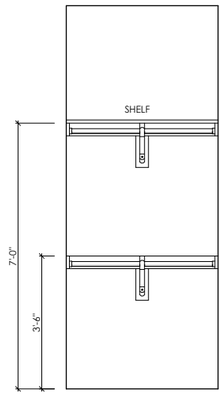
PLAN OPTIONS

SHEET NO.

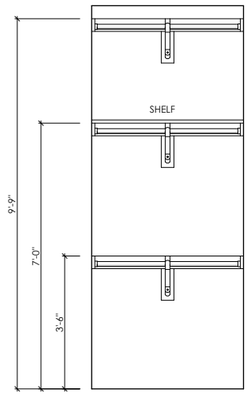
A7.18



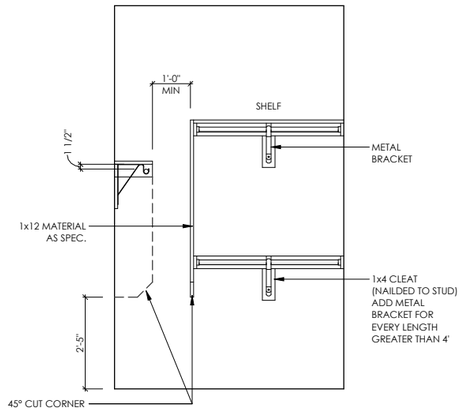
1R1S



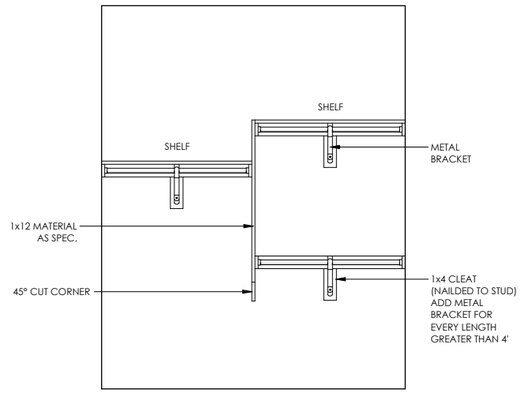
2R1S



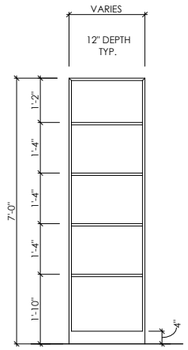
3R1S



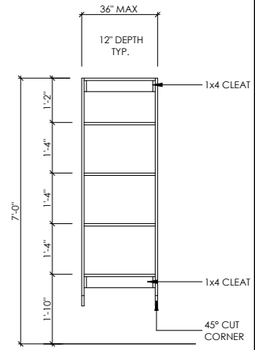
CLOSET CORNER DETAIL



1R1S TO 2R1S TRANSITION DETAIL



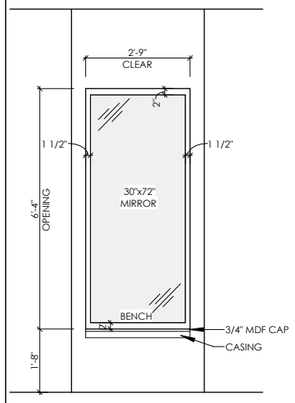
5SH



5SH
(SUSPENDED)

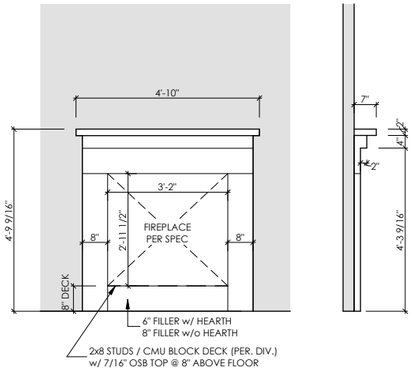
1 CLOSET DETAILS

1/4" = 1'-0"



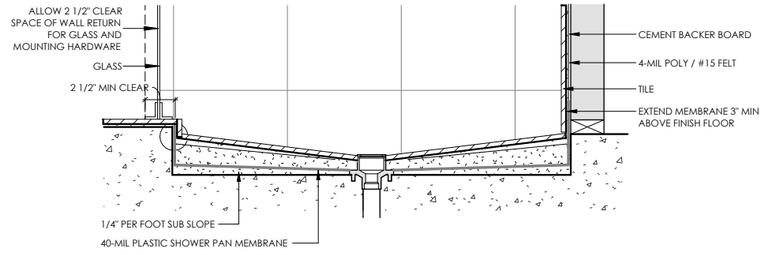
2 CLOSET BENCH

1/4" = 1'-0"



3 FIREPLACE DETAIL

1/4" = 1'-0"



4 MUD PAN SHOWER

3/4" = 1'-0"

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3050

ISSUE DATE	03/07/2024
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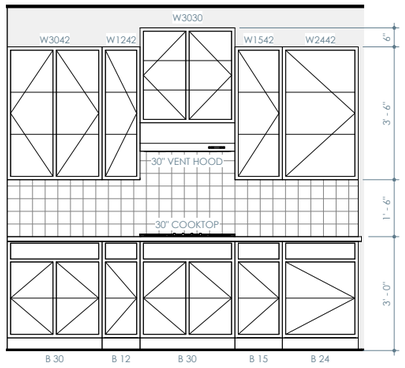
SCALE	As indicated

SHEET NAME

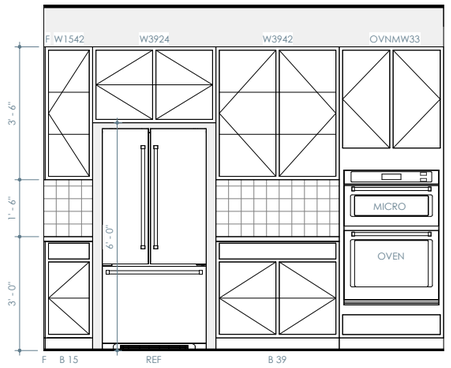
DETAILS

SHEET NO.

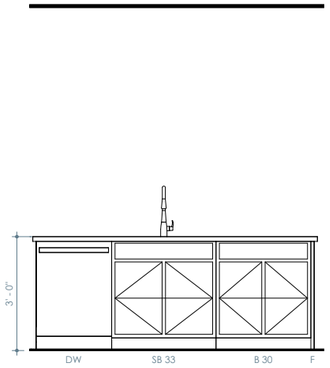
AD1.00



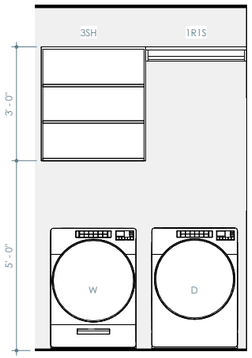
1 KITCHEN
1/4" = 1'-0"



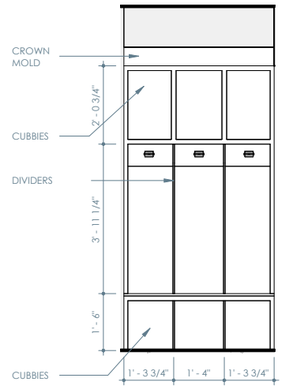
2 KITCHEN
1/4" = 1'-0"



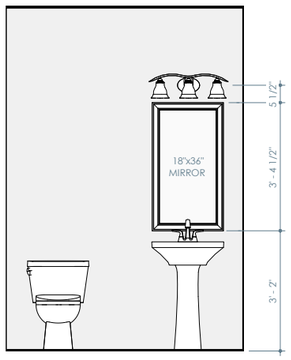
3 KITCHEN
1/4" = 1'-0"



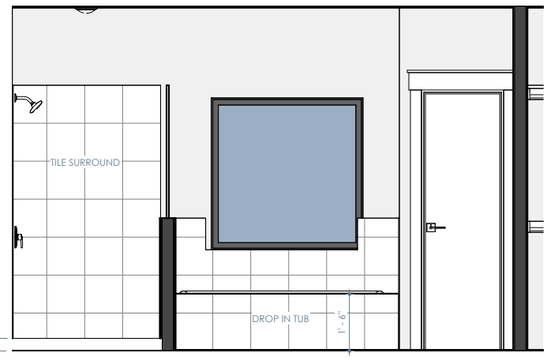
4 UTILITY
1/4" = 1'-0"



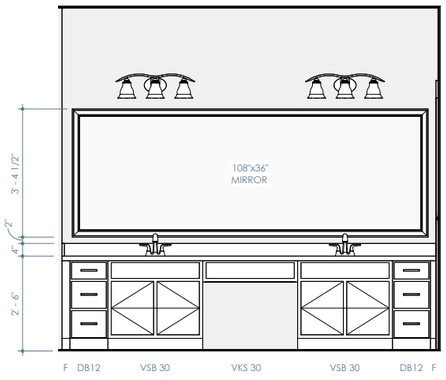
5 CUBBIES
1/4" = 1'-0"



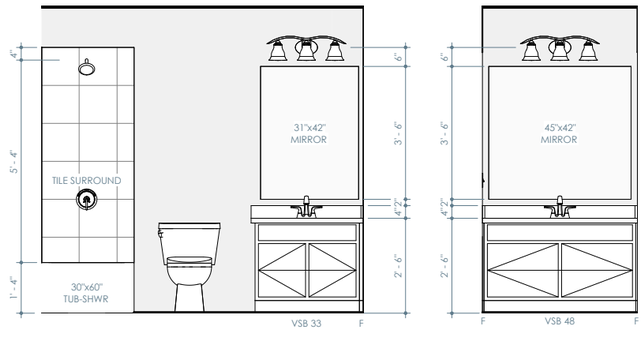
6 1/2 BATH
1/4" = 1'-0"



7 OWNER'S BATH
1/4" = 1'-0"

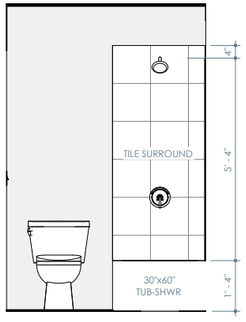


8 OWNER'S BATH
1/4" = 1'-0"



9 BATH 3
1/4" = 1'-0"

10 BATH 2
1/4" = 1'-0"



11 BATH 2
1/4" = 1'-0"

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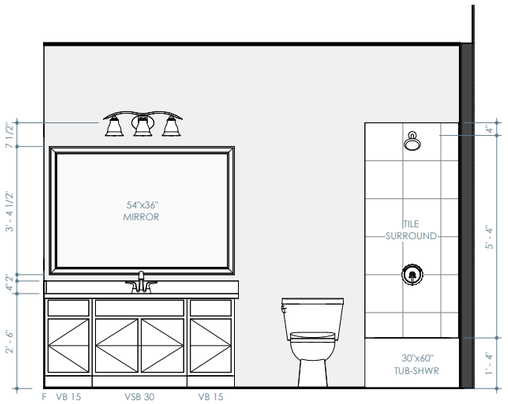
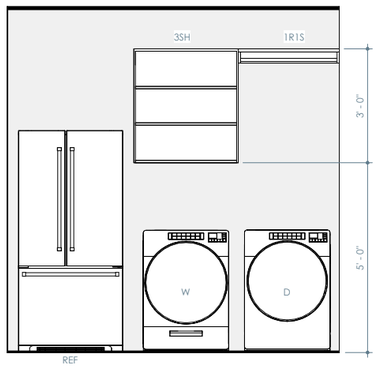
SCALE	1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

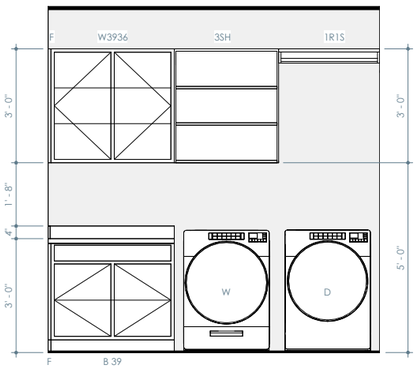
SHEET NO.
AI1.00



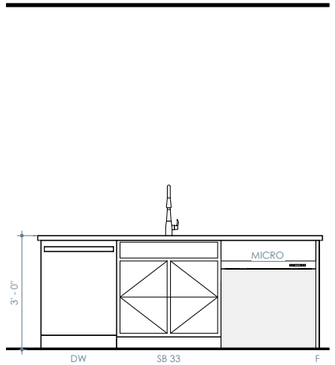
1 OPT. BATH 5
1/4" = 1'-0"



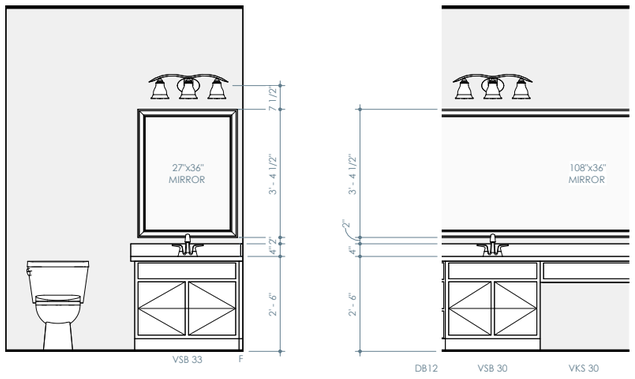
2 OPT. UTILITY REFRIGERATOR
1/4" = 1'-0"



3 OPT. UTILITY CABINETS
1/4" = 1'-0"

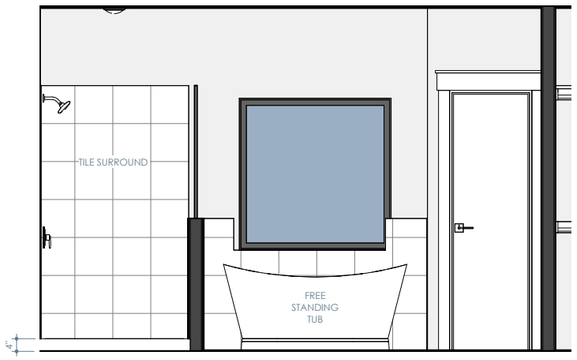


4 OPT. ISLAND MICROWAVE
1/4" = 1'-0"

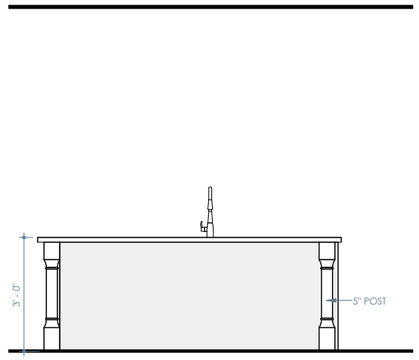


5 OPT. 1/2 BATH VANITY
1/4" = 1'-0"

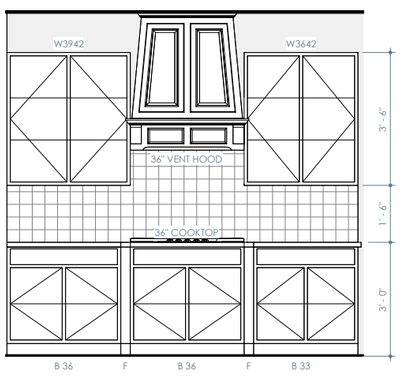
6 OWNER'S BATH
1/4" = 1'-0"



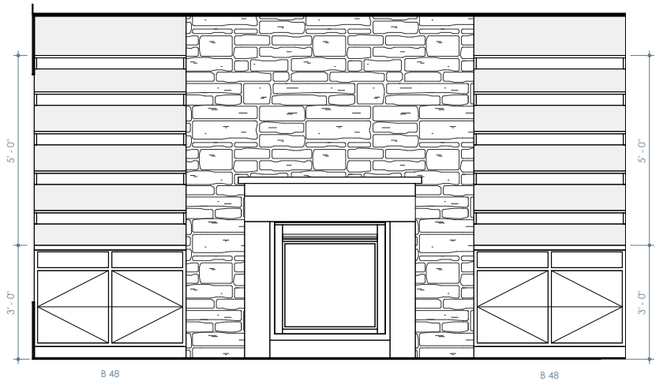
7 OWNER'S BATH
1/4" = 1'-0"



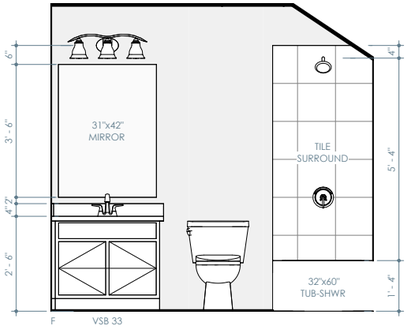
8 OPT. EXTENDED ISLAND W/ LEGS
1/4" = 1'-0"



9 OPT. 36" COOKTOP RANGE W/BUMPOUT & VENT HOOD
1/4" = 1'-0"



10 OPT. BUILT-INS FIREPLACE
1/4" = 1'-0"



11 OPT. BATH 4
1/4" = 1'-0"

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3050

ISSUE DATE	03/07/2024
DRAWN BY	SST
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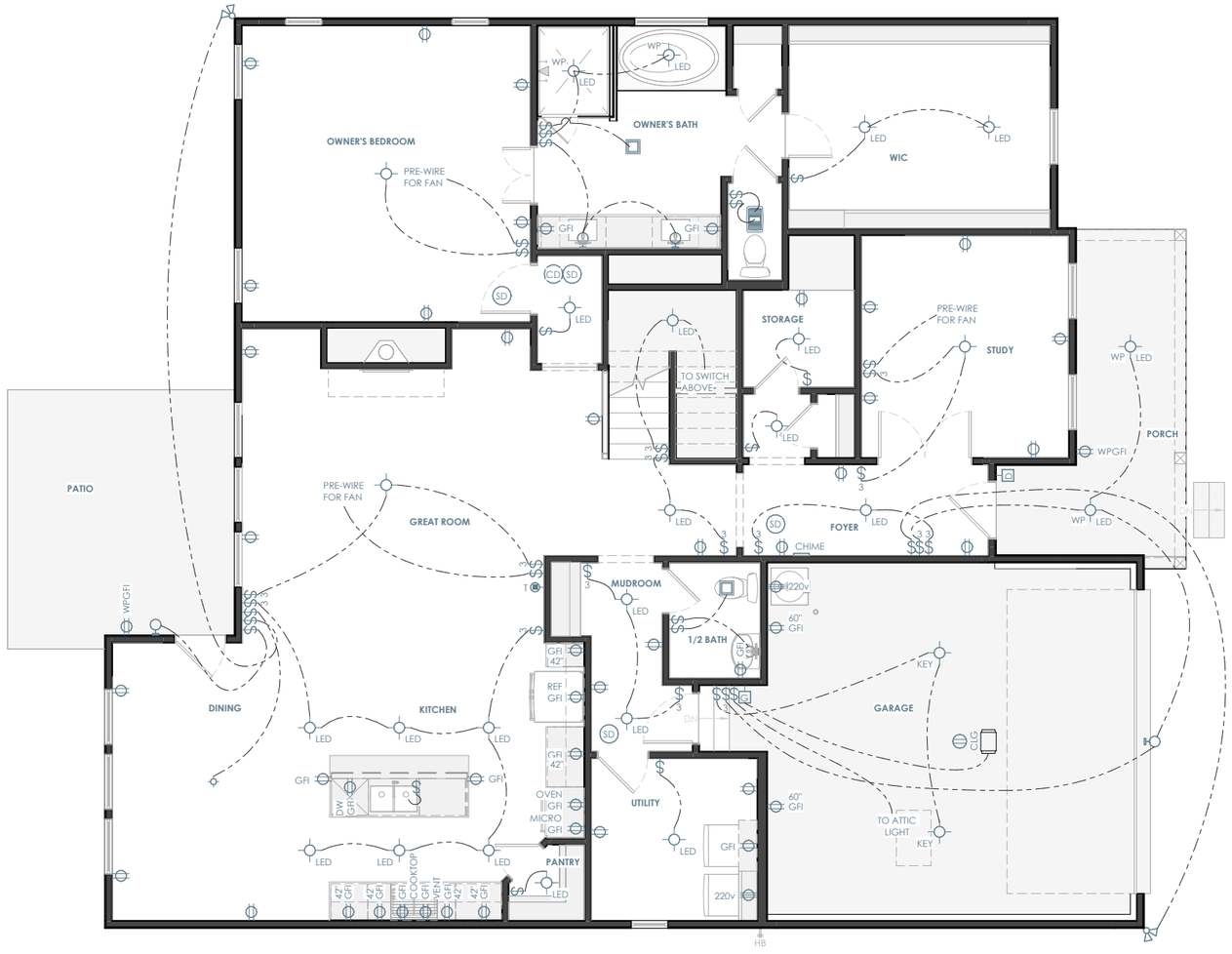
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
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- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME
NATCHEZ

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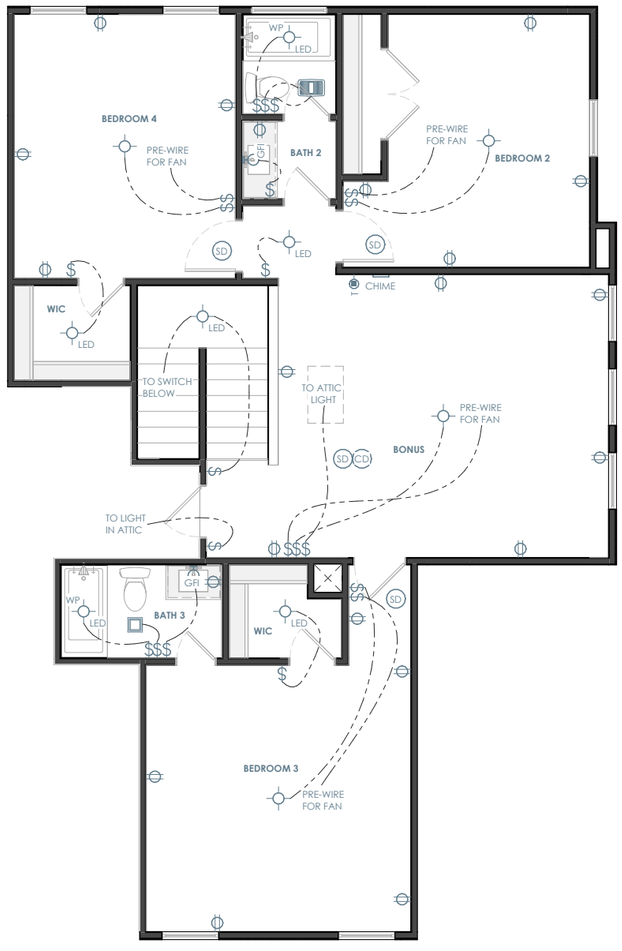
SHEET NAME
ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.
E1.00



ELECTRICAL LEGEND

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- 3 THREE WAY SWITCH
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- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

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- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

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ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME

NATCHEZ

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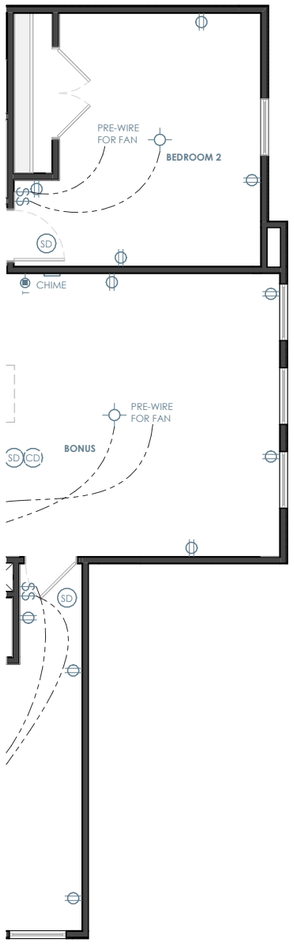
SHEET NAME

ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

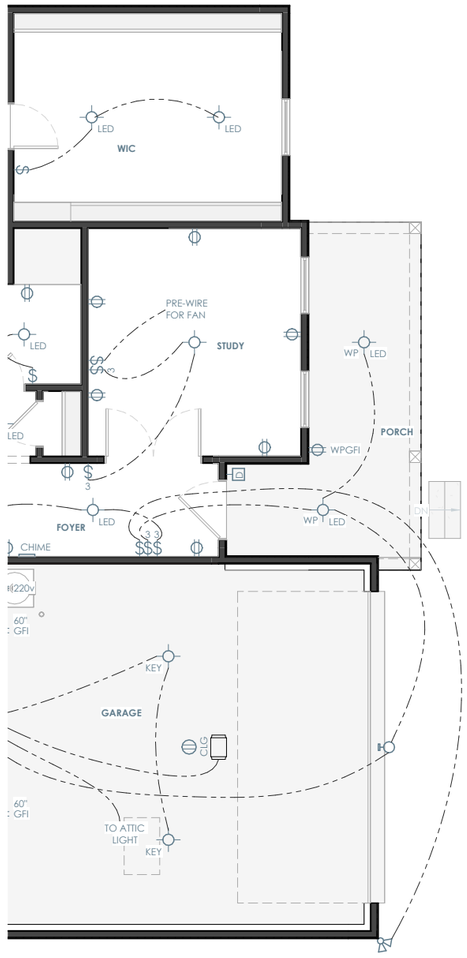
SHEET NO.

E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- FLOOR PLUGS AS REQUIRED

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SMOKE DETECTORS
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- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
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3050

ISSUE DATE	03/07/2024
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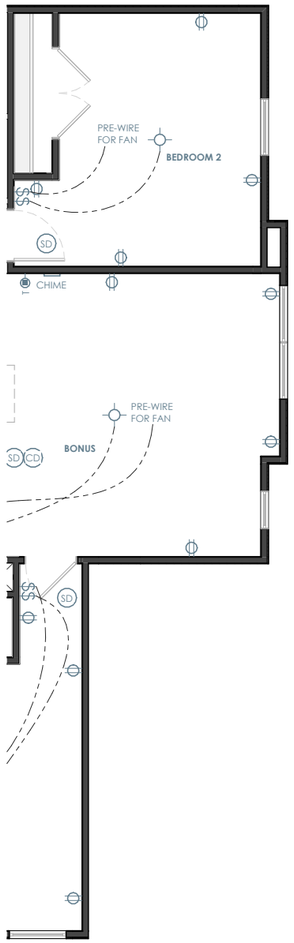
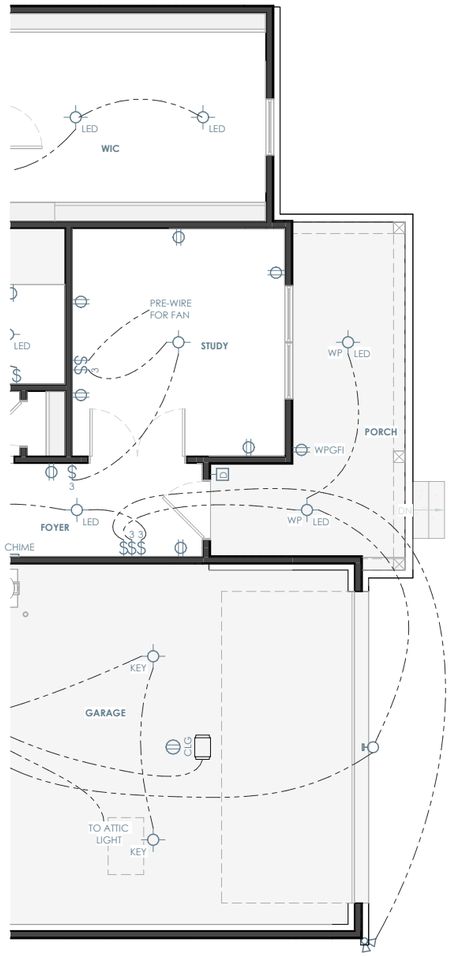
SHEET NAME
ELEVATION B - PARTIAL ELECTRICAL PLANS

SHEET NO.
E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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KITCHEN

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- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS

- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES

- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS

- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING

- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS

- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

Brightland HOMES

PROJECT NAME

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PLAN NO.

3050

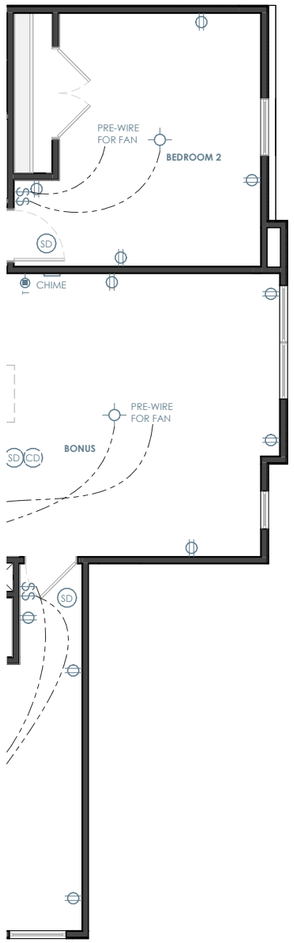
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

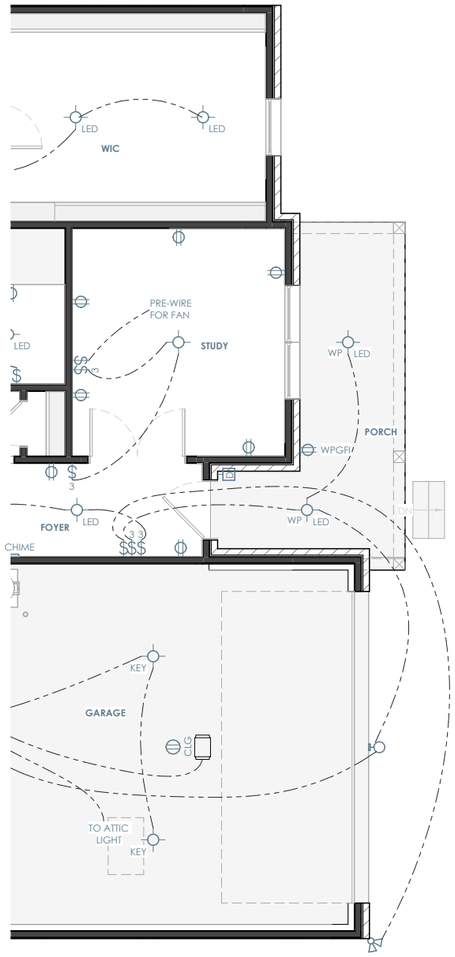
SHEET NO.

E3.00



ELEVATION D - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- H HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
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- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
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LIGHTING
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SMOKE DETECTORS
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- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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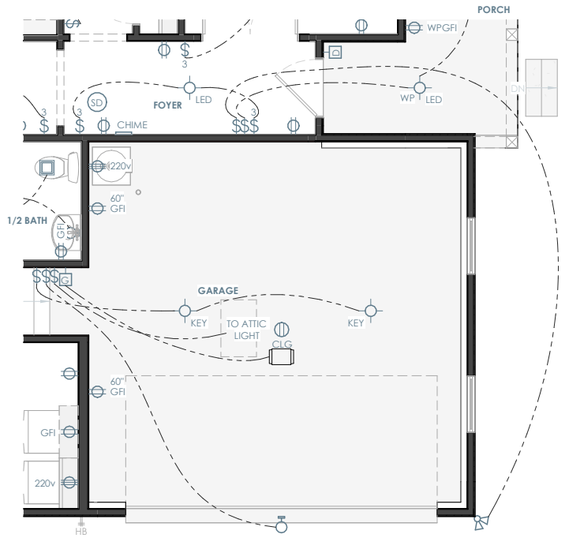
PLAN NO.
3050

ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

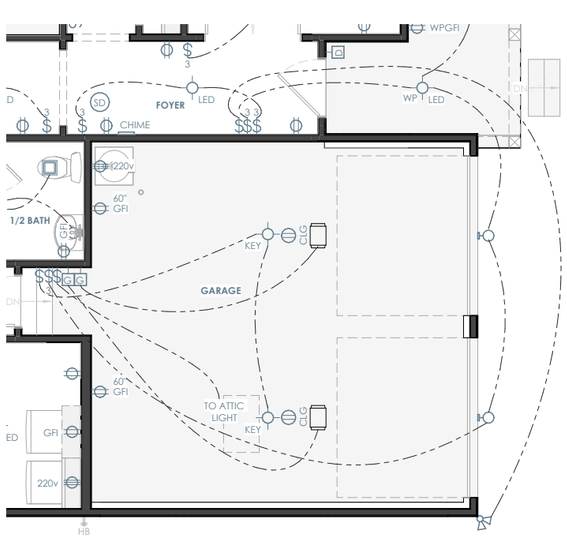
SHEET NAME
ELEVATION D - PARTIAL ELECTRICAL PLANS

SHEET NO.
E4.00



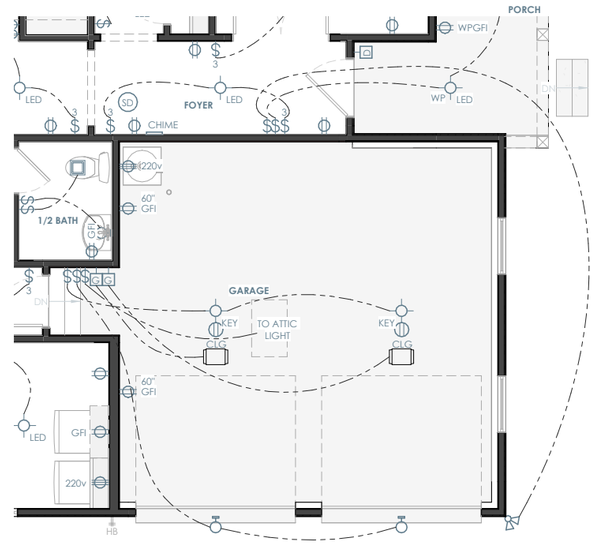
OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



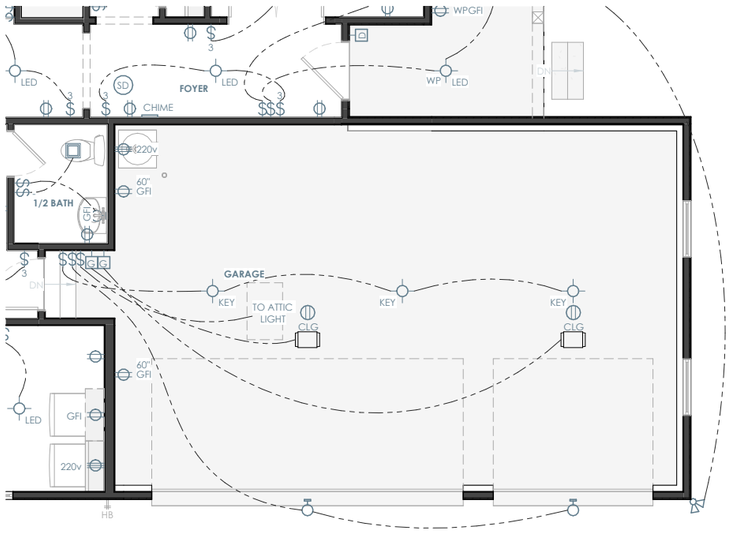
OPT. TWO 8' GARAGE DOORS - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



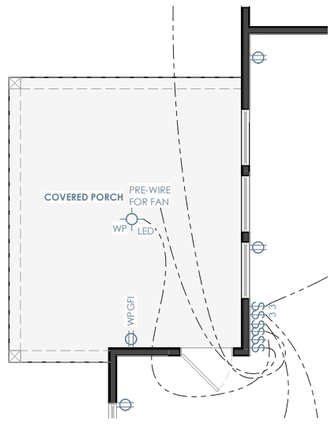
OPT. SIDE LOAD GARAGE & TWO 8' DOORS - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



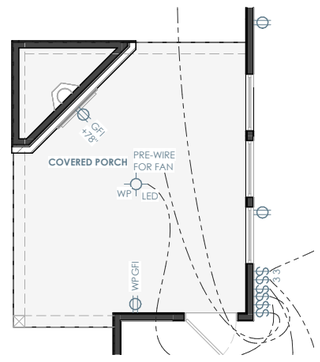
OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



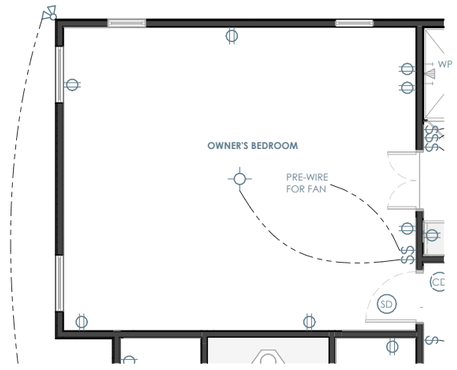
OPT. REAR COVERED PORCH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. PORCH FIRE PLACE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. 3' OWNERS BEDROOM EXTENSION - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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PLAN NO.

3050

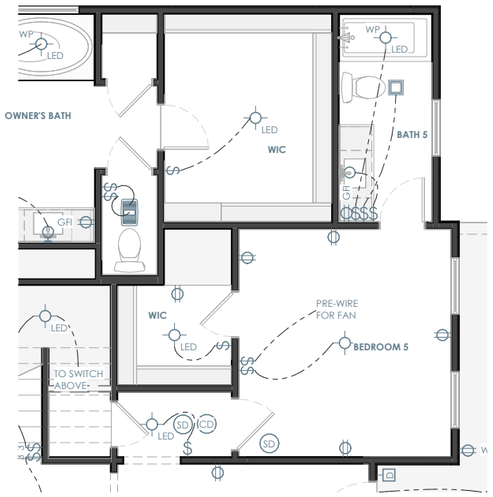
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

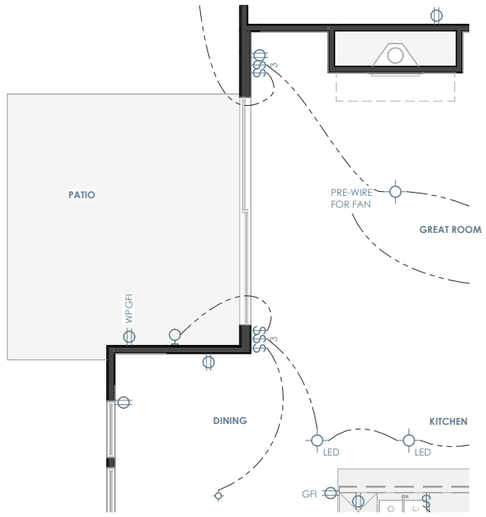
SHEET NO.

E7.00



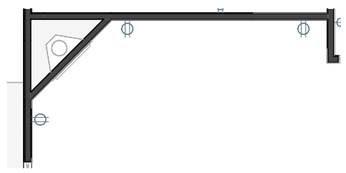
OPT. BEDROOM 5 - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



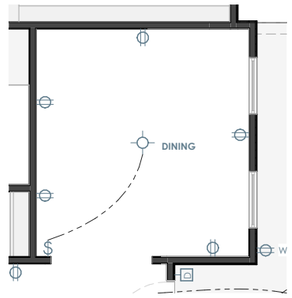
OPT. GREAT ROOM SLIDER DOOR - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



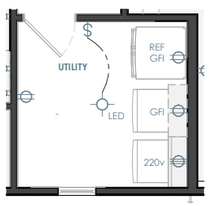
OPT. CORNER FIREPLACE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. DINING - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



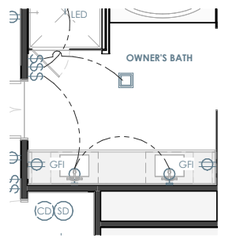
OPT. UTILITY REFRIGERATOR - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



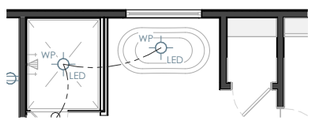
OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



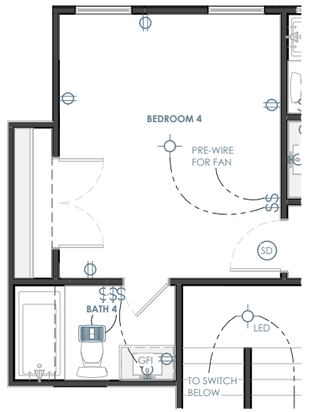
OPT. OWNER'S BATH SHOWER SEAT - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. FREE STANDING TUB - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. BEDROOM 4 W/ BATH 4 - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

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PLAN NO.

3050

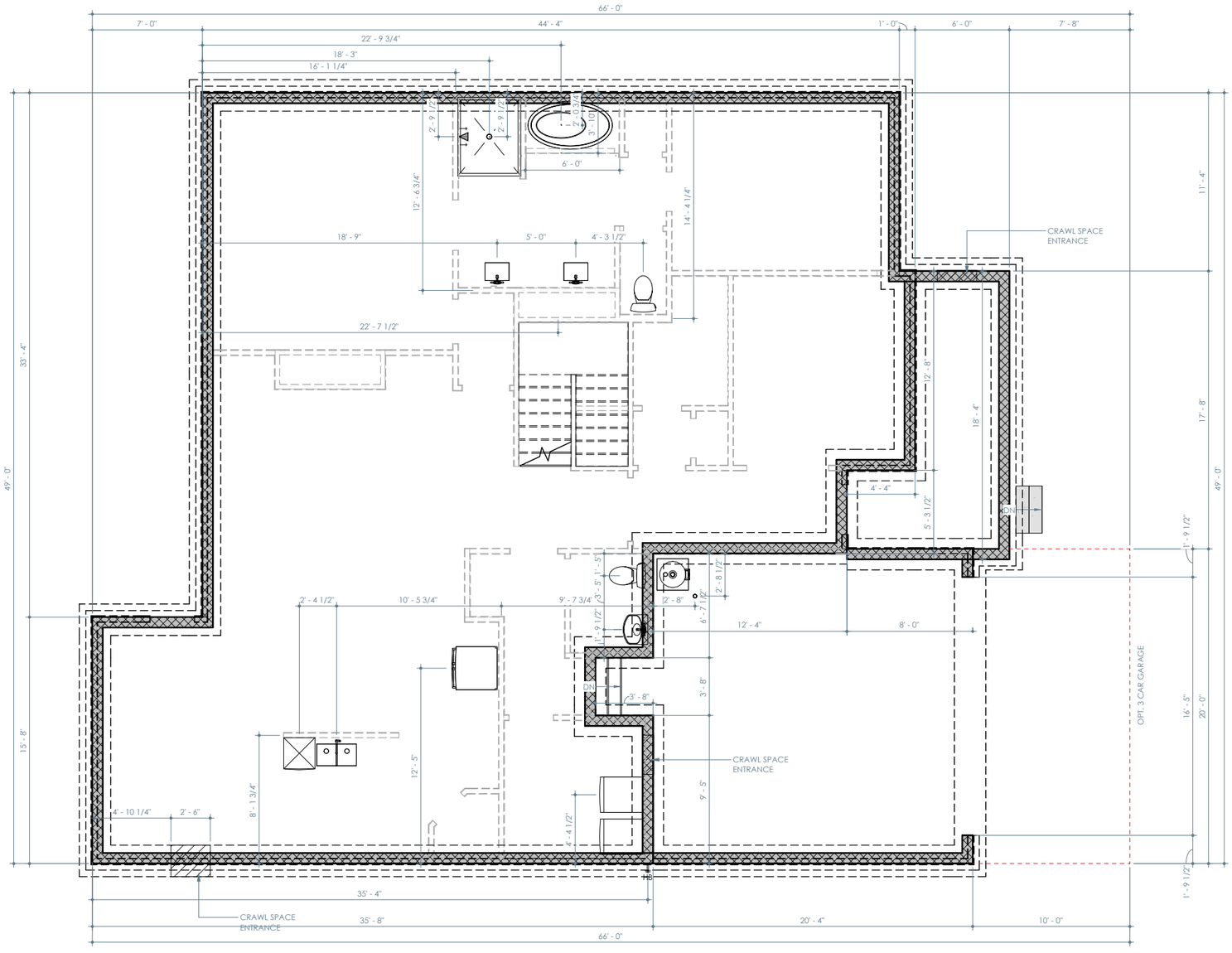
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN (SIMILAR FOR ELEVATIONS B, C & D)

1/8" = 1'-0"

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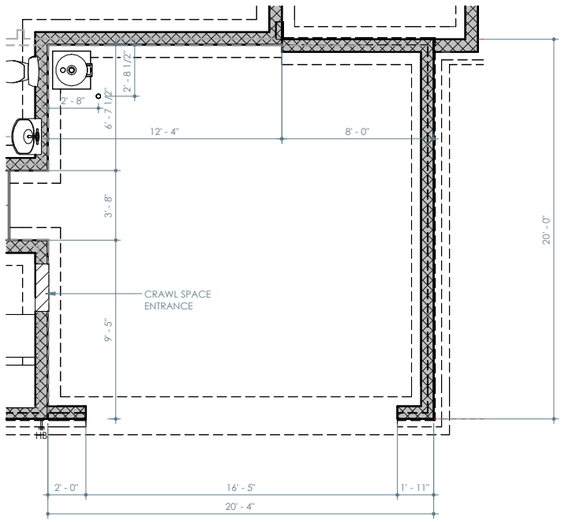
ISSUE DATE	03/07/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

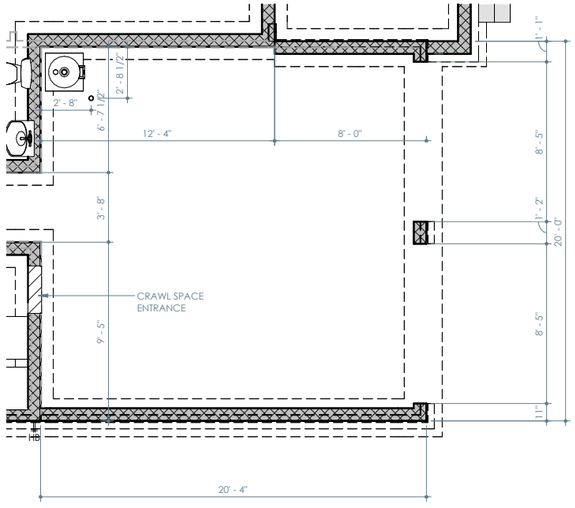
SHEET NO.

SF1.00



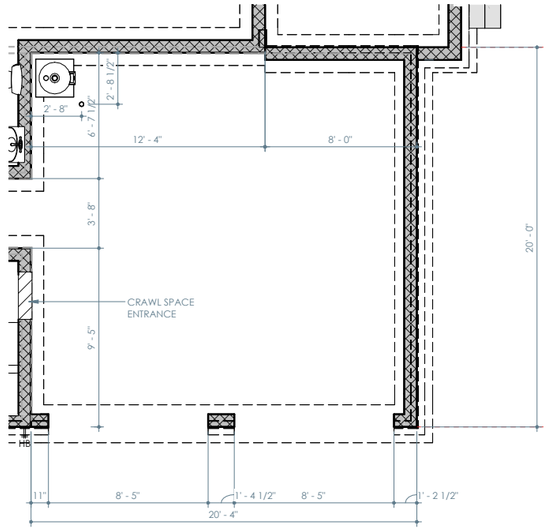
OPT. SIDE LOAD GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



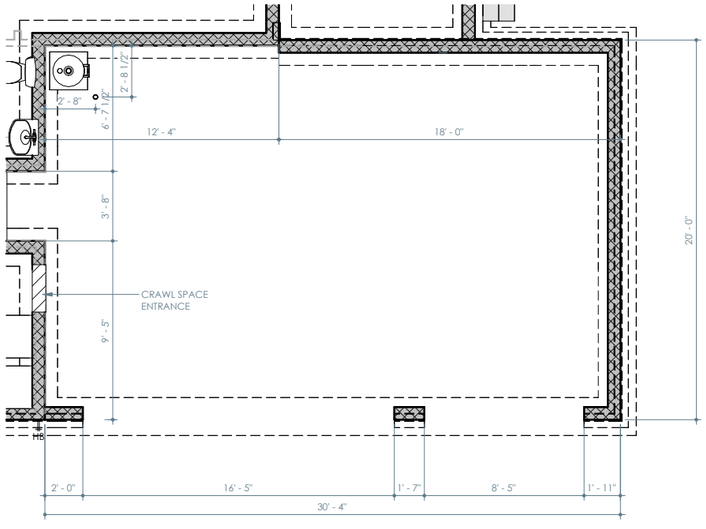
OPT. TWO 8' GARAGE DOORS - FOUNDATION PLAN

1/8" = 1'-0"



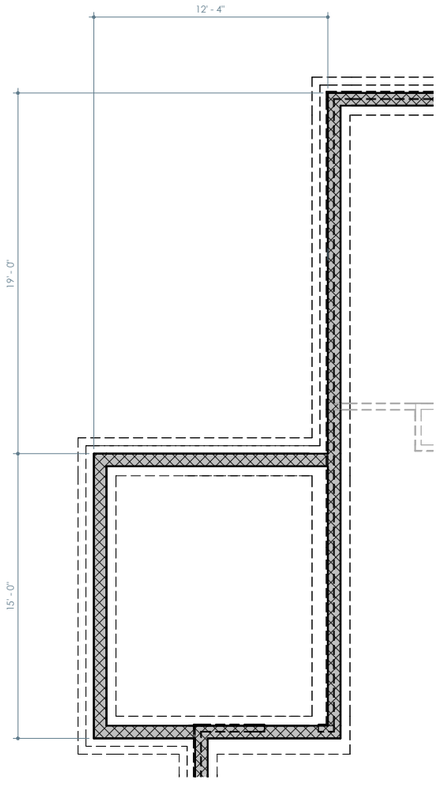
OPT. SIDE LOAD GARAGE & TWO 8' DOORS - FOUNDATION PLAN

1/8" = 1'-0"



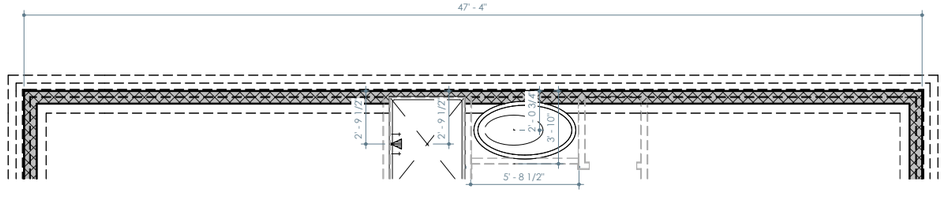
OPT. 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3' OWNER'S BEDROOM EXTENSION - FOUNDATION PLAN

1/8" = 1'-0"

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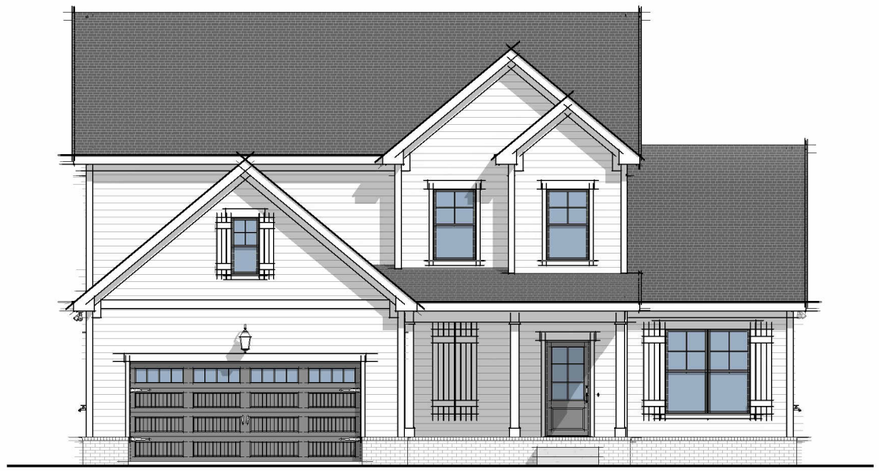
SHEET NAME

PLAN OPTIONS

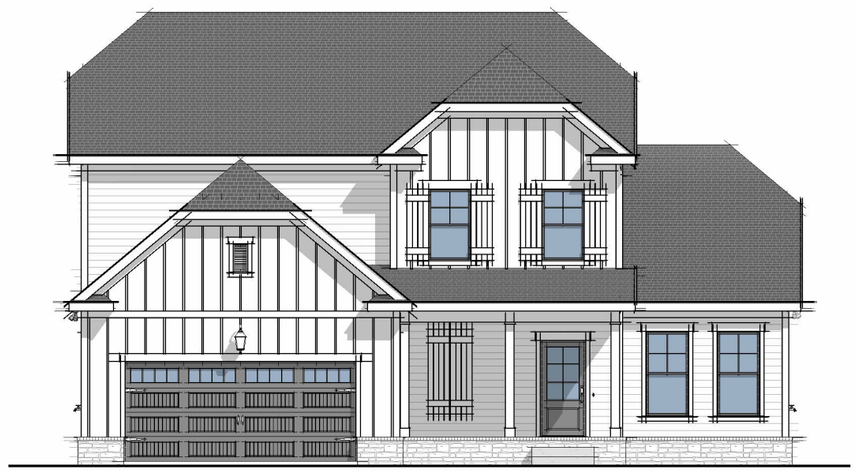
SHEET NO.

SF7.00



ELEVATION A

3/32" = 1'-0"



ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A0.00	COVER SHEET
A1.00	ELEVATION A - FIRST FLOOR PLAN
A1.01	ELEVATION A - SECOND FLOOR PLAN
A1.02	ELEVATION A - EXTERIOR ELEVATIONS
A1.03	ELEVATION A - EXTERIOR ELEVATIONS
A1.04	ELEVATION A - ROOF PLAN
A2.00	ELEVATION B - PARTIAL FLOOR PLANS
A2.01	ELEVATION B - EXTERIOR ELEVATIONS
A2.02	ELEVATION B - EXTERIOR ELEVATIONS
A2.03	ELEVATION B - ROOF PLAN
A3.00	ELEVATION C - PARTIAL FLOOR PLANS
A3.01	ELEVATION C - EXTERIOR ELEVATIONS
A3.02	ELEVATION C - EXTERIOR ELEVATIONS
A3.03	ELEVATION C - ROOF PLAN
A4.00	ELEVATION D - PARTIAL FLOOR PLANS
A4.01	ELEVATION D - EXTERIOR ELEVATIONS
A4.02	ELEVATION D - EXTERIOR ELEVATIONS
A4.03	ELEVATION D - ROOF PLAN
A7.00	PLAN OPTIONS
A7.01	PLAN OPTIONS
A7.02	PLAN OPTIONS
A7.03	PLAN OPTIONS
A7.04	PLAN OPTIONS
A7.05	PLAN OPTIONS
A7.06	PLAN OPTIONS
A7.07	PLAN OPTIONS
AD1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E7.00	PLAN OPTIONS
E7.01	PLAN OPTIONS
SF1.00	FOUNDATION - ELEVATION A
SF7.00	PLAN OPTIONS

PLAN OPTIONS

ELEVATION A	36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE	SHELVES @ BATH 3
ELEVATION B	ISLAND MICROWAVE	
ELEVATION C	DOUBLE OVEN	
ELEVATION D	SLIDER @ GREAT ROOM	
3 CAR GARAGE	BUILT-INS @ FIREPLACE	
SIDE ENTRY GARAGE	DINING ILO STUDY	
FIREPLACE @ COVERED PORCH	DOOR @ LAUNDRY	
3' EXPANDED DINING ROOM	CABINETS @ LAUNDRY	
FRONT DOOR CRAFTSMAN DOOR	FRIDGE @ LAUNDRY	
FRONT DOOR SIDELIGHT	SHOWER SEAT @ OWNER'S BATH	
FRONT DOOR TRANSOM	FREESTANDING TUB ILO DROP IN TUB	
CHEF'S KITCHEN	BONUS ROOM	

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PLAN NO.

3160

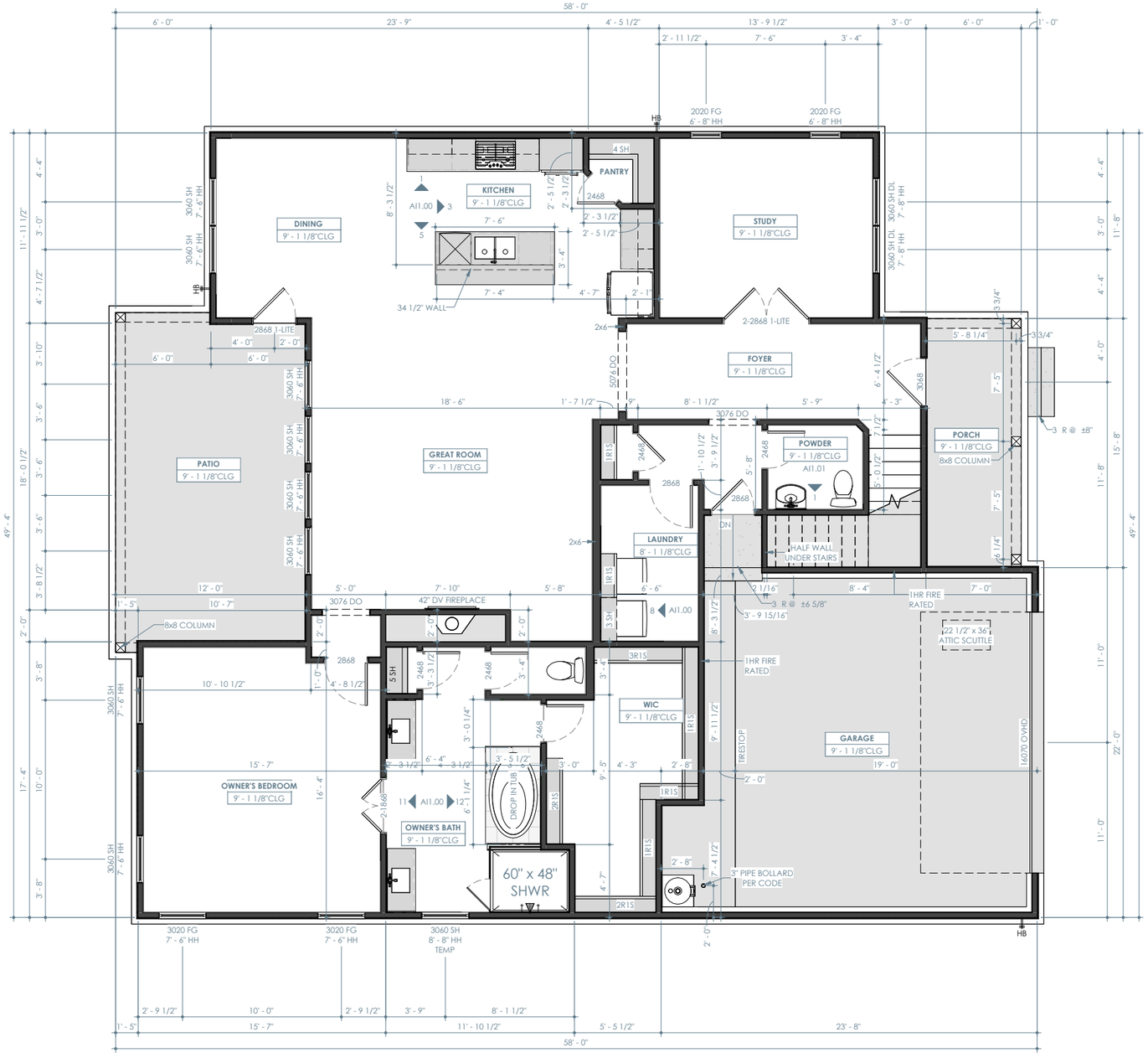
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

COVER SHEET

SHEET NO.

A0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING	
Not Placed	0 SF
FIRST FLOOR	1624 SF
SECOND FLOOR	1269 SF
TOTAL	2893 SF

ELEVATION A - LIVING	
FIRST FLOOR	1802 SF
SECOND FLOOR	1403 SF
TOTAL	3205 SF

TOTAL UNDER ROOF	4041 SF

ELEVATION A - NON-LIVING	
GARAGE	496 SF
PORCH	94 SF
PATIO	245 SF
TOTAL	836 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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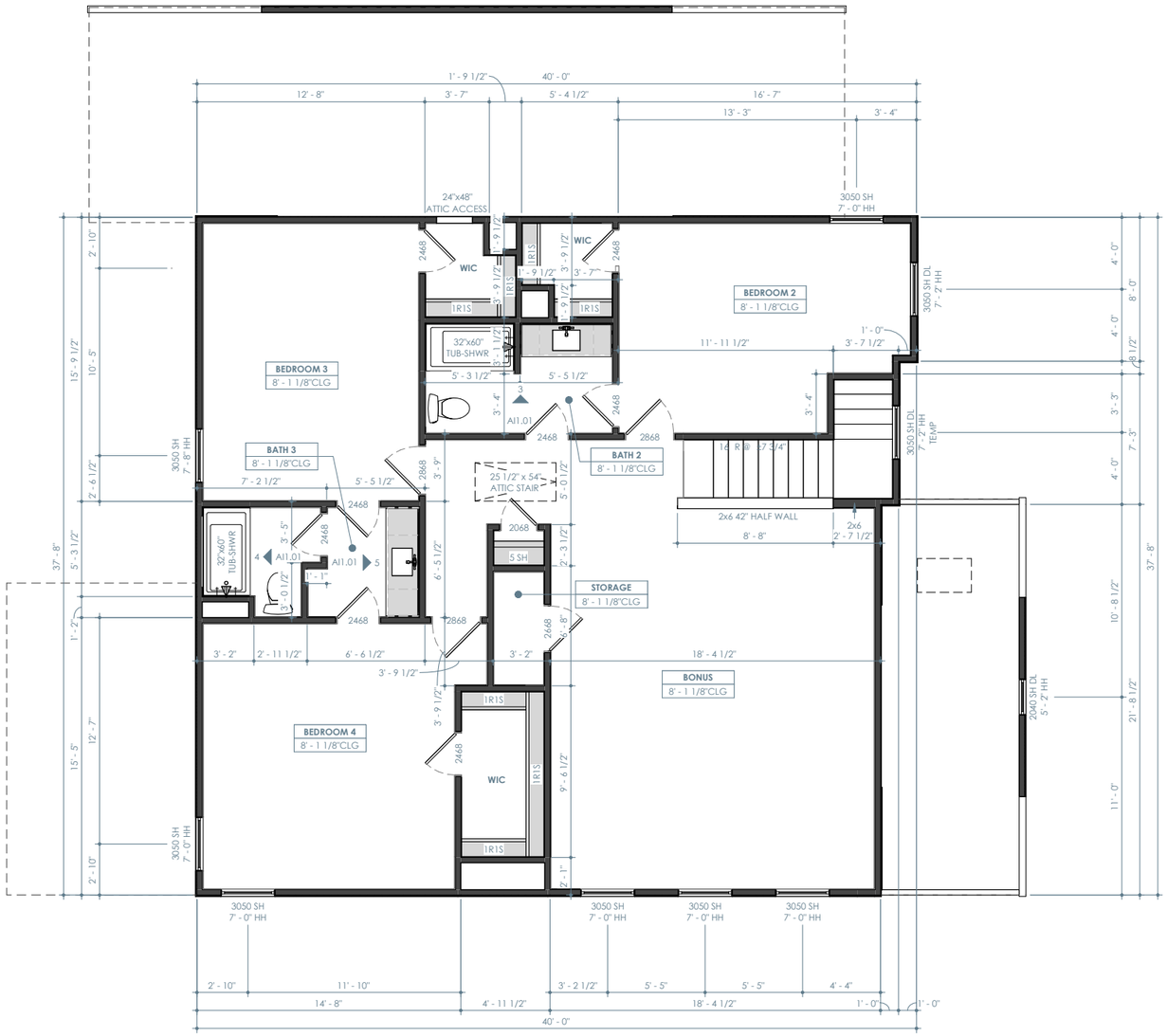
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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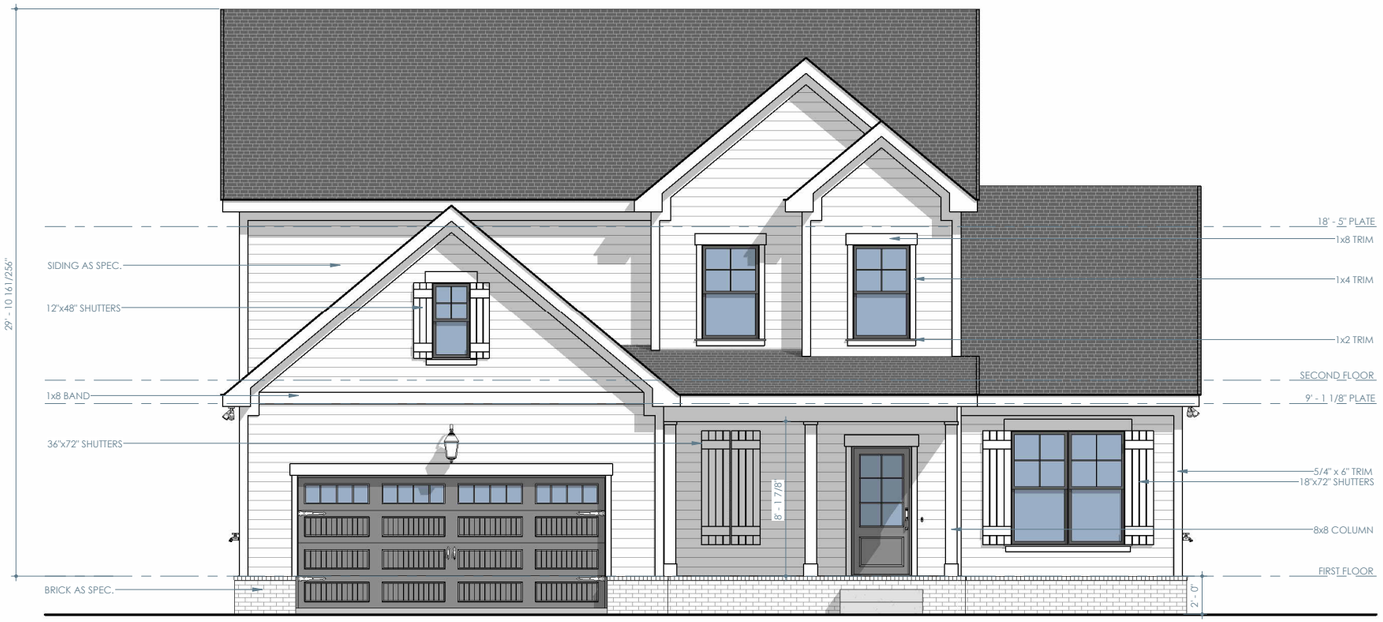
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

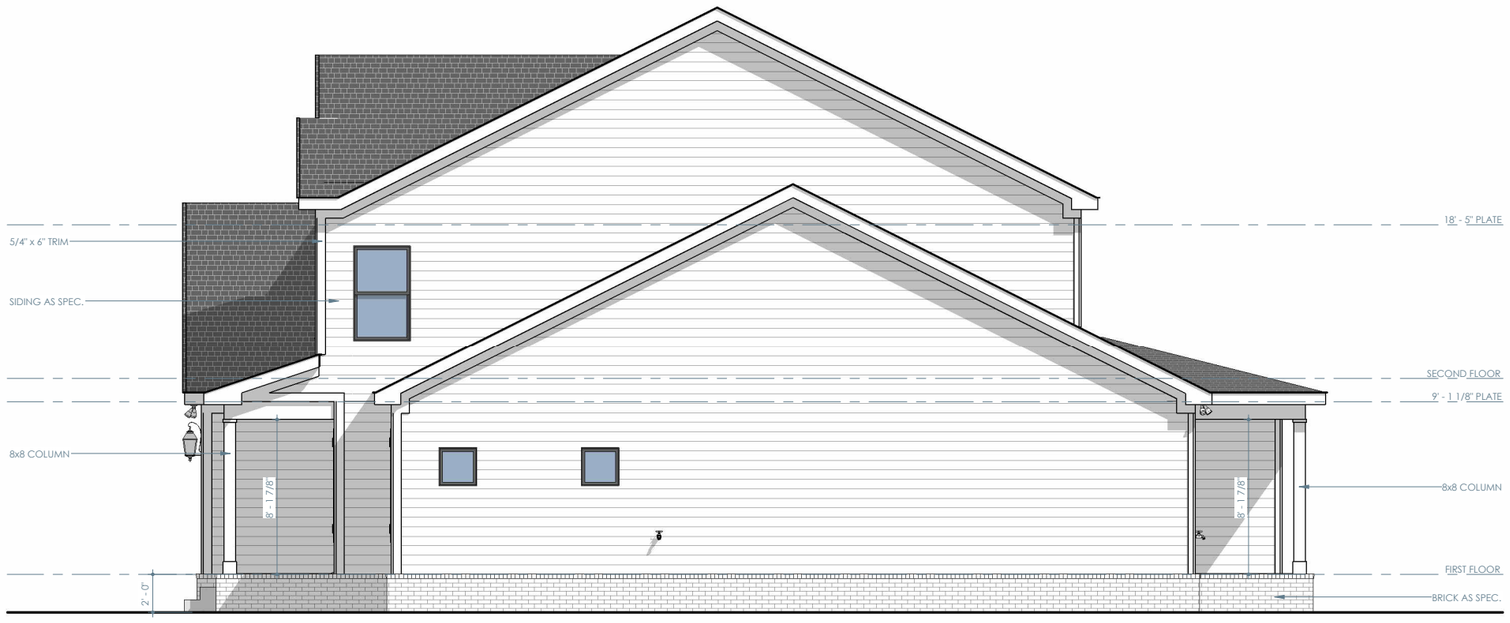
SHEET NO.

A1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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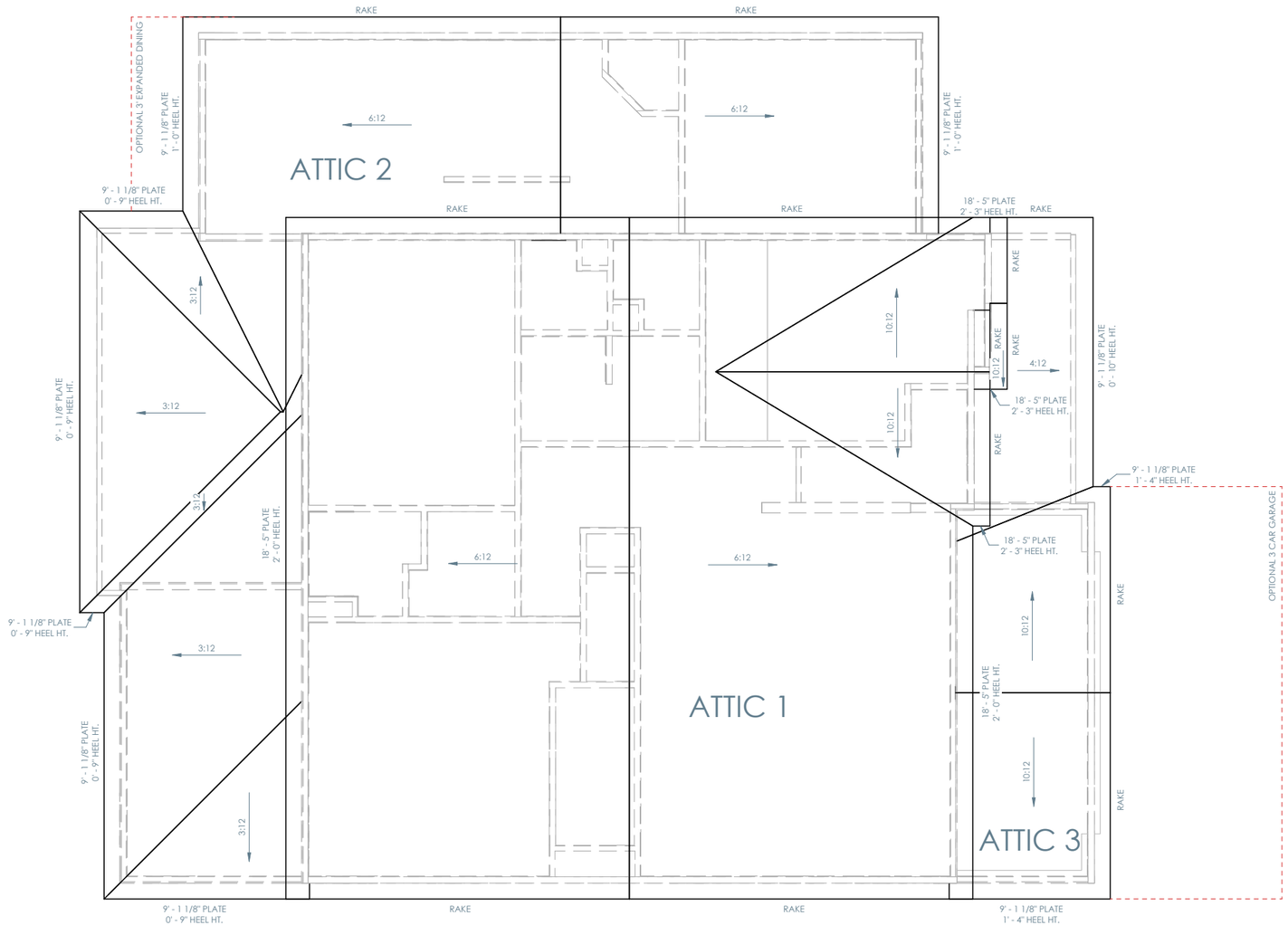
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1

ATTIC AREA (FT²)	1381
REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
REQUIRED UPPER VENTILATION (IN²)	331

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
RIDGE VENT (18 NFA) PER LF	24 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	558 NFA
TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2

ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	77 LF
RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	693 NFA
TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3

ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
REQUIRED LOWER VENTILATION (IN²)	53
REQUIRED UPPER VENTILATION (IN²)	53

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	2
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	24 LF
RIDGE VENT (18 NFA) PER LF	0 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	216 NFA
TOTAL UPPER VENTILATION (IN²)	100 NFA

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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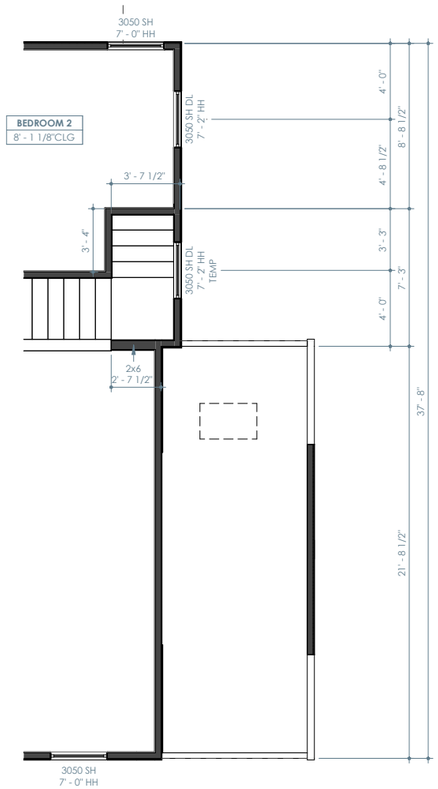
SHEET NAME

ELEVATION A - ROOF PLAN

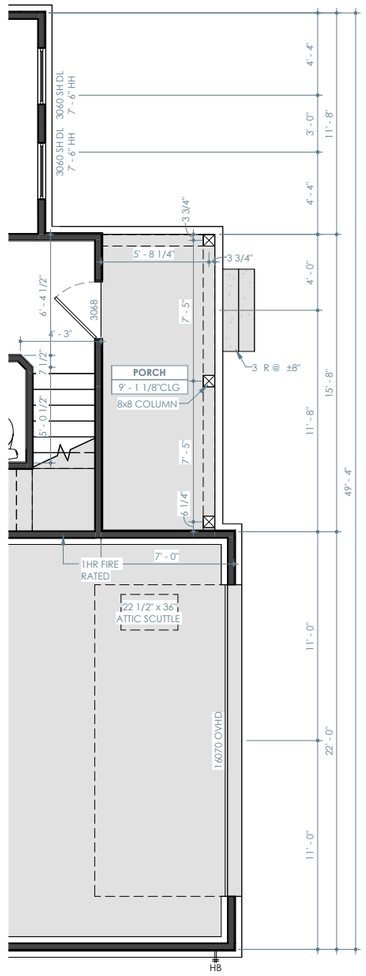
SHEET NO.

A1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - LIVING

FIRST FLOOR	1802 SF
SECOND FLOOR	1395 SF
TOTAL	3197 SF

ELEVATION B - NON-LIVING

GARAGE	496 SF
PORCH	94 SF
PATIO	245 SF
TOTAL	836 SF

TOTAL UNDER ROOF	4033 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
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- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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ISSUE DATE	03/08/2024
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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

SHEET NO.

A2.00



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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ISSUE DATE	03/08/2024
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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

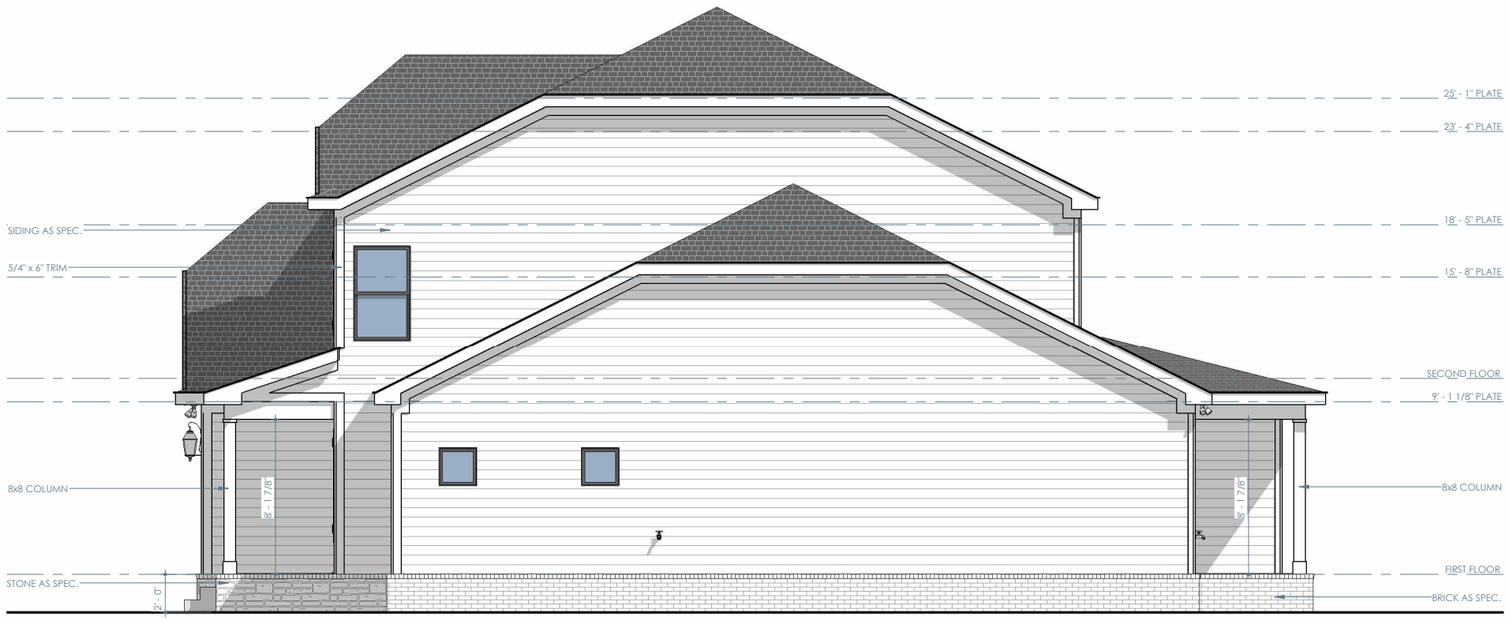
SHEET NO.

A2.01



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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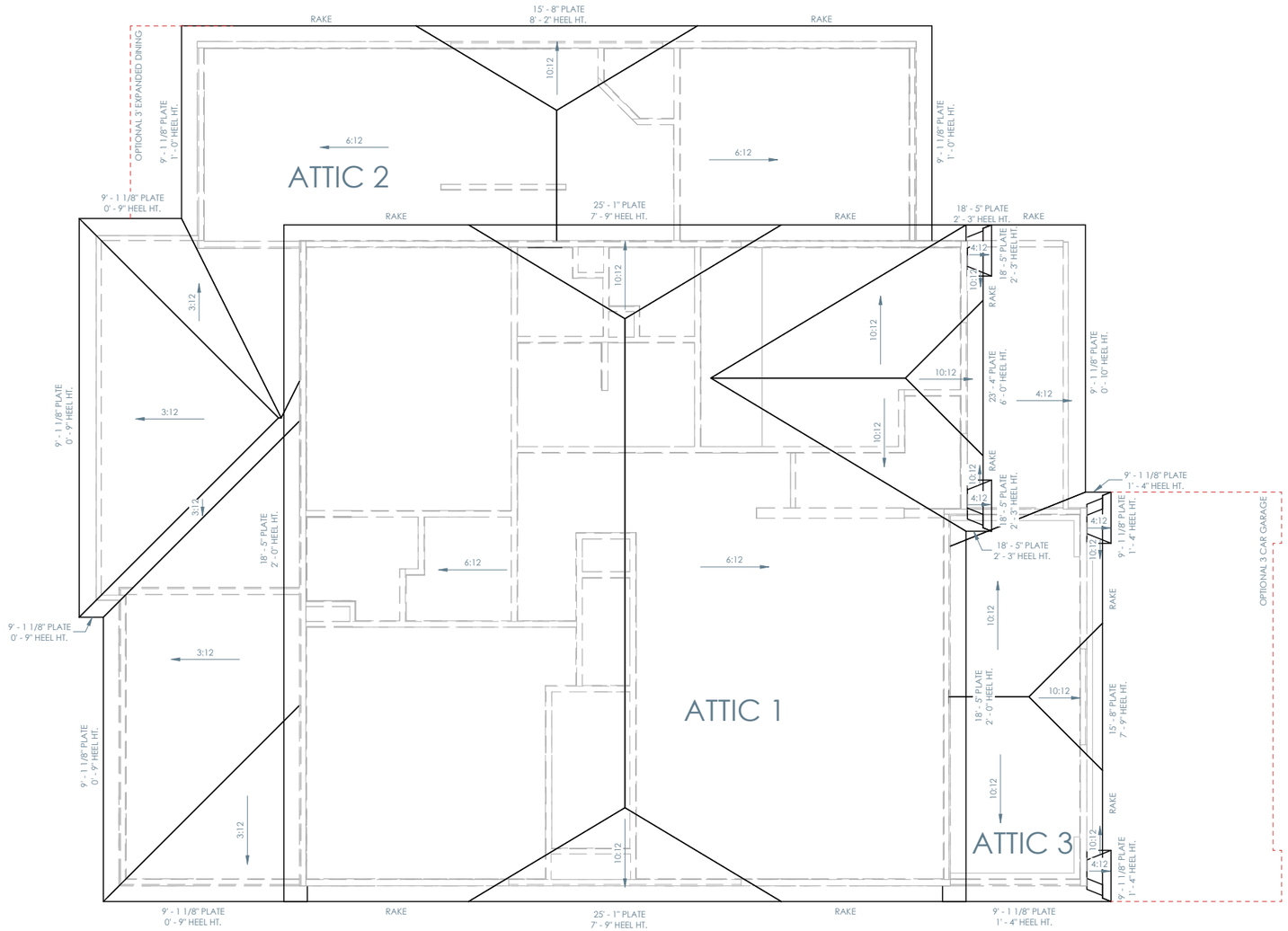
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A2.02



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1

ATTIC AREA (FT²)	1381
REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
REQUIRED UPPER VENTILATION (IN²)	331

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
RIDGE VENT (18 NFA) PER LF	24 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	558 NFA
TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2

ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	77 LF
RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	693 NFA
TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3

ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
REQUIRED LOWER VENTILATION (IN²)	53
REQUIRED UPPER VENTILATION (IN²)	53

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	2
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	24 LF
RIDGE VENT (18 NFA) PER LF	0 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	216 NFA
TOTAL UPPER VENTILATION (IN²)	100 NFA

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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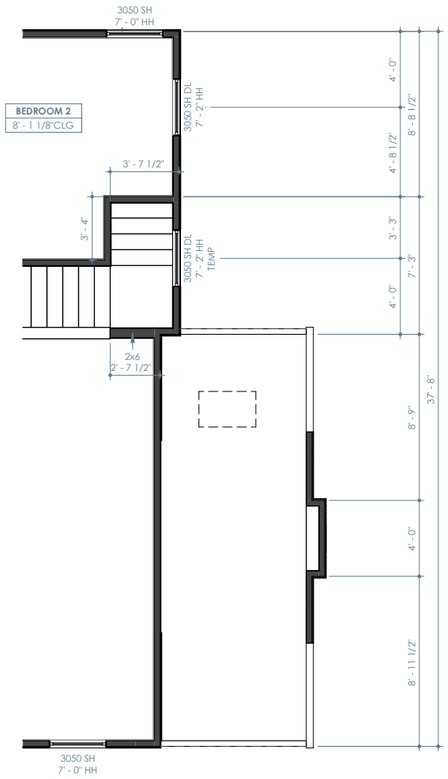
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

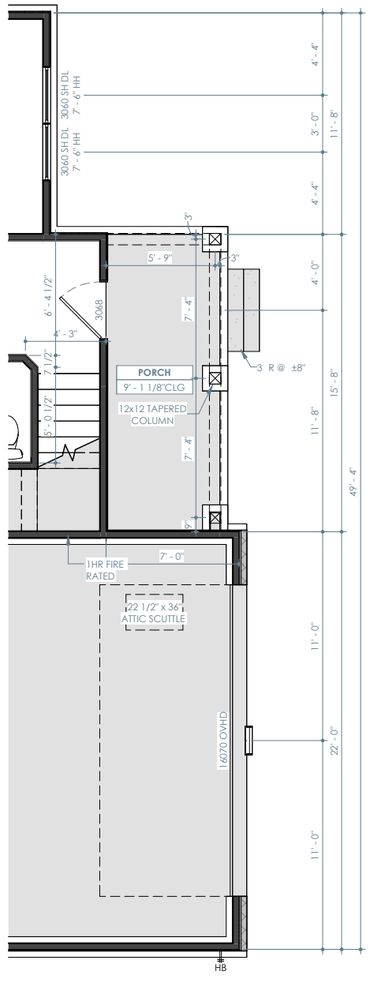
SHEET NO.

A2.03



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - LIVING

FIRST FLOOR	1802 SF
SECOND FLOOR	1395 SF
TOTAL	3197 SF

ELEVATION C - NON-LIVING

GARAGE	496 SF
PORCH	94 SF
PATIO	245 SF
TOTAL	836 SF

TOTAL UNDER ROOF	4033 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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PLAN NO.

3160

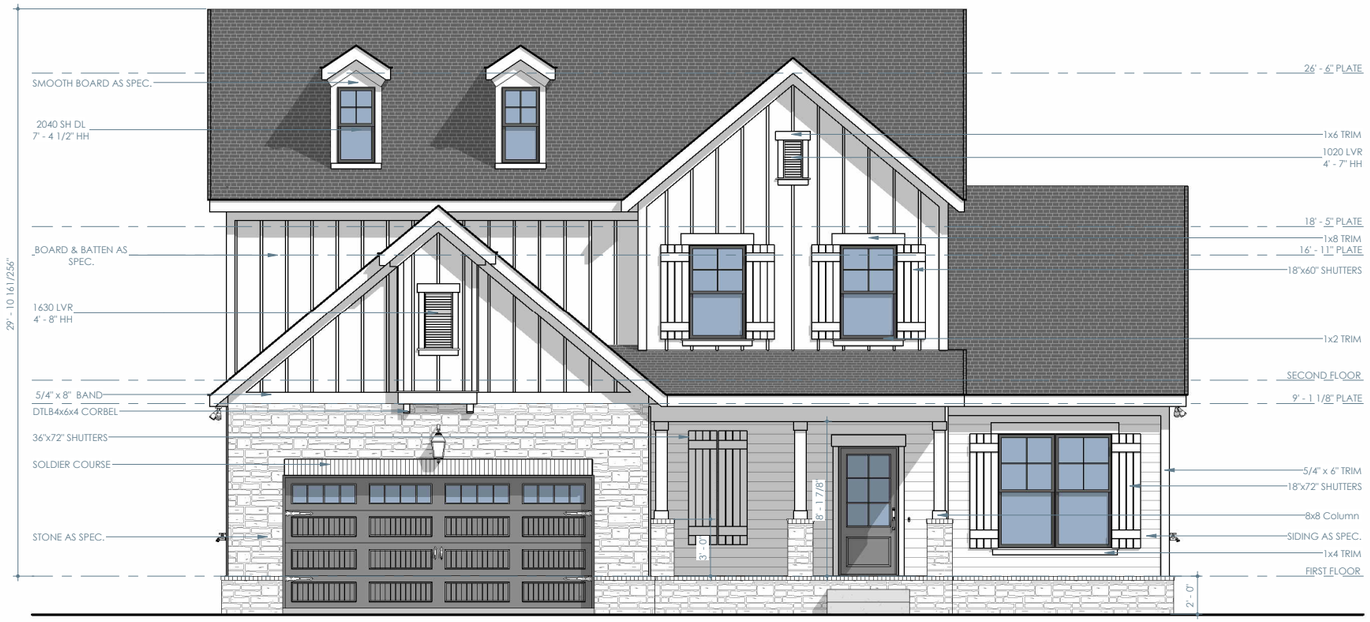
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

SHEET NO.

A3.00



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

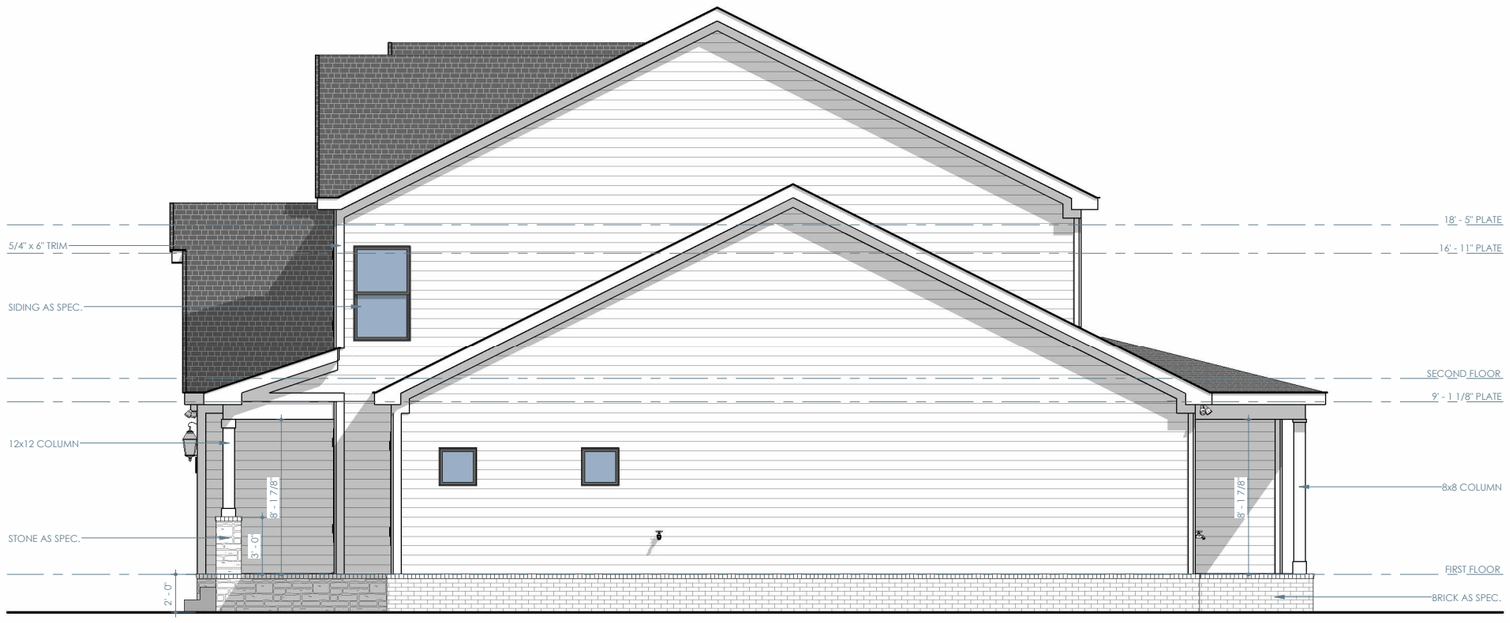
SHEET NO.

A3.01



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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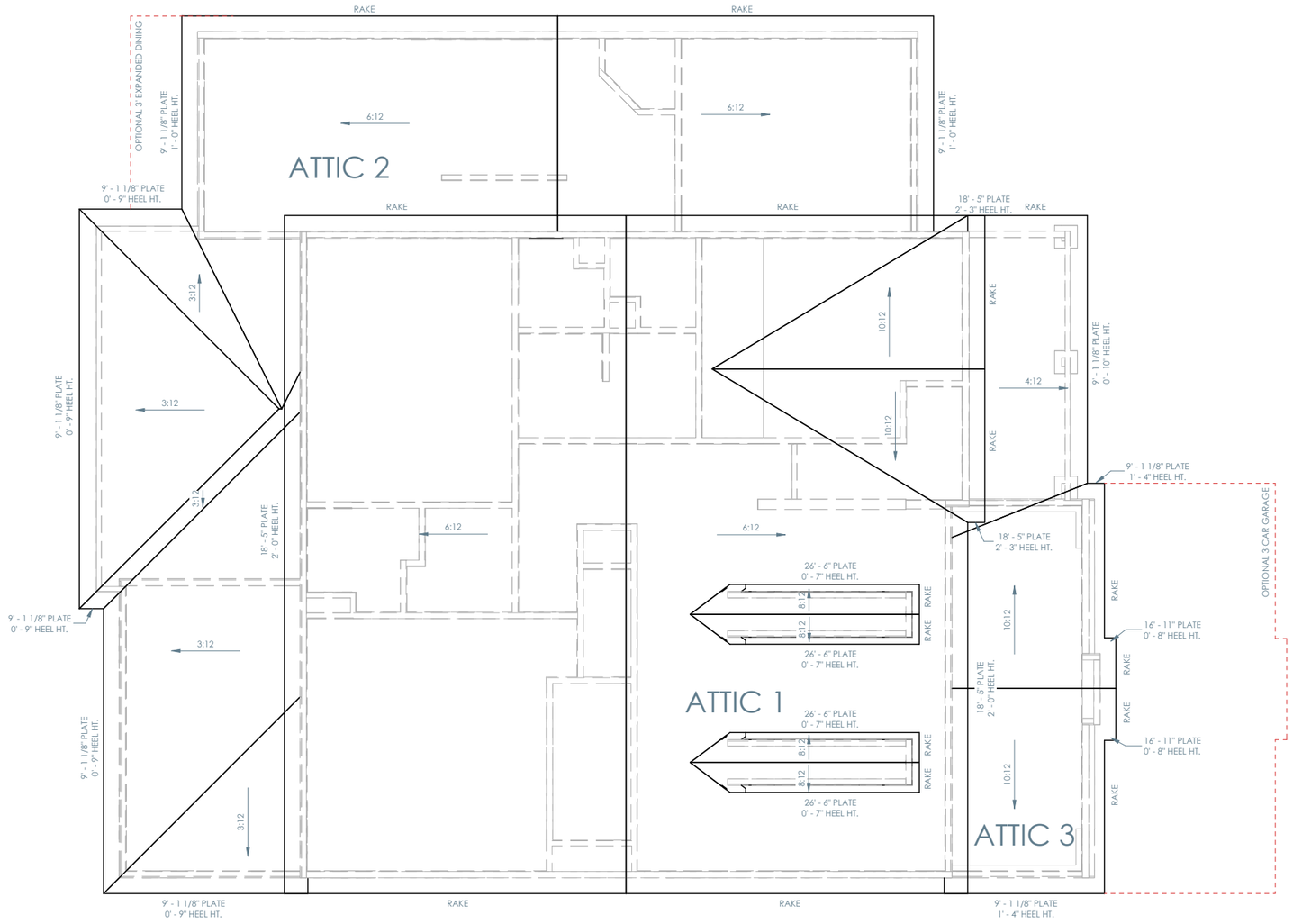
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A3.02



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1

ATTIC AREA (FT²)	1381
REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
REQUIRED UPPER VENTILATION (IN²)	331

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
RIDGE VENT (18 NFA) PER LF	24 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	558 NFA
TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2

ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	77 LF
RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	693 NFA
TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3

ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
REQUIRED LOWER VENTILATION (IN²)	53
REQUIRED UPPER VENTILATION (IN²)	53

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	2
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	24 LF
RIDGE VENT (18 NFA) PER LF	0 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

TOTAL LOWER VENTILATION (IN²)	216 NFA
TOTAL UPPER VENTILATION (IN²)	100 NFA

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
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ISSUE DATE	03/08/2024
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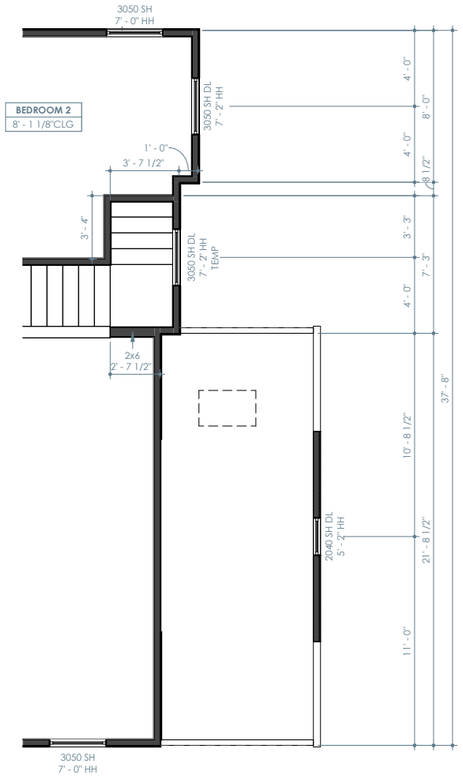
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - ROOF PLAN

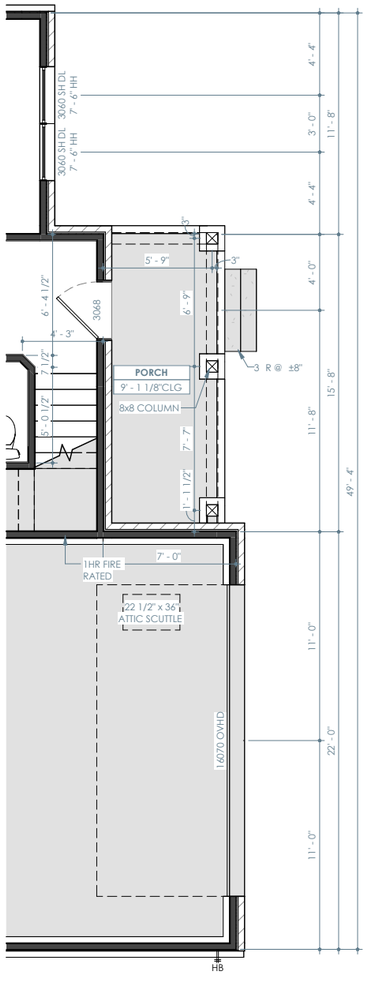
SHEET NO.

A3.03



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION D - LIVING

FIRST FLOOR	1815 SF
SECOND FLOOR	1403 SF
TOTAL	3218 SF

ELEVATION D - NON-LIVING

GARAGE	510 SF
PORCH	84 SF
PATIO	245 SF
TOTAL	840 SF

TOTAL UNDER ROOF	4058 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
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- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

SHEET NO.

A4.00



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

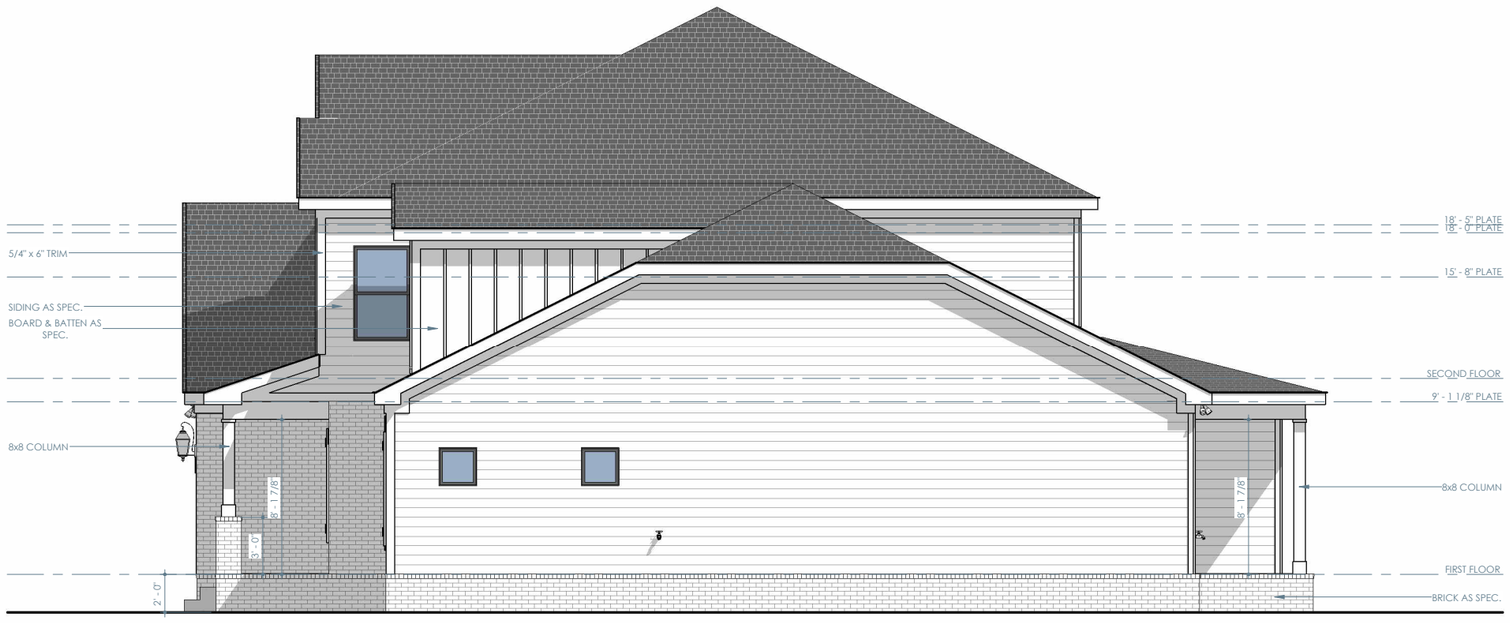
SHEET NO.

A4.01



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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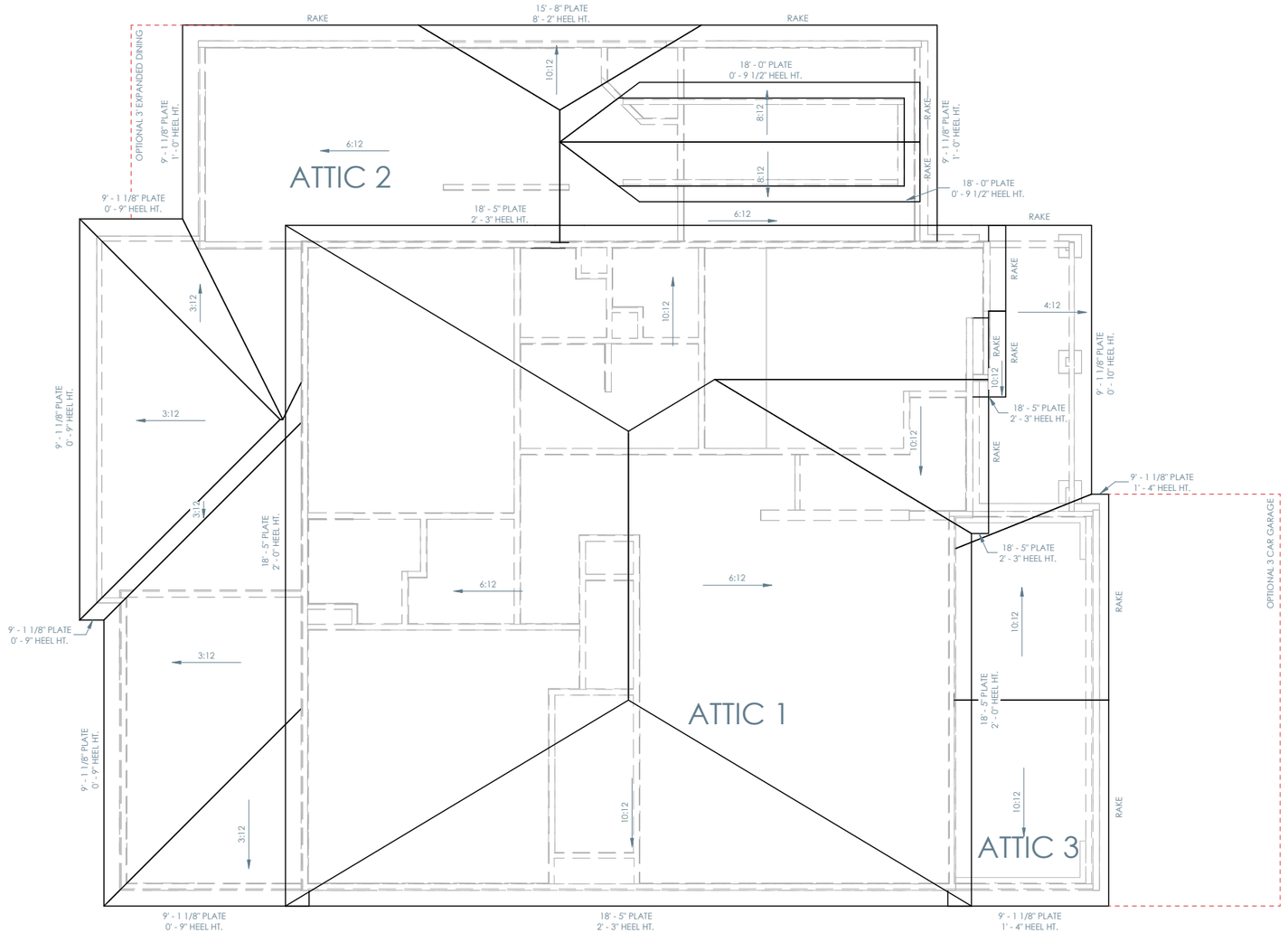
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A4.02



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ATTIC VENTILATION - ATTIC 1

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REQUIRED ATTIC VENTILATION (IN²)	663
REQUIRED LOWER VENTILATION (IN²)	332
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NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	0
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ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	62 LF
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OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

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TOTAL UPPER VENTILATION (IN²)	432 NFA

ATTIC VENTILATION - ATTIC 2

ATTIC AREA (FT²)	864
REQUIRED ATTIC VENTILATION (IN²)	415
REQUIRED LOWER VENTILATION (IN²)	208
REQUIRED UPPER VENTILATION (IN²)	207

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	4
EDGE VENTS - LOWER (36 NFA)	0
ROSS 150 - UPPER (150 NFA)	0
PERFORATED SOFFIT VENT (9 NFA) PER LF	77 LF
RIDGE VENT (18 NFA) PER LF	4 LF
OFF RIDGE VENT (35 NFA) PER LF	0 LF

VENTILATION PROVIDED

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TOTAL UPPER VENTILATION (IN²)	272 NFA

ATTIC VENTILATION - ATTIC 3

ATTIC AREA (FT²)	219
REQUIRED ATTIC VENTILATION (IN²)	106
REQUIRED LOWER VENTILATION (IN²)	53
REQUIRED UPPER VENTILATION (IN²)	53

NUMBER OF VENTS

AIRHAWK 50 - LOWER (50 NFA)	0
AIRHAWK 50 - UPPER (50 NFA)	2
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ROSS 150 - UPPER (150 NFA)	0
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ROOF NOTES

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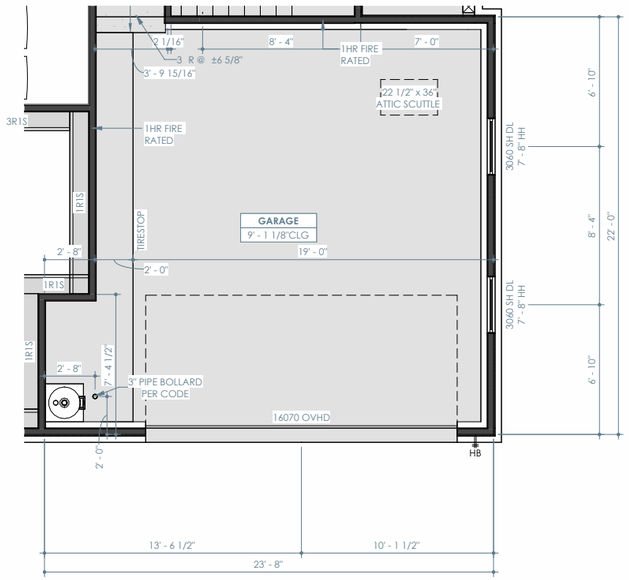
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - ROOF PLAN

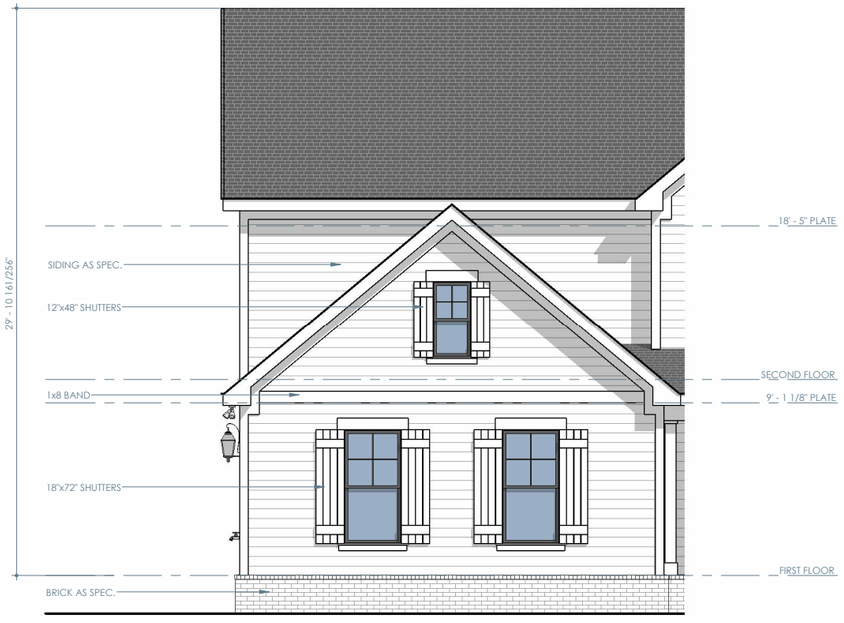
SHEET NO.

A4.03



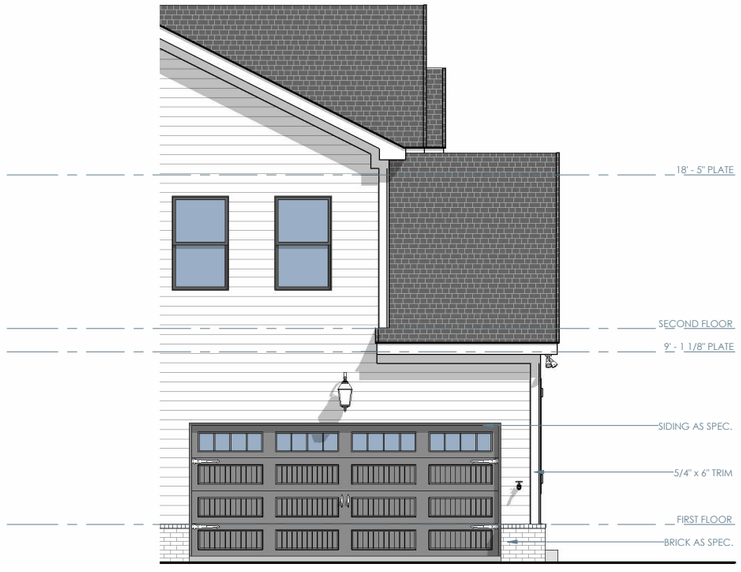
OPT. SIDE ENTRY GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. SIDE ENTRY GARAGE - LEFT

1/8" = 1'-0"

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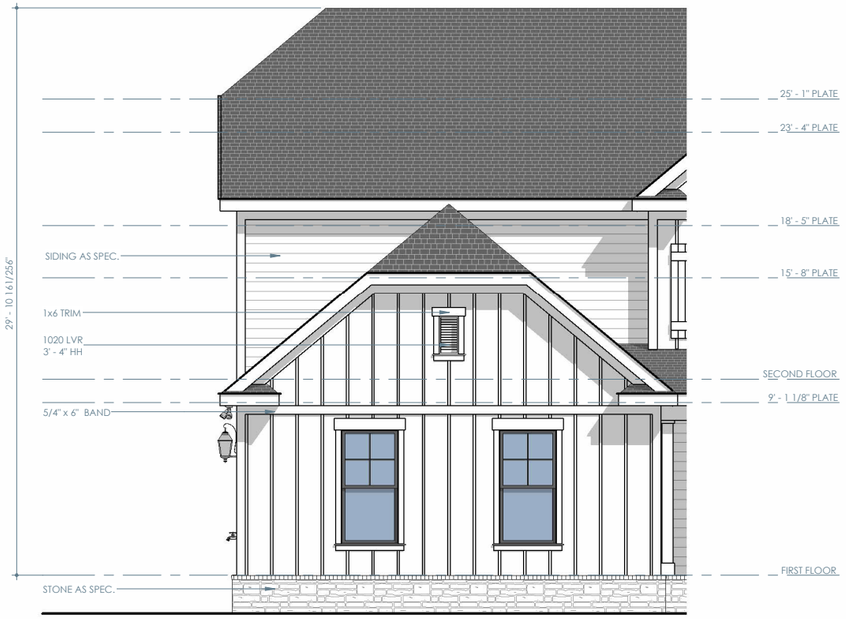
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

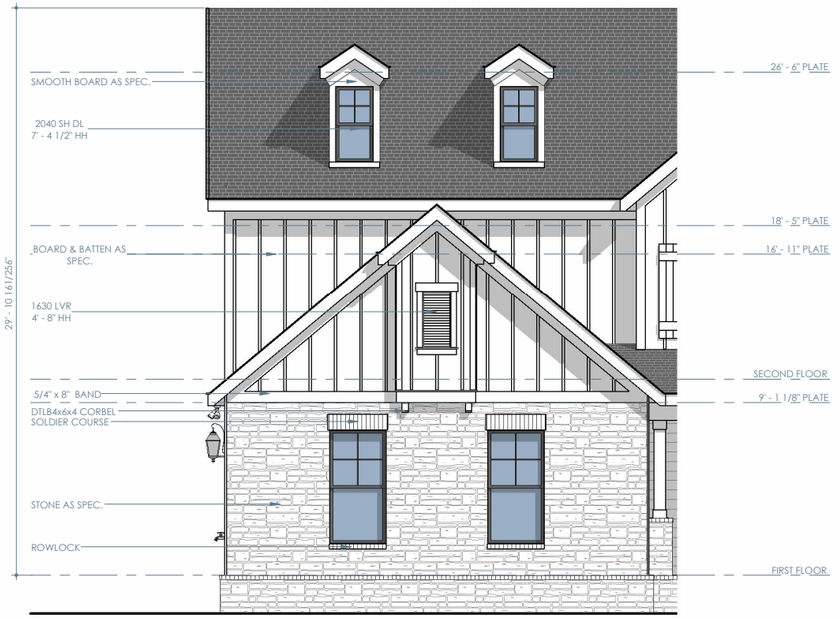
SHEET NO.

A7.00



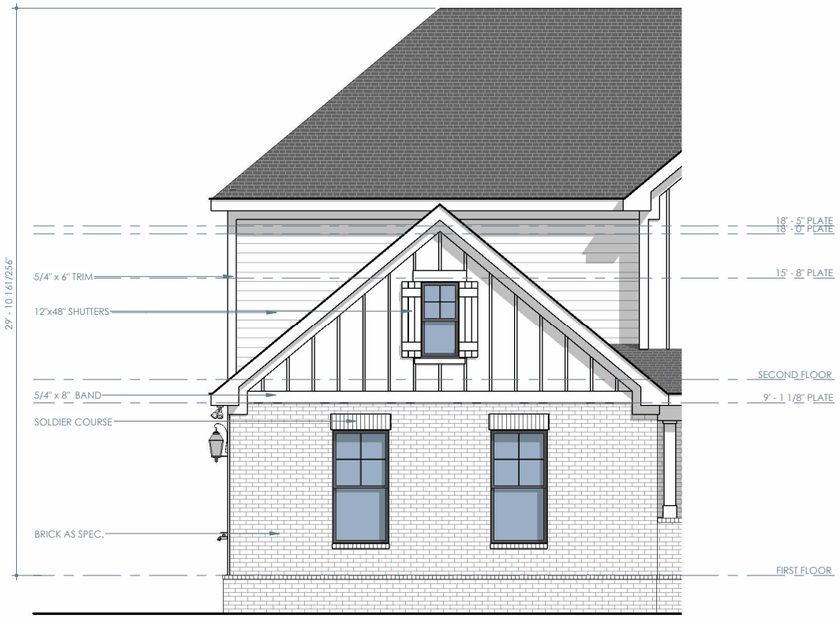
ELEVATION B - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE ENTRY GARAGE - FRONT

1/8" = 1'-0"

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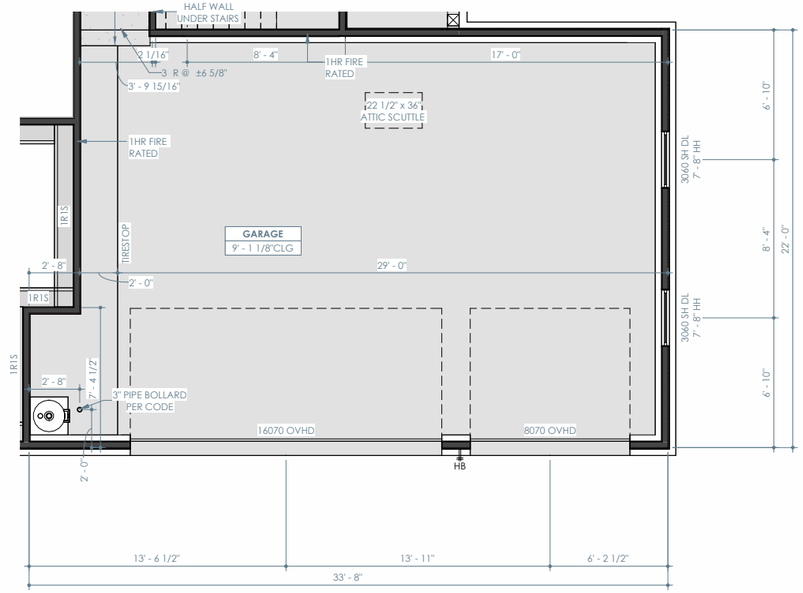
SHEET NAME

PLAN OPTIONS

SHEET NO.

A7.01



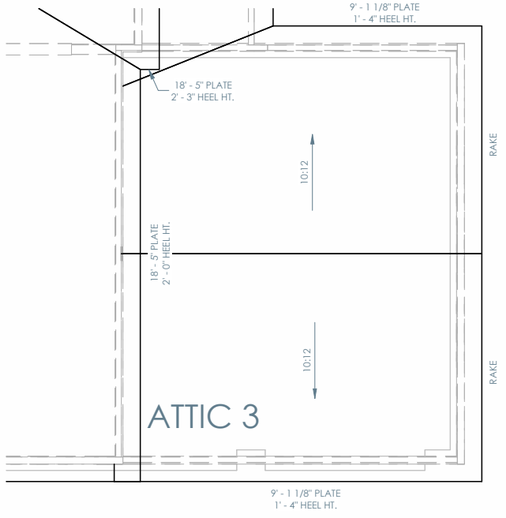
OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



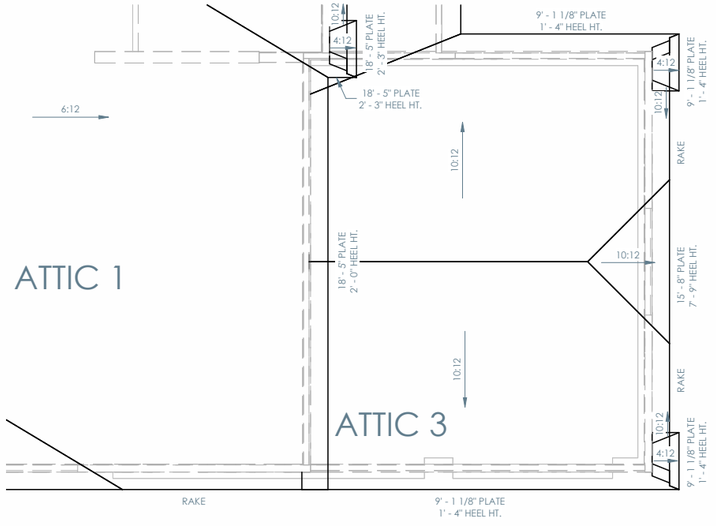
ELEVATION A - OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



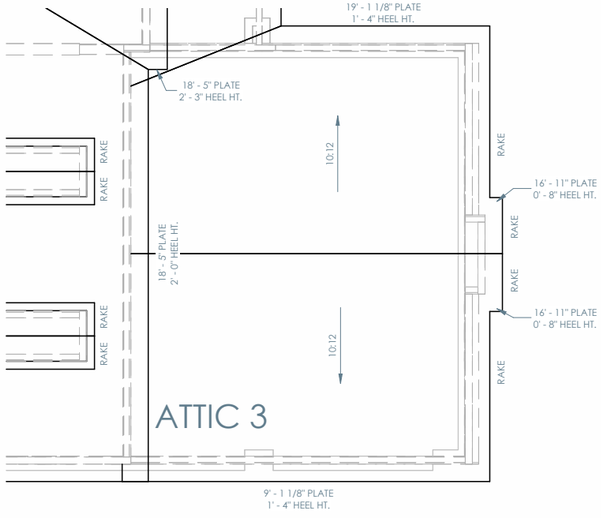
ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION D)

1/8" = 1'-0"



ELEVATION B - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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PLAN NO.

3160

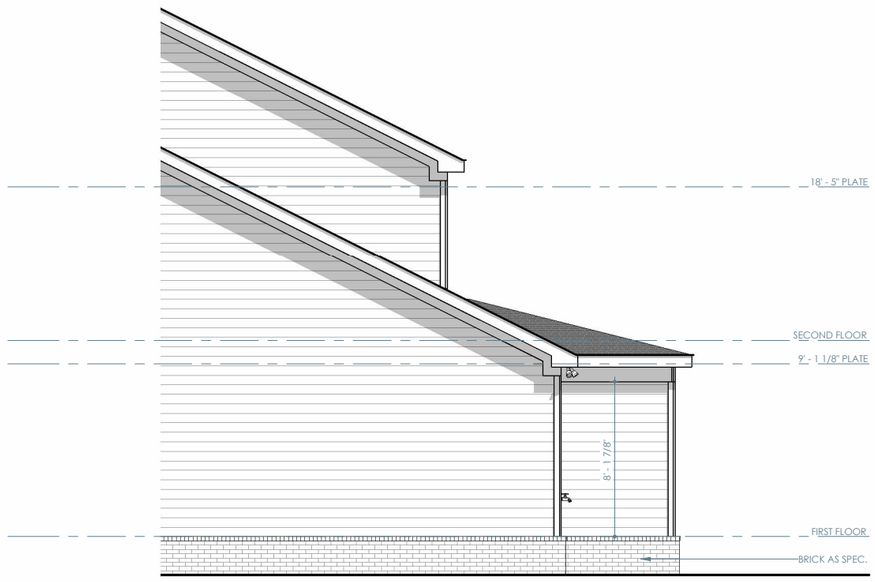
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

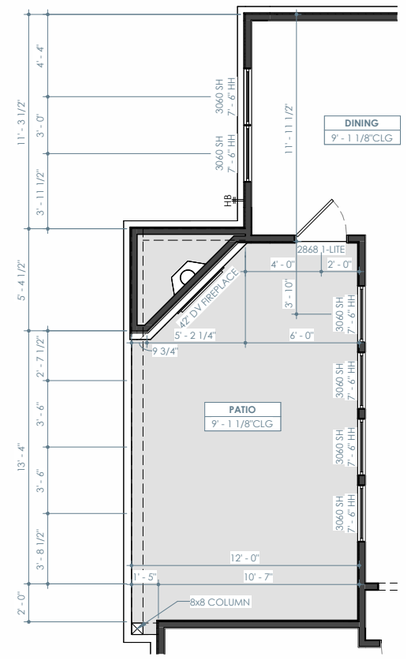
SHEET NO.

A7.02



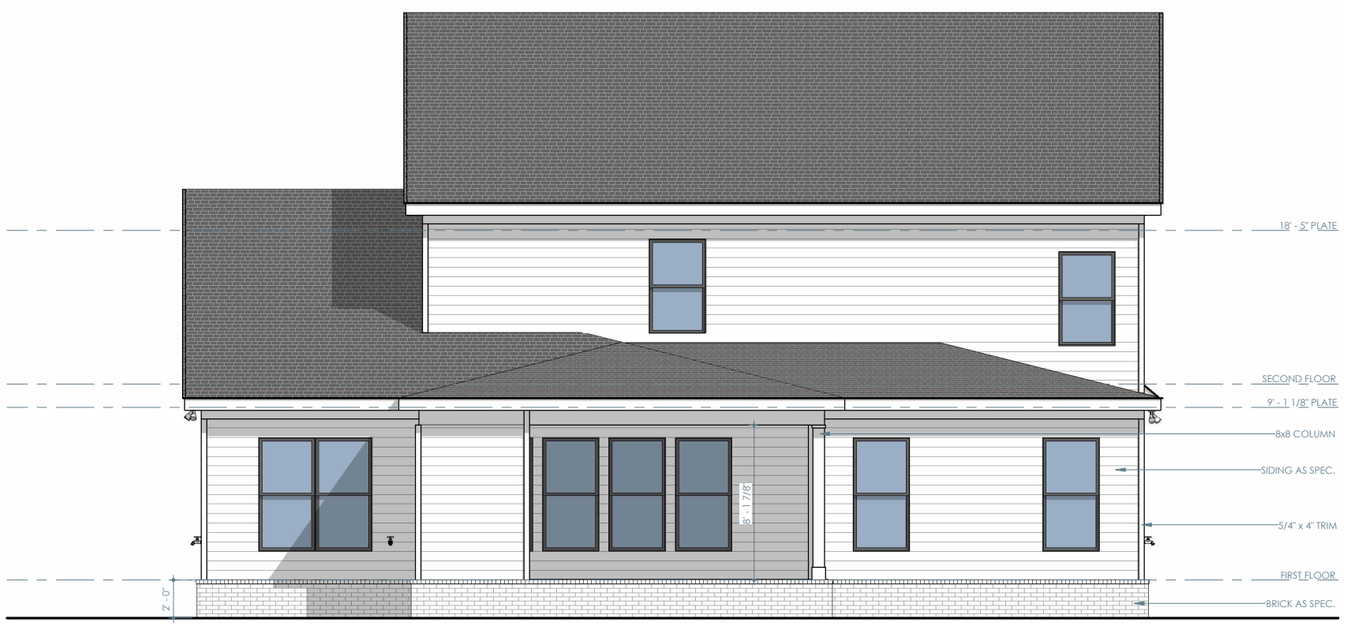
OPT. FIREPLACE @ COVERED PORCH - RIGHT

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. FIREPLACE @ COVERED PORCH - REAR

1/8" = 1'-0"

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PLAN NO.

3160

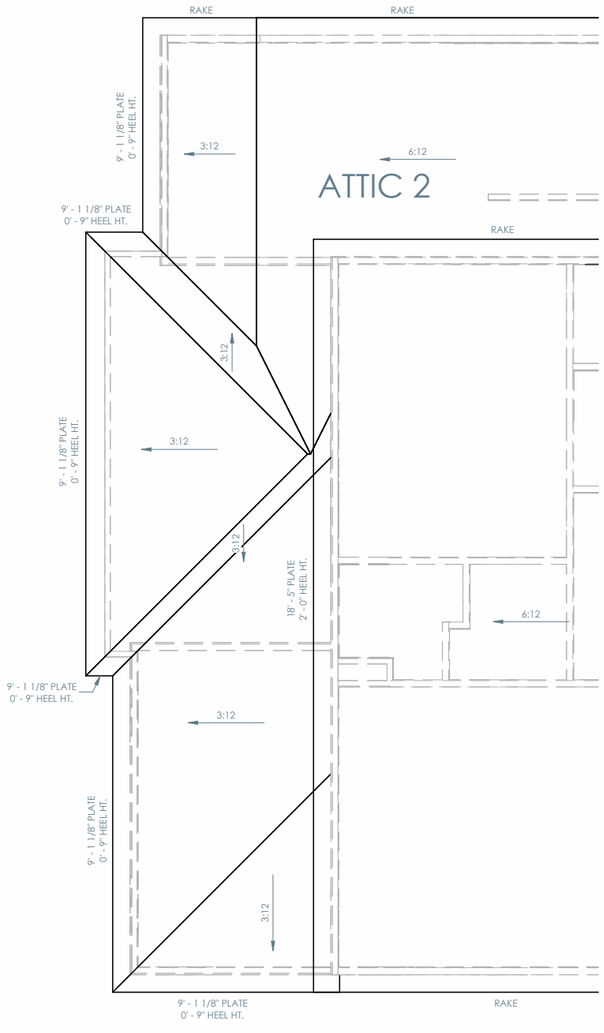
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

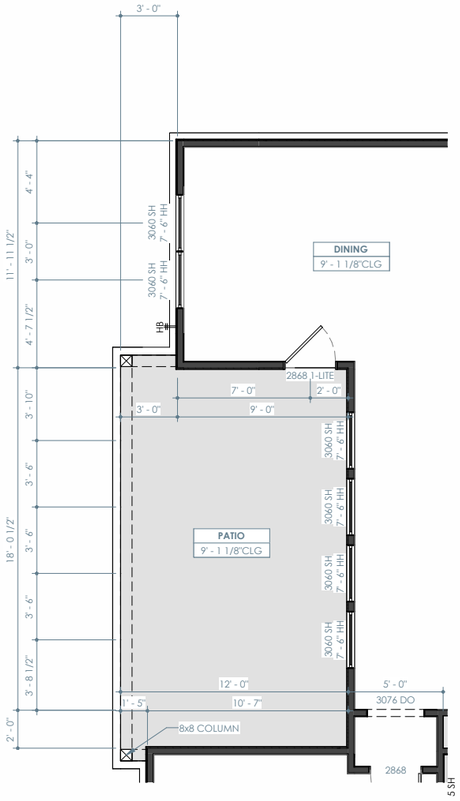
SHEET NO.

A7.03



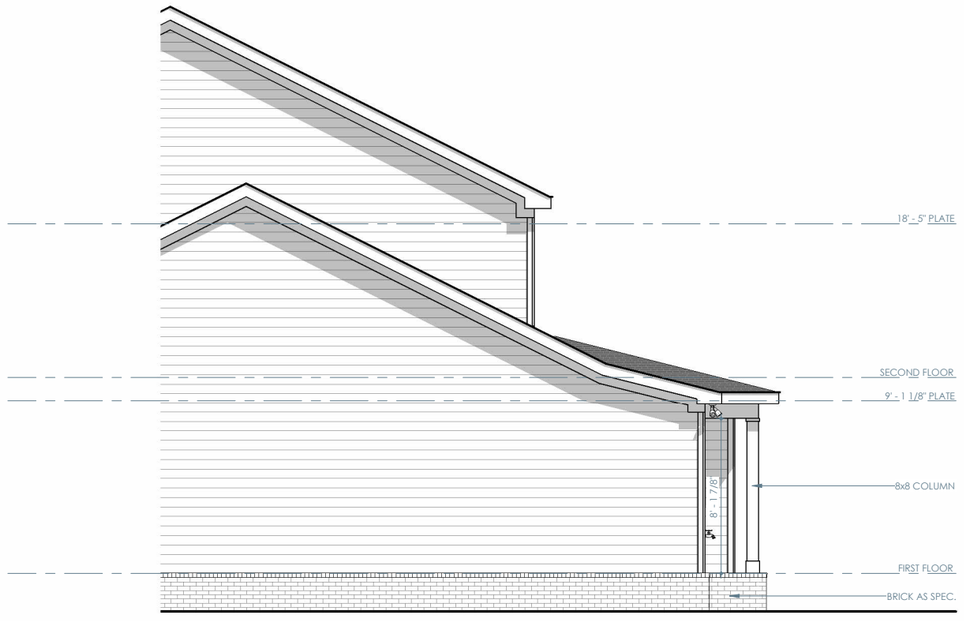
OPT. 3' EXPANDED DINING ROOM - ROOF PLAN

1/8" = 1'-0"



OPT. 3' EXPANDED DINING ROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. 3' EXPANDED DINING ROOM - RIGHT

1/8" = 1'-0"

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PLAN NO.

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ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

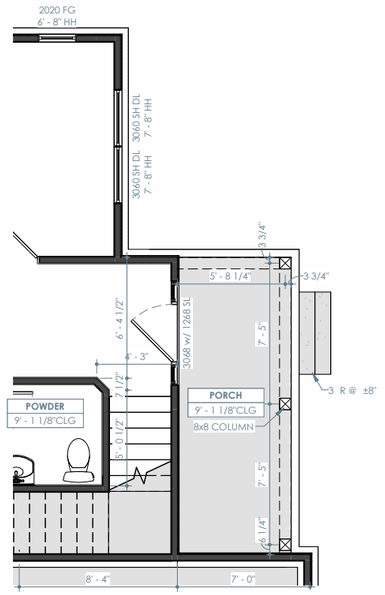
SHEET NO.

A7.04



OPT. FRONT DOOR SIDELIGHT - FRONT

1/8" = 1'-0"



OPT. FRONT DOOR SIDELIGHT - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. FRONT DOOR CRAFTSMAN DOOR - FRONT

1/8" = 1'-0"



OPT. FRONT DOOR TRANSOM - FRONT

1/8" = 1'-0"

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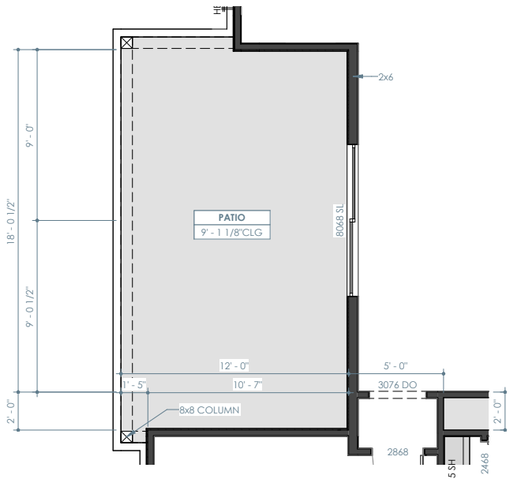
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

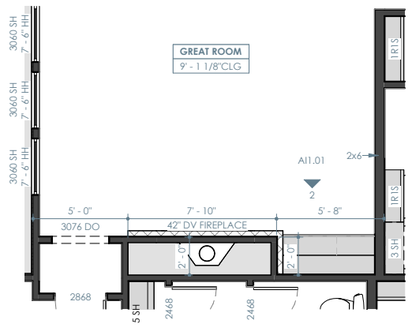
SHEET NO.

A7.05



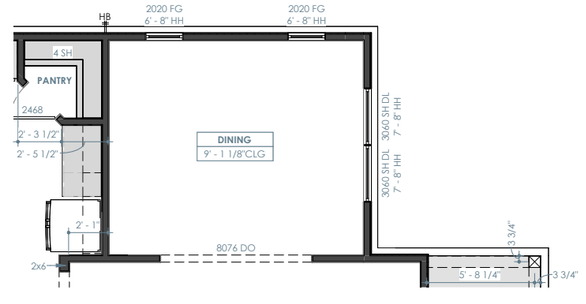
OPT. SLIDER @ GREAT ROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



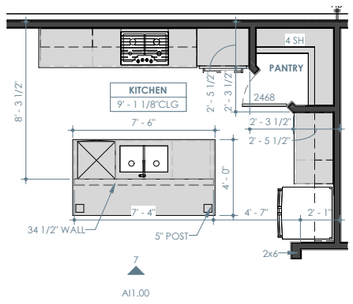
OPT. BUILT-INS @ FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



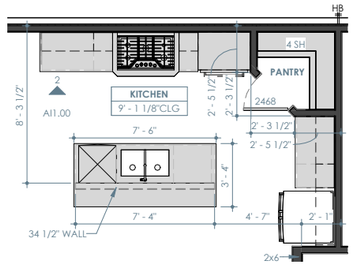
OPT. DINING ILO STUDY - FIRST FLOOR PLAN

1/8" = 1'-0"



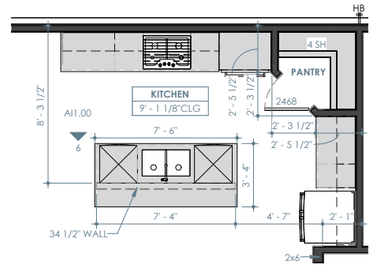
OPT. CHEF'S KITCHEN - FIRST FLOOR PLAN

1/8" = 1'-0"



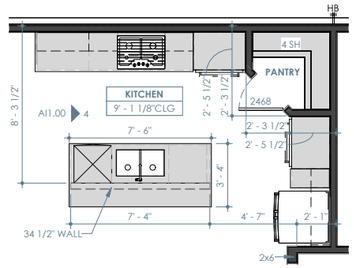
OPT. 36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE - FIRST FLOOR PLAN

1/8" = 1'-0"



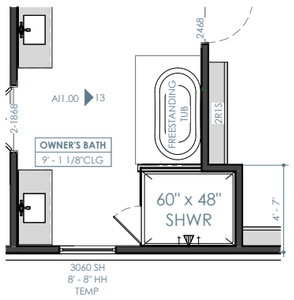
OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



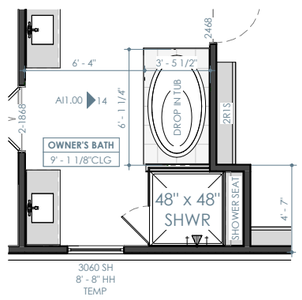
OPT. DOUBLE OVEN - FIRST FLOOR PLAN

1/8" = 1'-0"



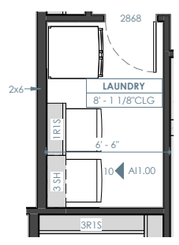
OPT. FREESTANDING TUB ILO DROP IN TUB - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SHOWER SEAT @ OWNER'S BATH - FIRST FLOOR PLAN

1/8" = 1'-0"



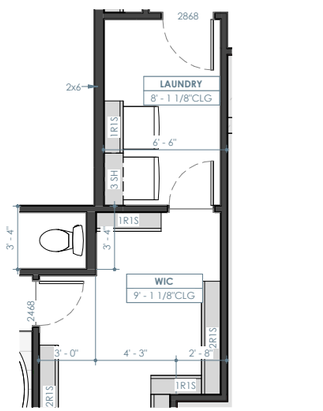
OPT. FRIDGE @ LAUNDRY - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. CABINETS @ LAUNDRY - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. DOOR @ LAUNDRY - FIRST FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

3160

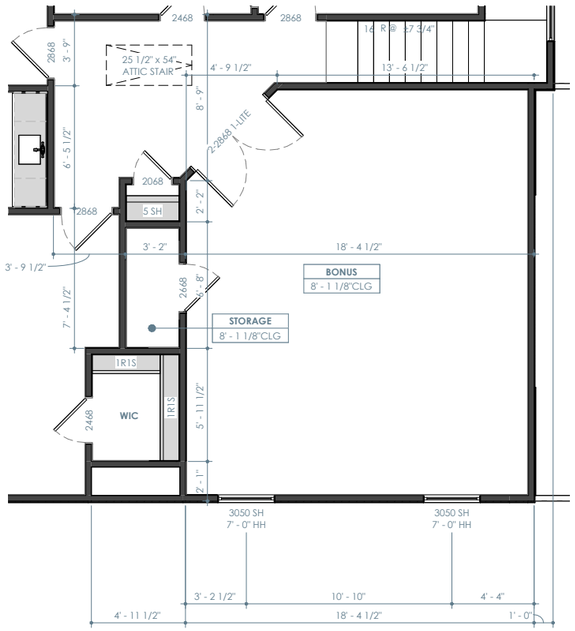
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

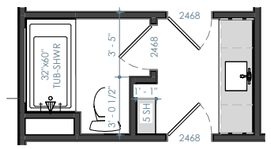
SHEET NO.

A7.06



OPT. BONUS ROOM - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. SHELVES @ BATH 3 - SECOND FLOOR PLAN

1/8" = 1'-0"

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PLAN NO.

3160

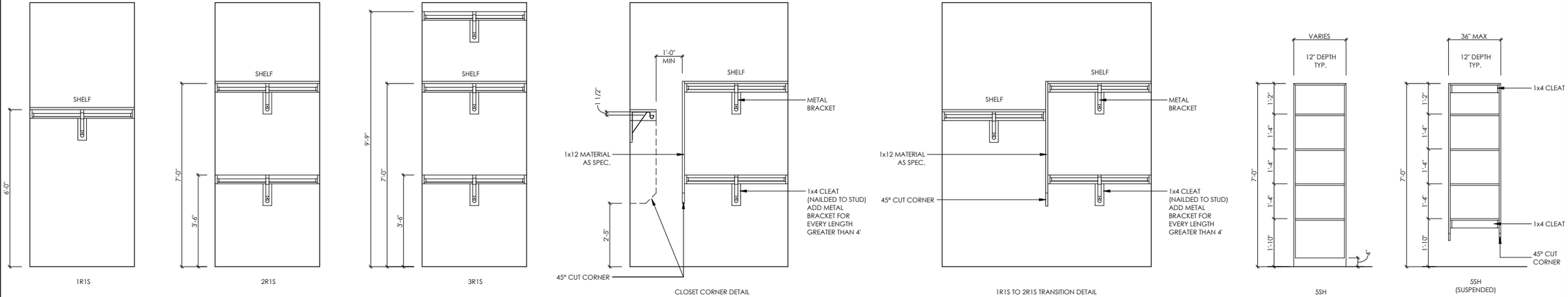
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

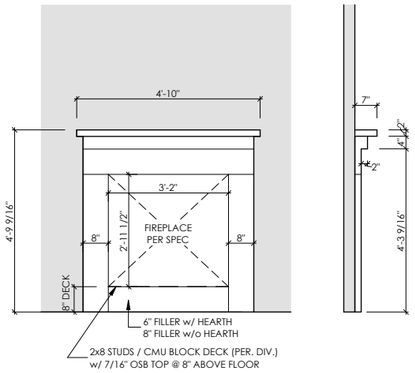
SHEET NO.

A7.07



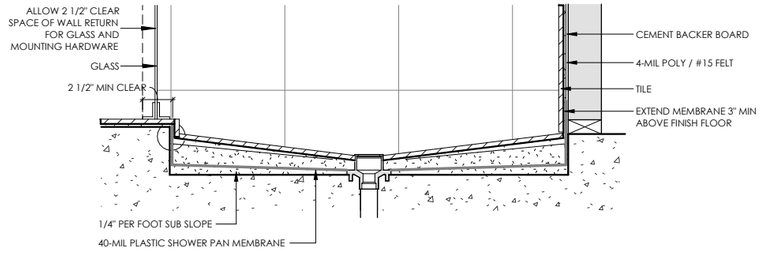
1 CLOSET DETAILS

1/4" = 1'-0"



2 FIREPLACE DETAIL

1/4" = 1'-0"



3 MUD PAN SHOWER

3/4" = 1'-0"

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PLAN NO.

3160

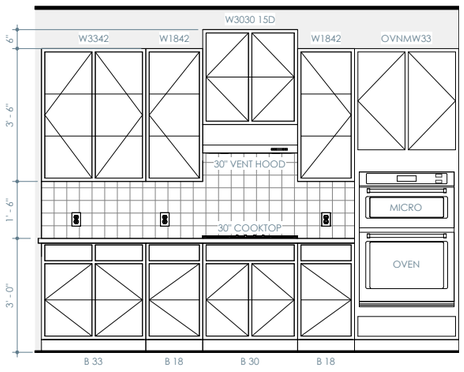
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	As indicated

SHEET NAME

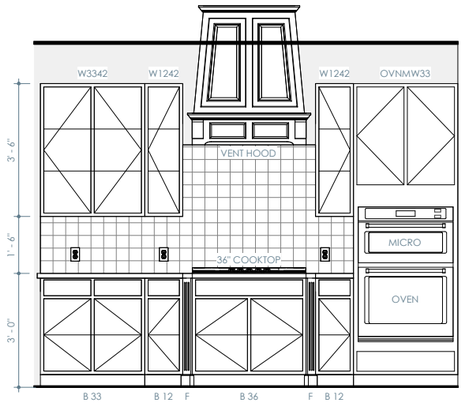
DETAILS

SHEET NO.

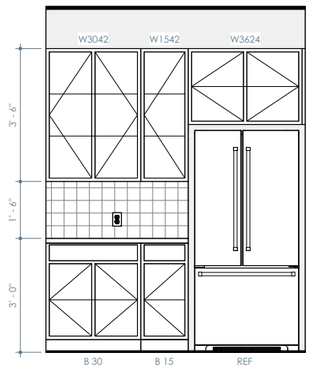
AD1.00



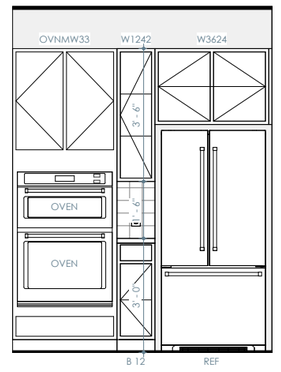
1 KITCHEN
1/4" = 1'-0"



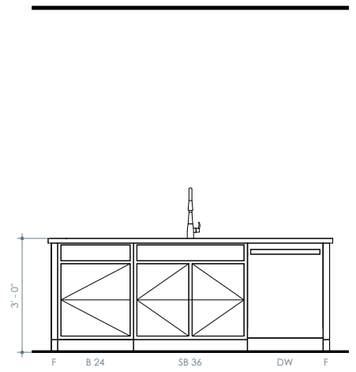
2 OPT. 36" COOKTOP RANGE W/ BUMP OUT & VENT HOOD ABOVE
1/4" = 1'-0"



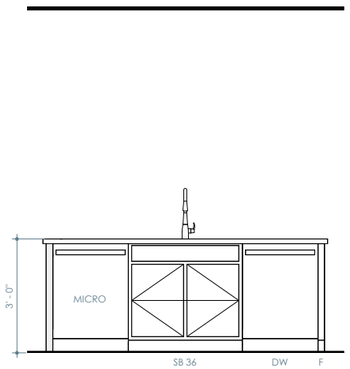
3 KITCHEN
1/4" = 1'-0"



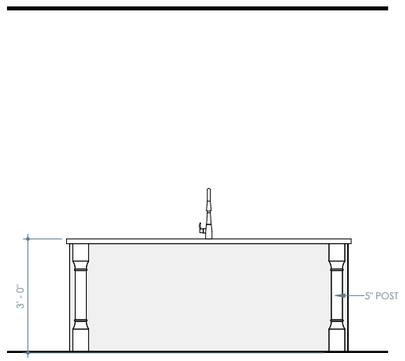
4 OPT. DOUBLE OVEN
1/4" = 1'-0"



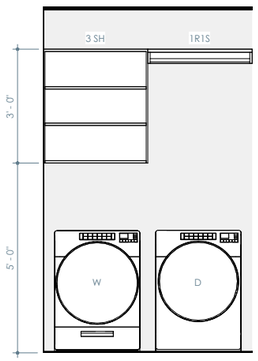
5 ISLAND
1/4" = 1'-0"



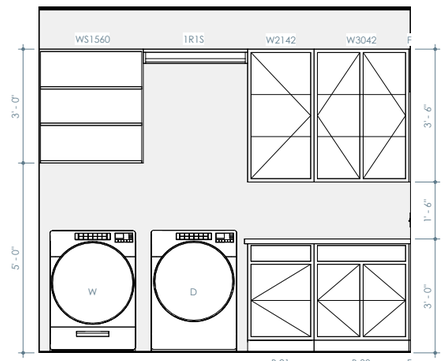
6 OPT. ISLAND MICROWAVE
1/4" = 1'-0"



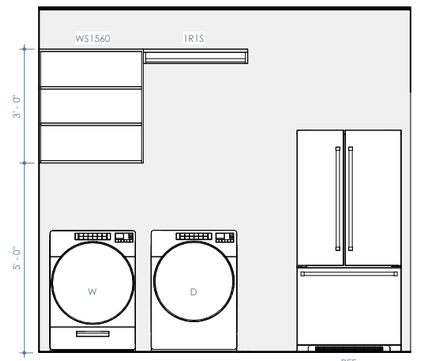
7 OPT. CHEF'S KITCHEN
1/4" = 1'-0"



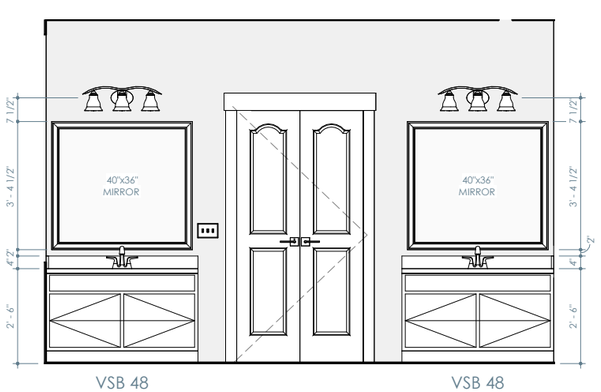
8 LAUNDRY
1/4" = 1'-0"



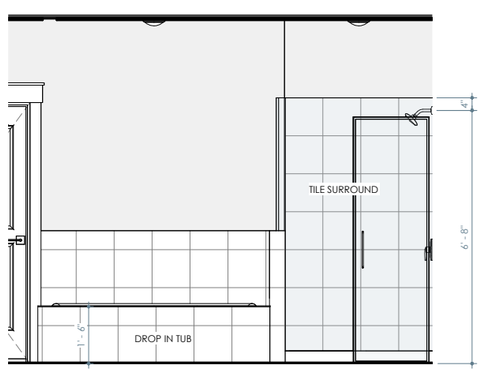
9 OPT. CABINETS @ LAUNDRY
1/4" = 1'-0"



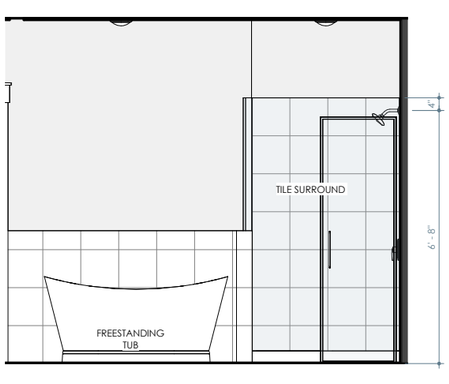
10 OPT. FRIDGE @ LAUNDRY
1/4" = 1'-0"



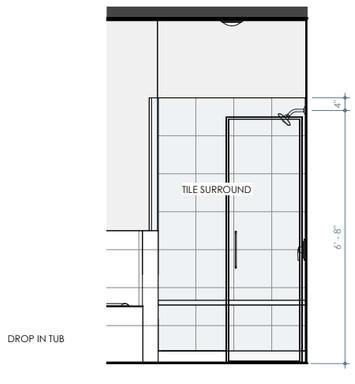
11 OWNER'S BATH
1/4" = 1'-0"



12 OWNER'S BATH
1/4" = 1'-0"



13 OPT. FREESTANDING TUB ILO DROP IN TUB
1/4" = 1'-0"



14 OPT. SHOWER SEAT @ OWNER'S BATH
1/4" = 1'-0"

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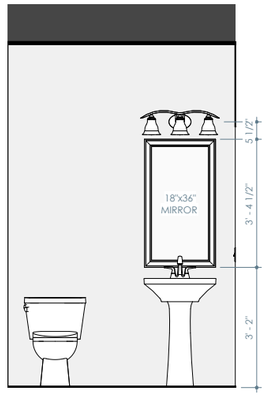
PLAN NO.
3160

ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/4" = 1'-0"

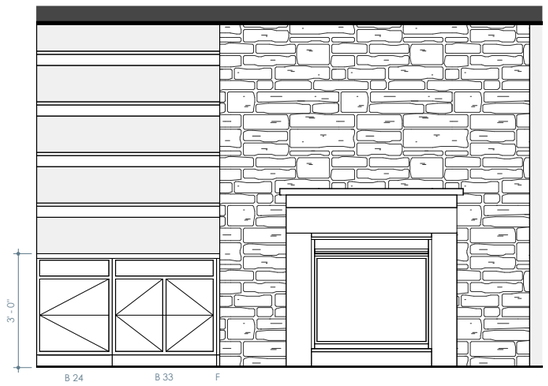
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.00



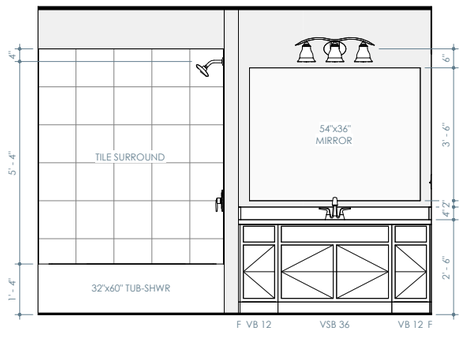
1 POWDER

1/4" = 1'-0"



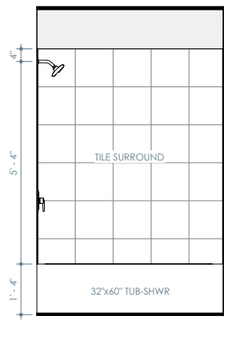
2 OPT. BUILT-INS @ FIREPLACE

1/4" = 1'-0"



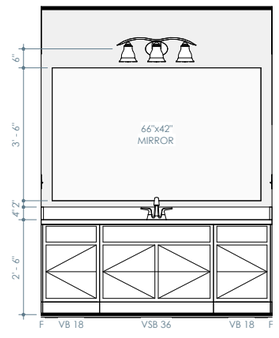
3 BATH 2

1/4" = 1'-0"



4 BATH 3

1/4" = 1'-0"



5 BATH 3

1/4" = 1'-0"

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3160

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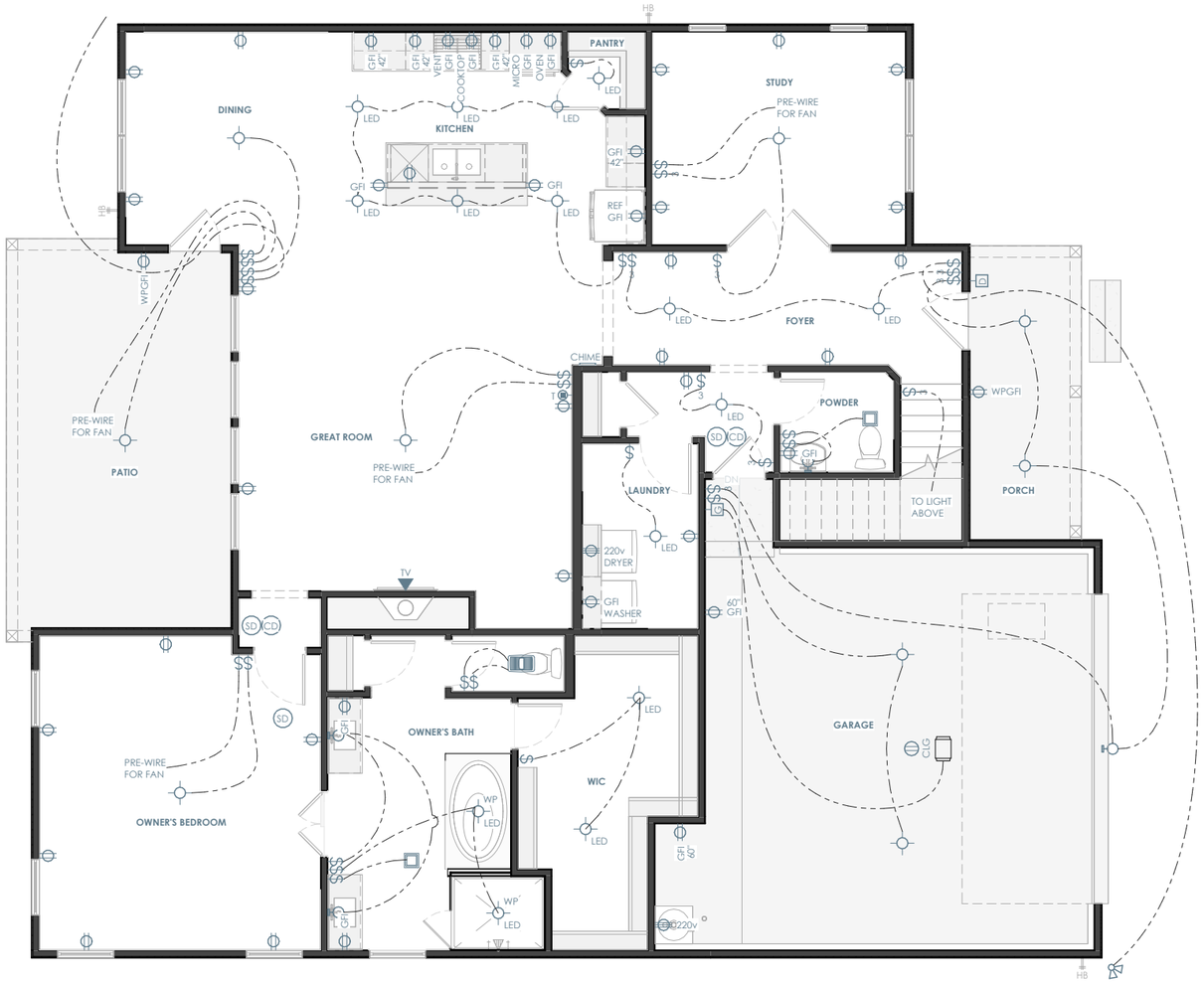
SHEET NAME

INTERIOR ELEVATIONS

SHEET NO.

AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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3160

ISSUE DATE	03/08/2024
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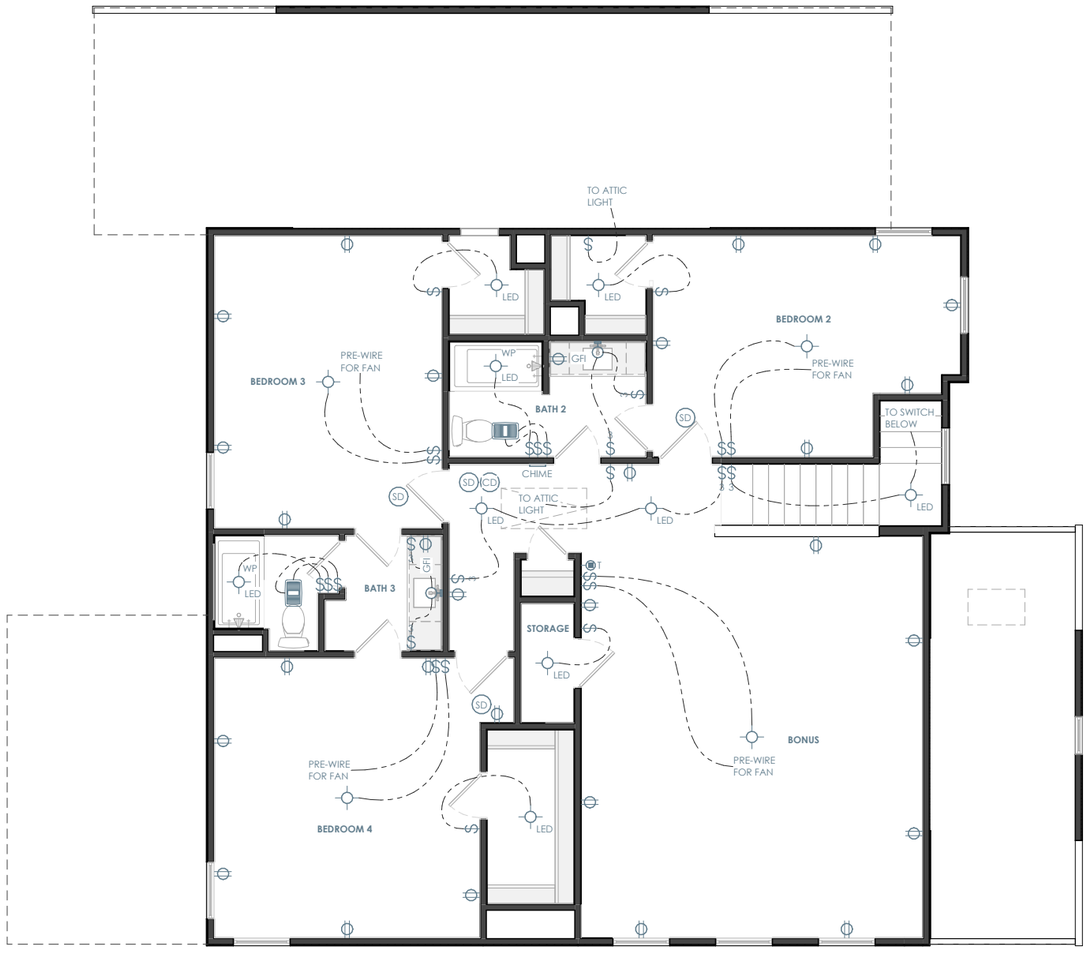
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.

E1.00



ELEVATION A - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

$	SINGLE POLE SWITCH
$ 3	THREE WAY SWITCH
$ 4	FOUR WAY SWITCH
$ D	SINGLE POLE DIMMER SWITCH
$ OS	OCCUPANT SENSOR SWITCH
$ R	RHEOSTAT SWITCH
$ P	PRESSURE SWITCH
G	GARAGE DOOR SWITCH
D	DOOR BELL BUTTON
	PHOTOCELL SENSOR SWITCH

LIGHTING

	SURFACE MOUNT LIGHT FIXTURE
LED	SUFRACE MOUNT LED LIGHT FIXTURE
KEY	KEYLESS LIGHT FIXTURE
	HANGING LIGHT FIXTURE
	PENDANT LIGHT FIXTURE
	RECESSED LIGHT FIXTURE
	RECESSED EYEBALL FIXTURE
	WALL MOUNTED LIGHT FIXTURE
	UNDER / OVER CABINET LIGHT
1x4	FLOURESCENT LIGHT FIXTURE
	CEILING FAN
	CEILING FAN w/ LIGHT FIXTURE

POWER

	DUPLEX OUTLET
	QUAD OUTLET
	SWITCHED DUPLEX OUTLET
GFI	GROUND FAULT CIRCUIT INTERRUPTER
	SURFACE MOUNT DUPLEX OUTLET
GFI	SURFACE MOUNT GROUND FAULT INTERRUPTER
FLR	FLOOR OUTLET
CLG	OVERHEAD OUTLET
220v	220 VOLT OUTLET

COMMUNICATION

PH	PHONE OUTLET
DATA	DATA OUTLET
5.1 SS	SURROUND SOUND OUTLET
TV	TV OUTLET
S SUB	SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

SD	SMOKE ALARM
CD	CARBON DETECTOR

EQUIPMENT

PANEL	ELECTRICAL PANEL
T	THERMOSTAT
	DOOR BELL CHIME
	EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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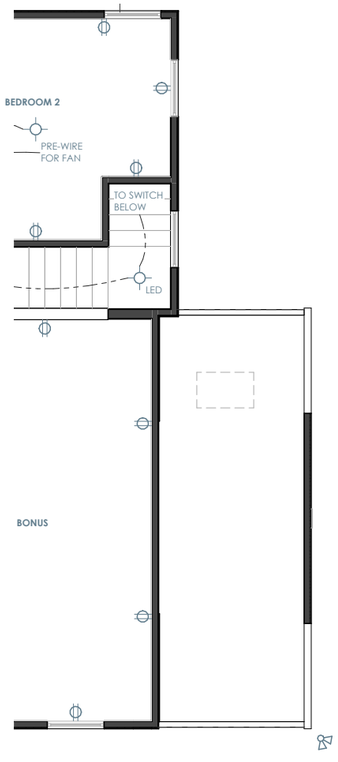
3160

ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

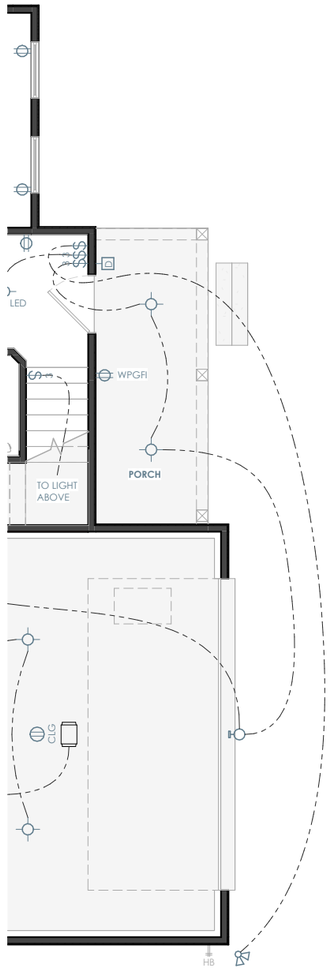
SHEET NAME
ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

SHEET NO.
E1.01



ELEVATION B - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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PLAN NO.

3160

ISSUE DATE	03/08/2024
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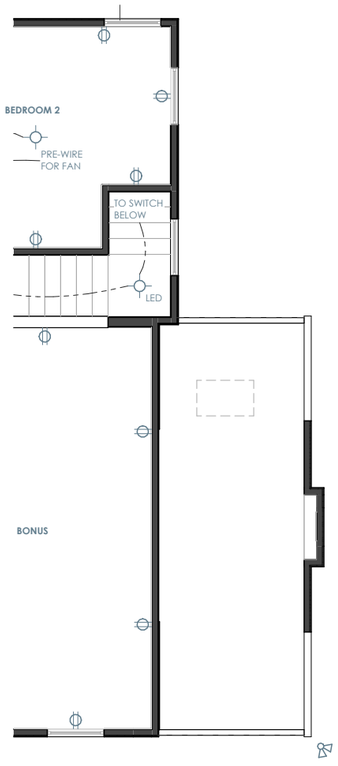
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - PARTIAL ELECTRICAL PLANS

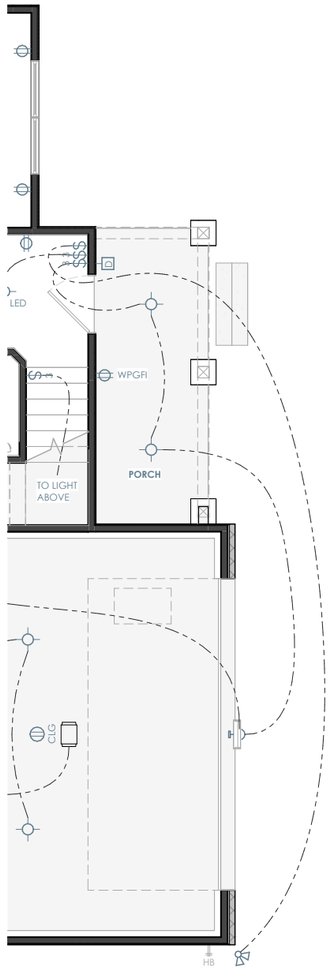
SHEET NO.

E2.00



ELEVATION C - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

Brightland HOMES

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PLAN NO.

3160

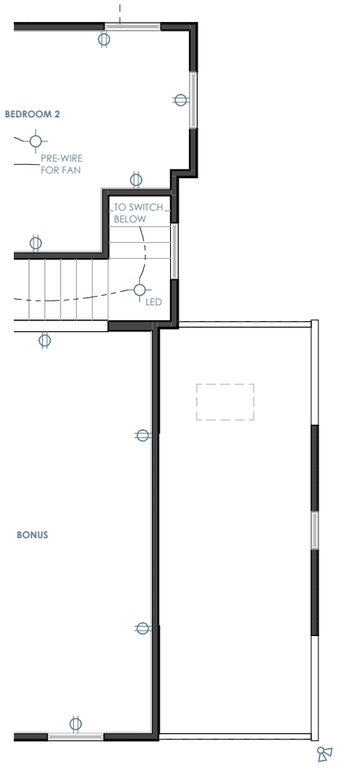
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL ELECTRICAL PLANS

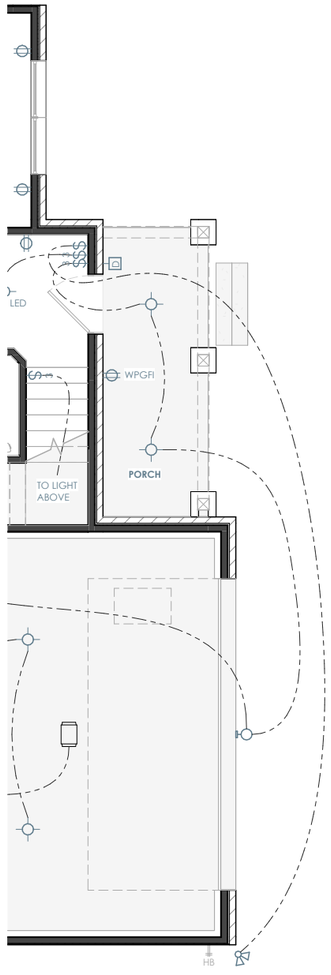
SHEET NO.

E3.00



ELEVATON D - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

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PLAN NO.

3160

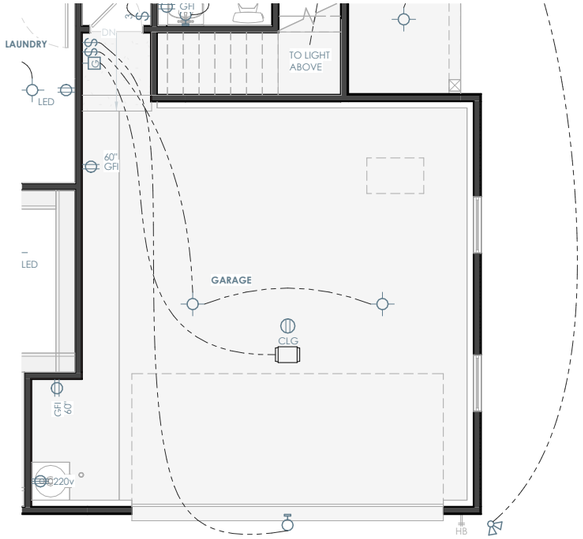
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL ELECTRICAL PLANS

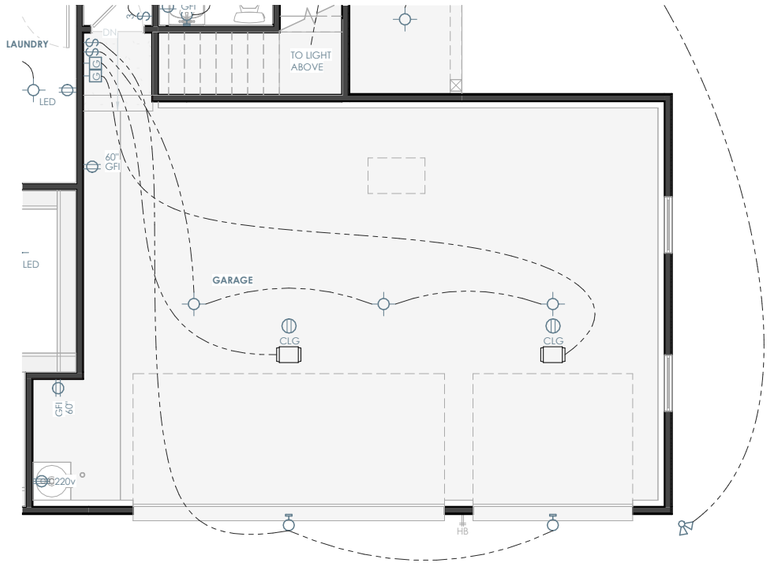
SHEET NO.

E4.00



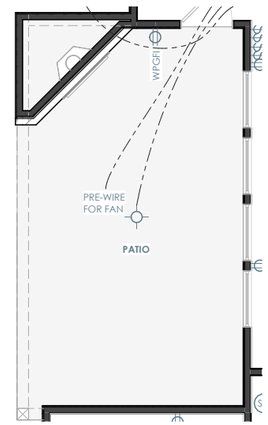
OPT. SIDE ENTRY GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



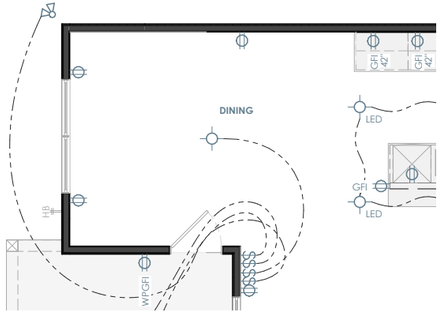
OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



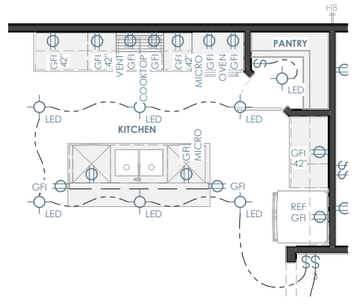
OPT. FIREPLACE @ COVERED PORCH - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



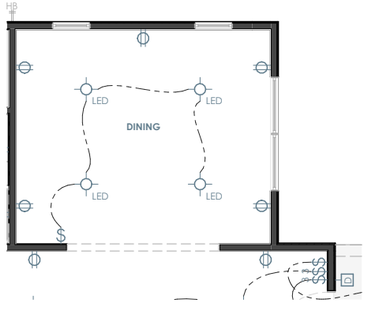
OPT. 3' EXPANDED DINING - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



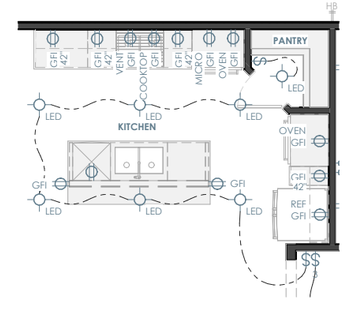
OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



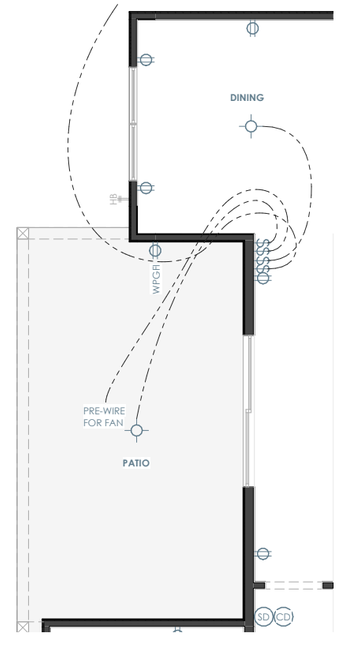
OPT. DINING ILO STUDY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. DOUBLE OVEN - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. SILDER @ GREAT ROOM - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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PLAN NO.

3160

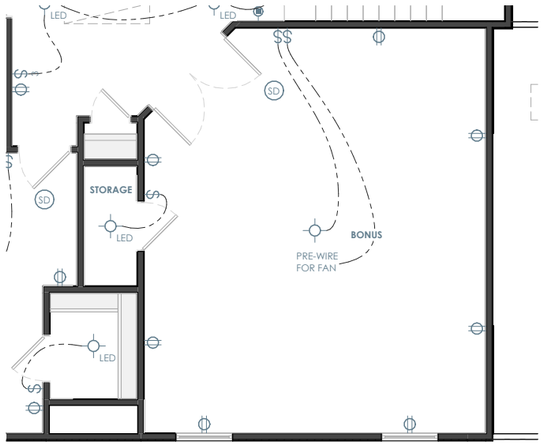
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

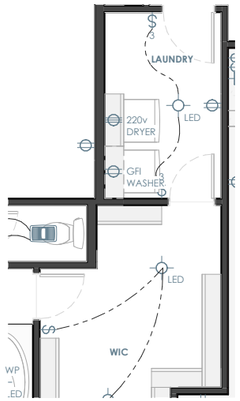
SHEET NO.

E7.00



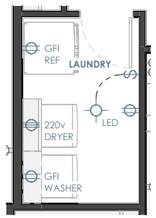
OPT. BONUS ROOM - SECOND FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. DOOR @ LAUNDRY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"



OPT. FRIDGE @ LAUNDRY - FIRST FLOOR ELECTRICAL

1/8" = 1'-0"

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3160

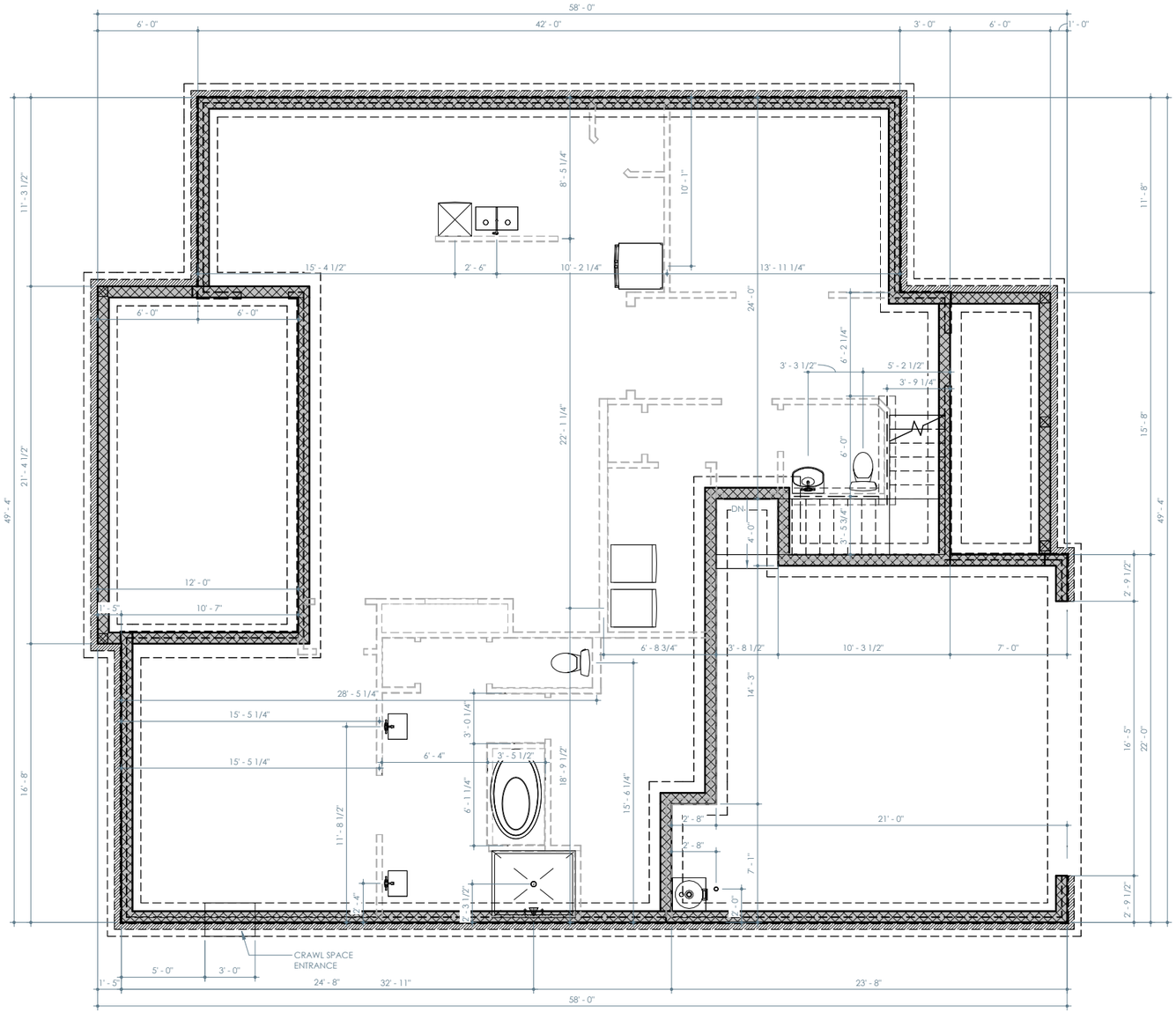
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

E7.01



ELEVATION A - FOUNDATION PLAN

1/8" = 1'-0"

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PLAN NO.

3160

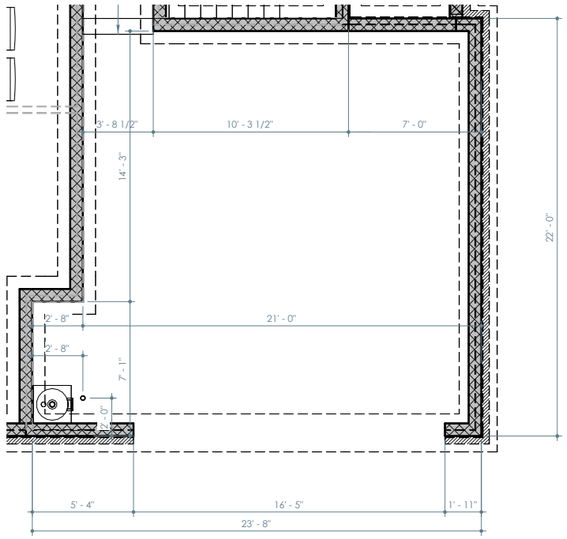
ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

FOUNDATION - ELEVATION A

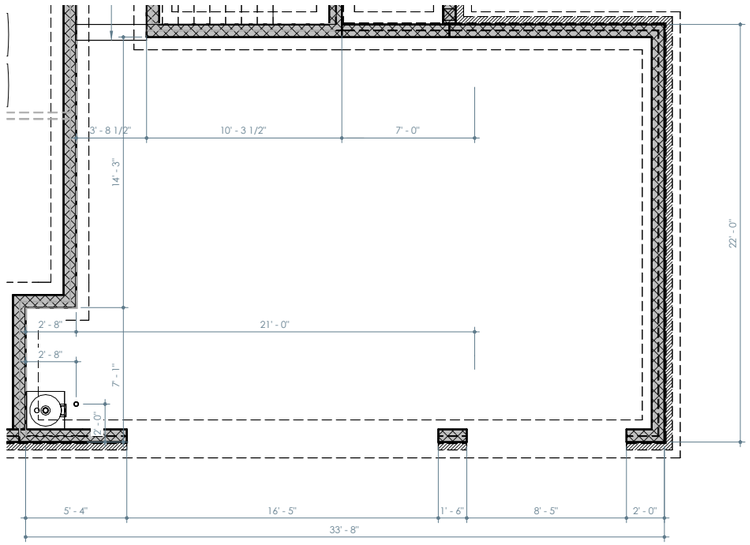
SHEET NO.

SF1.00



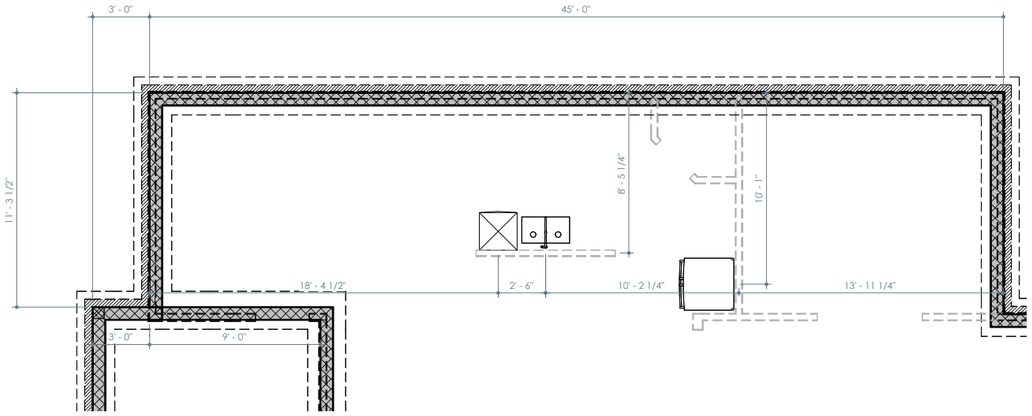
OPT. SIDE ENTRY GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3 CAR GARAGE - FOUNDATION PLAN

1/8" = 1'-0"



OPT. 3' EXTENDED DINING - FOUNDATION PLAN

1/8" = 1'-0"

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PROJECT NAME

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PLAN NO.

3160

ISSUE DATE	03/08/2024
DRAWN BY	SST
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

SF7.00



ELEVATION A

3/32" = 1'-0"



ELEVATION B

3/32" = 1'-0"



ELEVATION C

3/32" = 1'-0"



ELEVATION D

3/32" = 1'-0"

REVISION LOG

SHEET LIST

NO.	TITLE
A-0.00	COVER SHEET
A-1.00	ELEVATION A - FIRST FLOOR PLAN
A-1.01	ELEVATION A - SECOND FLOOR PLAN
A-1.02	ELEVATION A - EXTERIOR ELEVATIONS
A-1.03	ELEVATION A - EXTERIOR ELEVATIONS
A-1.04	ELEVATION A - ROOF PLAN
A-2.01	ELEVATION B - PARTIAL FLOOR PLANS
A-2.02	ELEVATION B - EXTERIOR ELEVATIONS
A-2.03	ELEVATION B - EXTERIOR ELEVATIONS
A-2.04	ELEVATION B - ROOF PLAN
A-3.01	ELEVATION C - PARTIAL FLOOR PLANS
A-3.02	ELEVATION C - EXTERIOR ELEVATIONS
A-3.03	ELEVATION C - EXTERIOR ELEVATIONS
A-3.04	ELEVATION C - ROOF PLAN
A-4.01	ELEVATION D - PARTIAL FLOOR PLANS
A-4.02	ELEVATION D - EXTERIOR ELEVATIONS
A-4.03	ELEVATION D - EXTERIOR ELEVATIONS
A-4.04	ELEVATION D - ROOF PLAN
A-7.00	PLAN OPTIONS
A-7.01	PLAN OPTIONS
A-7.02	PLAN OPTIONS
A-7.03	PLAN OPTIONS
A-7.04	PLAN OPTIONS
A-7.05	PLAN OPTIONS
A-7.06	PLAN OPTIONS
A-7.07	PLAN OPTIONS
A-7.08	PLAN OPTIONS
A-7.09	PLAN OPTIONS
A-7.10	PLAN OPTIONS
A-7.11	PLAN OPTIONS
A-7.12	PLAN OPTIONS
AD-1.00	DETAILS
AI1.00	INTERIOR ELEVATIONS
AI1.01	INTERIOR ELEVATIONS
E-1.00	ELEVATION A - FIRST FLOOR ELECTRICAL PLAN
E-1.01	ELEVATION A - SECOND FLOOR ELECTRICAL PLAN
E-2.00	ELEVATION B - PARTIAL ELECTRICAL PLANS
E-3.00	ELEVATION C - PARTIAL ELECTRICAL PLANS
E-4.00	ELEVATION D - PARTIAL ELECTRICAL PLANS
E-7.00	PLAN OPTIONS
E-7.01	PLAN OPTIONS
SF-1.00	FOUNDATION - ELEVATION A
SF-7.00	PLAN OPTIONS

PLAN OPTIONS

ELEVATION A	OPT. LAUNDRY CABINETS
ELEVATION B	OPT. GREAT ROOM SLIDER DOOR
ELEVATION C	OPT. BEDROOM 5
ELEVATION D	OPT. ISLAND MICROWAVE
OPT. EXECUTIVE OPTION	OPT. SHOWER SEAT @ OWNERS BATH
OPT. 3 CAR GARAGE	OPT. OWNER'S BATH 1
OPT. SIDE LOAD GARAGE	OPT. LINEN CABINET
OPT. REAR COVERED PORCH	OPT. BATH 3 ADDITIONAL SINK
OPT. PORCH FIREPLACE	OPT. EXTENDED ISLAND W/ LEGS
OPT. GUEST BEDROOM	OPT. 36" COOKTOP RANGE W/ BUMPOUT & VENT HOOD ABOVE
OPT. 1/2 BATH VANITY	OPT. RECESSED FIREPLACE
OPT. COFFERED CEILING AT FOYER	

Brightland HOMES

PROJECT NAME

ROAN

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PLAN NO.

3470

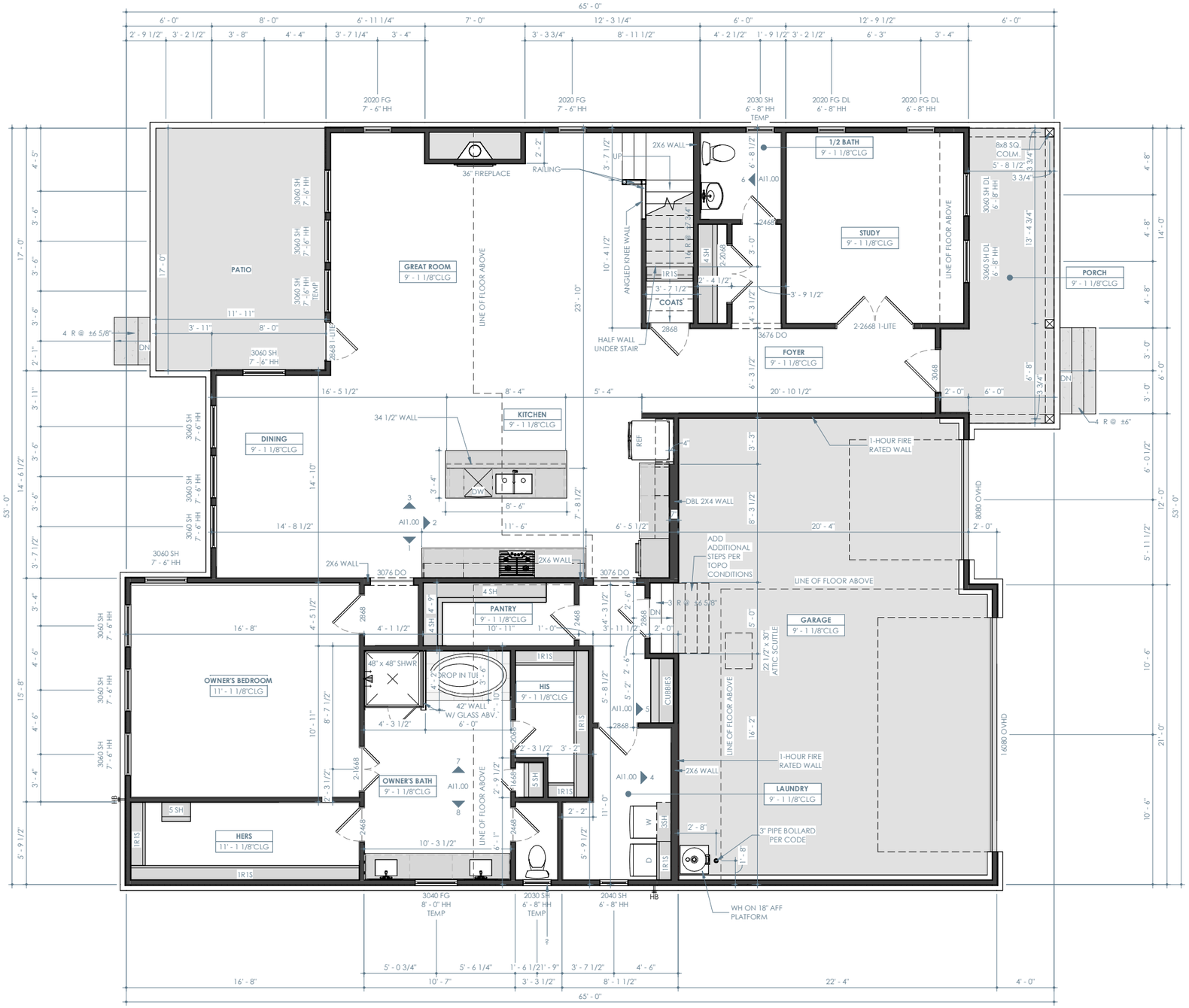
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	3/32" = 1'-0"

SHEET NAME

COVER SHEET

SHEET NO.

A-0.00



ELEVATION A - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION A - A/C LIVING

FIRST FLOOR	1896 SF
SECOND FLOOR	1260 SF
TOTAL	3156 SF

ELEVATION A - LIVING

FIRST FLOOR	2114 SF
SECOND FLOOR	1344 SF
TOTAL	3458 SF

TOTAL UNDER ROOF	4525 SF

ELEVATION A - NON-LIVING

GARAGE	718 SF
PORCH	136 SF
PATIO	213 SF
TOTAL	1067 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

Brightland HOMES

PROJECT NAME

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PLAN NO.

3470

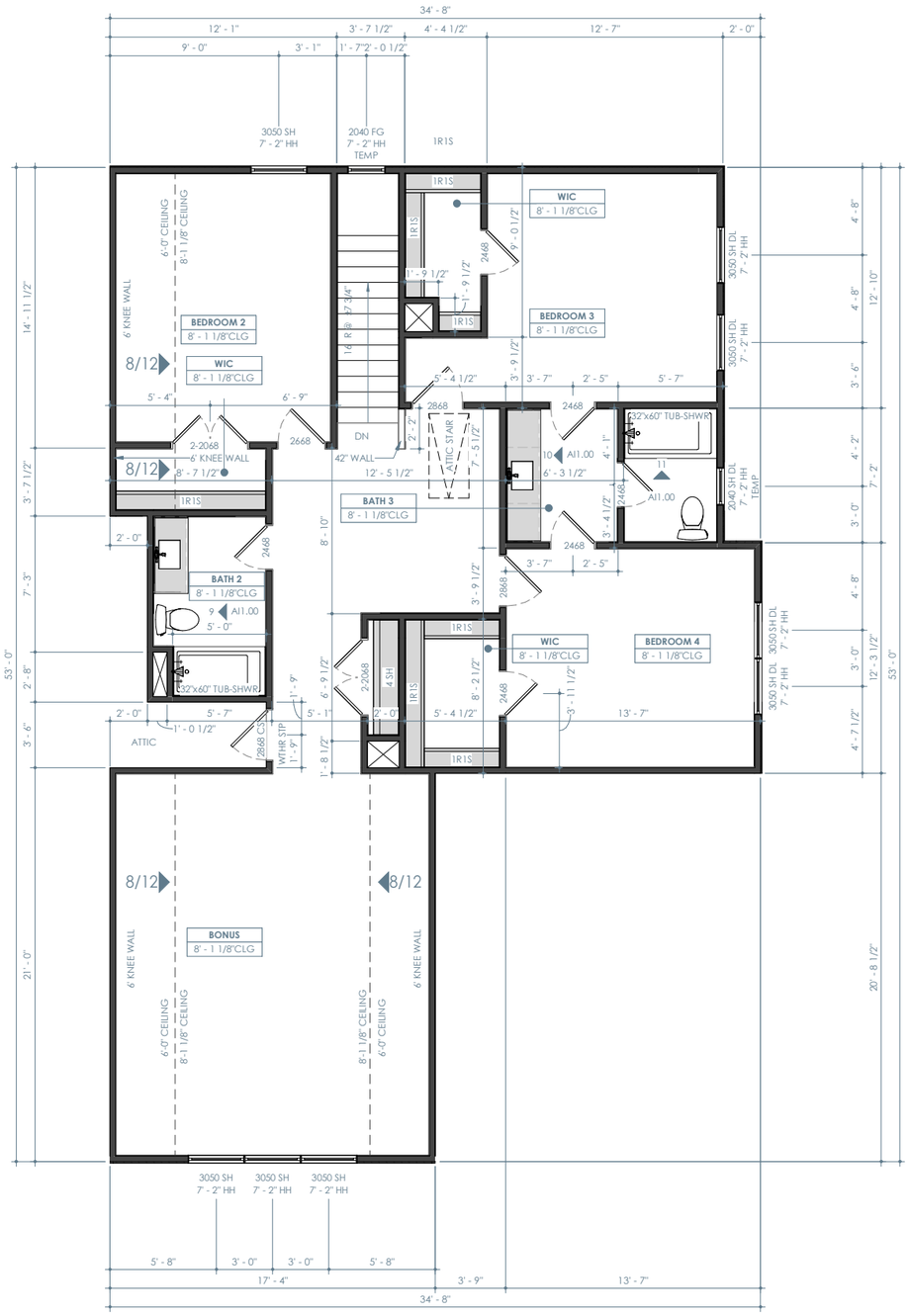
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - FIRST FLOOR PLAN

SHEET NO.

A-1.00



ELEVATION A - SECOND FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
- REFER TO ELEVATIONS AND ROOF PLANS FOR PLATE HEIGHTS
- ALL ANGLES OTHER THAN 90° ARE TO BE 45° ANGLES UNLESS NOTED OTHERWISE
- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

Brightland HOMES

PROJECT NAME

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PLAN NO.

3470

ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION A - SECOND FLOOR PLAN

SHEET NO.

A-1.01



ELEVATION A - FRONT

1/8" = 1'-0"



ELEVATION A - REAR

1/8" = 1'-0"

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SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A-1.02



ELEVATION A - LEFT

1/8" = 1'-0"



ELEVATION A - RIGHT

1/8" = 1'-0"

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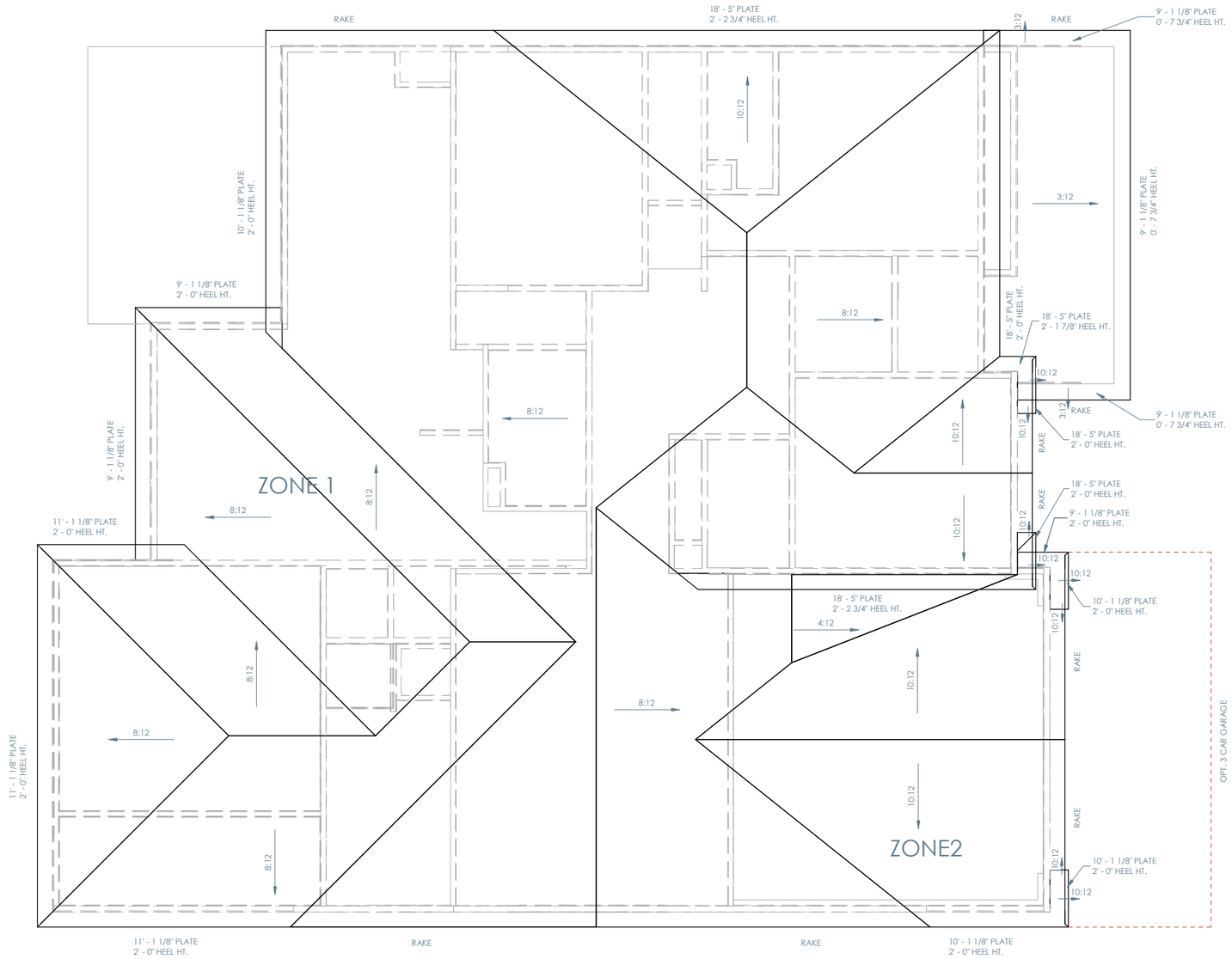
SHEET NAME

ELEVATION A - EXTERIOR ELEVATIONS

SHEET NO.

A-1.03



ELEVATION A - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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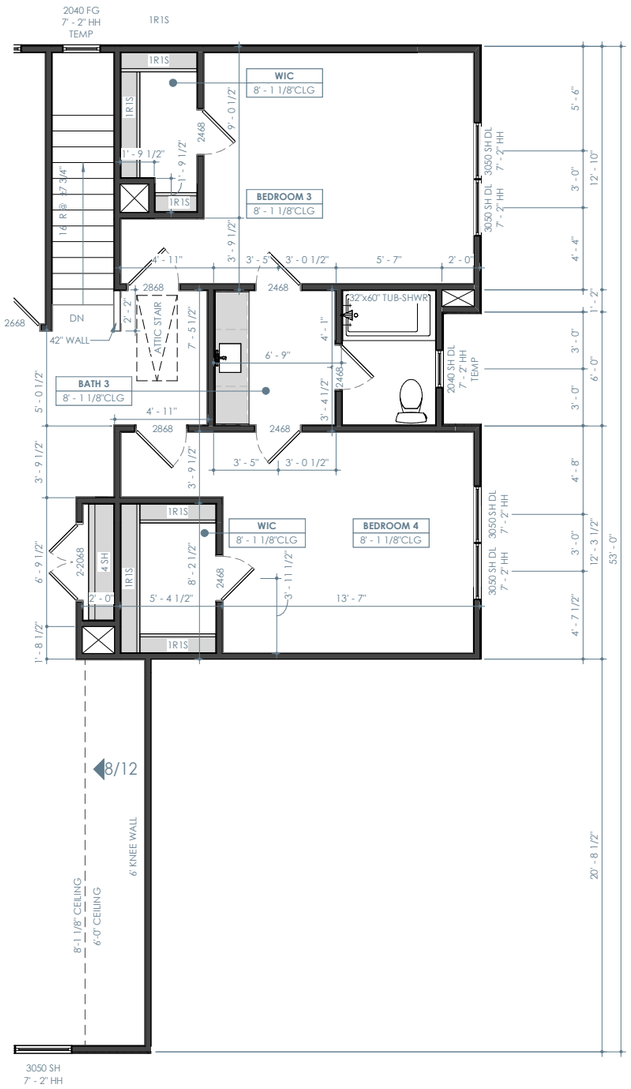
SHEET NAME

ELEVATION A - ROOF PLAN

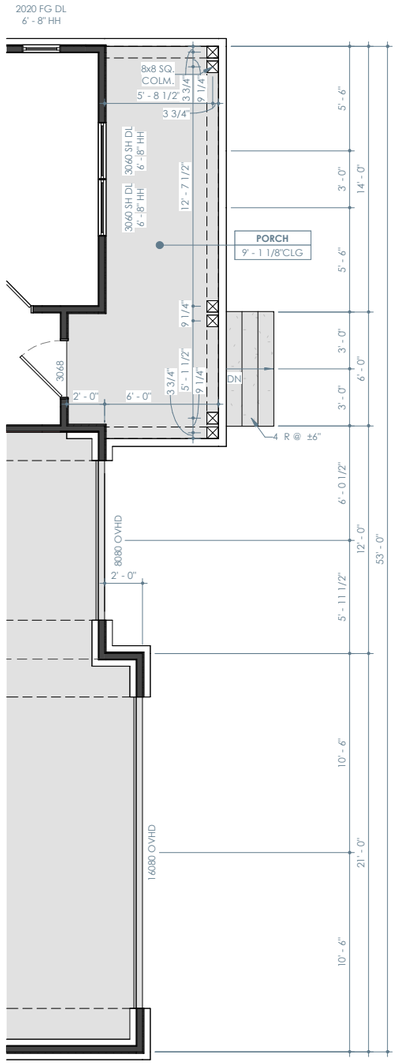
SHEET NO.

A-1.04



ELEVATION B - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION B - A/C LIVING

FIRST FLOOR	1896 SF
SECOND FLOOR	1282 SF
TOTAL	3178 SF

ELEVATION B - LIVING

FIRST FLOOR	2114 SF
SECOND FLOOR	1372 SF
TOTAL	3486 SF

TOTAL UNDER ROOF	4553 SF

ELEVATION B - NON-LIVING

GARAGE	718 SF
PORCH	136 SF
PATIO	213 SF
TOTAL	1067 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
- DOORS TO BE PLACED CENTERED IN SPACE / ON WALL. ALL DOOR JAMBS TO BE 5", WHERE APPLICABLE FROM NEAREST WALL UNLESS NOTED OTHERWISE.
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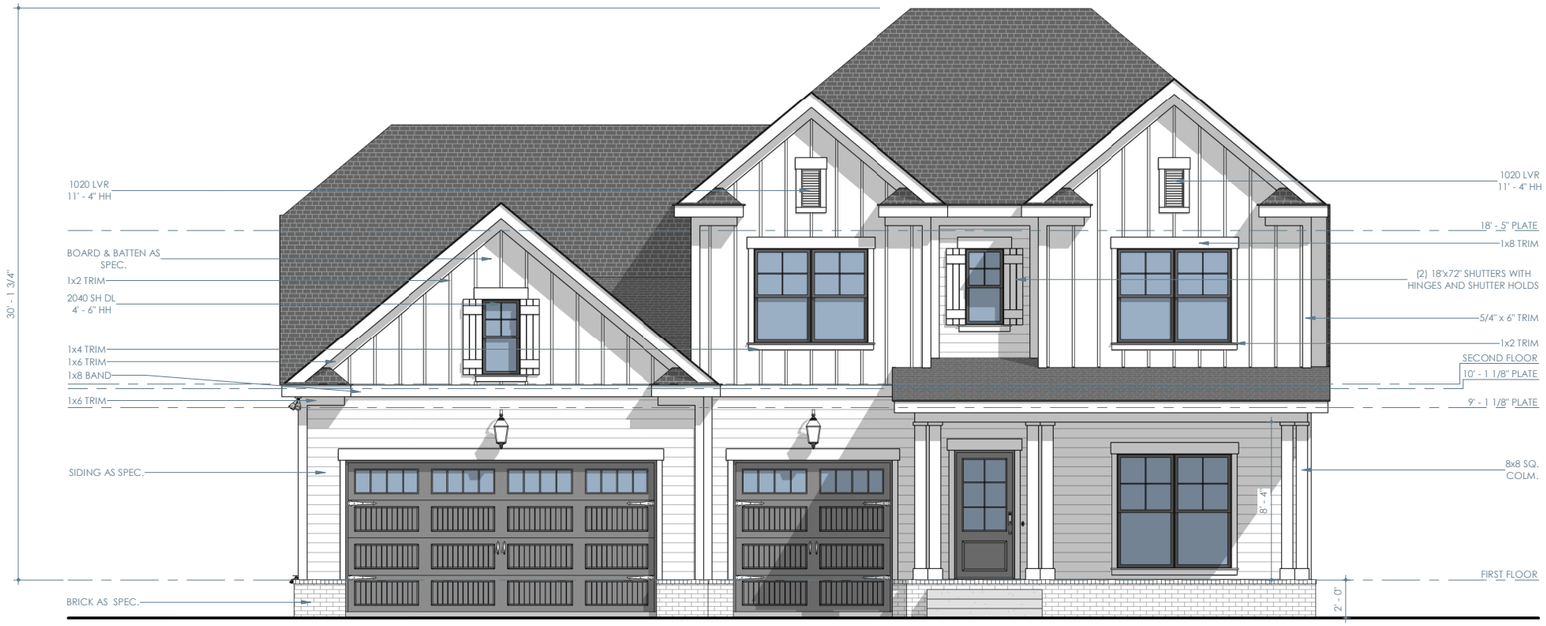
SHEET NAME

ELEVATION B - PARTIAL FLOOR PLANS

SHEET NO.

A-2.01



ELEVATION B - FRONT

1/8" = 1'-0"



ELEVATION B - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A-2.02



ELEVATION B - LEFT

1/8" = 1'-0"



ELEVATION B - RIGHT

1/8" = 1'-0"

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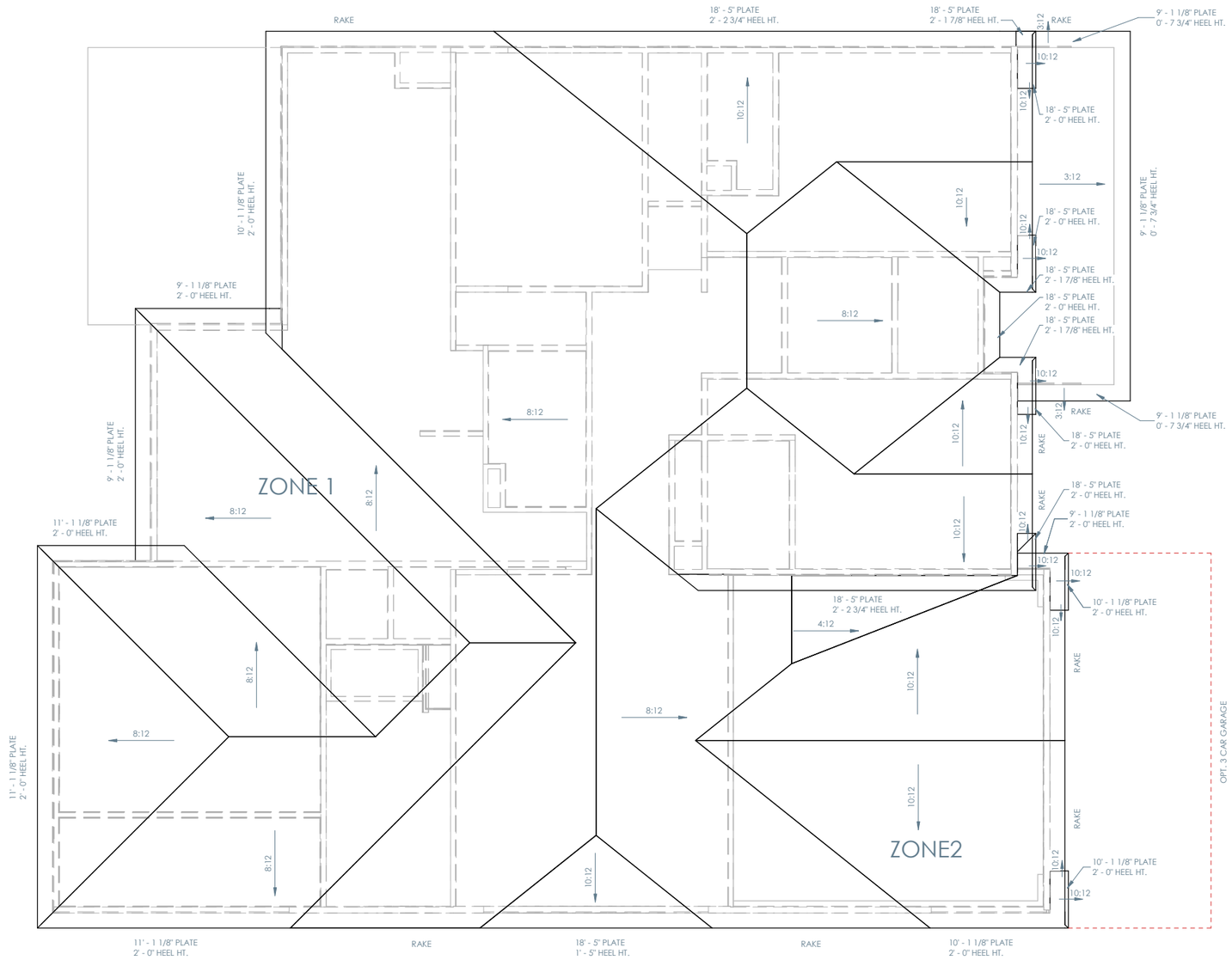
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - EXTERIOR ELEVATIONS

SHEET NO.

A-2.03



ELEVATION B - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
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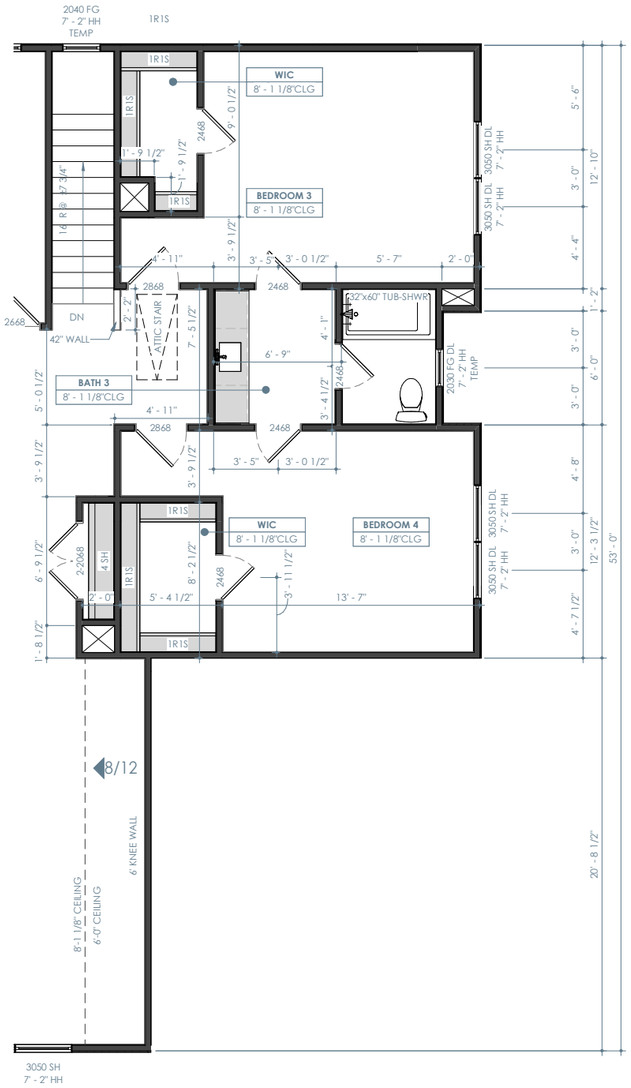
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION B - ROOF PLAN

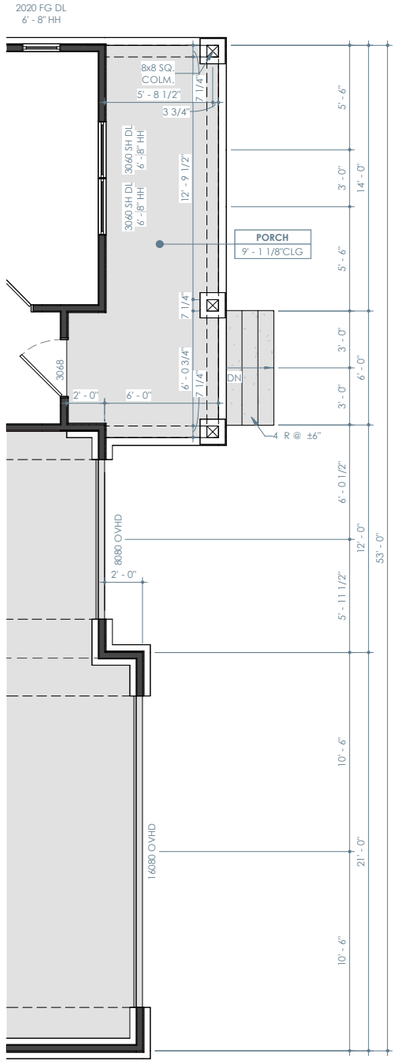
SHEET NO.

A-2.04



ELEVATION C - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR PLAN

1/8" = 1'-0"

ELEVATION C - A/C LIVING

FIRST FLOOR	1896 SF
SECOND FLOOR	1282 SF
TOTAL	3178 SF

ELEVATION C - LIVING

FIRST FLOOR	2114 SF
SECOND FLOOR	1372 SF
TOTAL	3486 SF

TOTAL UNDER ROOF	4553 SF

ELEVATION C - NON-LIVING

GARAGE	718 SF
PORCH	136 SF
PATIO	213 SF
TOTAL	1067 SF

FLOOR PLAN NOTES

- INTERIOR DIMENSIONS ARE TO FACE OF STUD, UNLESS NOTED OTHERWISE. WINDOWS DOORS AND OPENINGS ARE DIMENSIONED TO CENTER OF ROUGH OPENINGS.
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DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - PARTIAL FLOOR PLANS

SHEET NO.

A-3.01



ELEVATION C - FRONT

1/8" = 1'-0"



ELEVATION C - REAR

1/8" = 1'-0"

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DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A-3.02



ELEVATION C - LEFT

1/8" = 1'-0"



ELEVATION C - RIGHT

1/8" = 1'-0"

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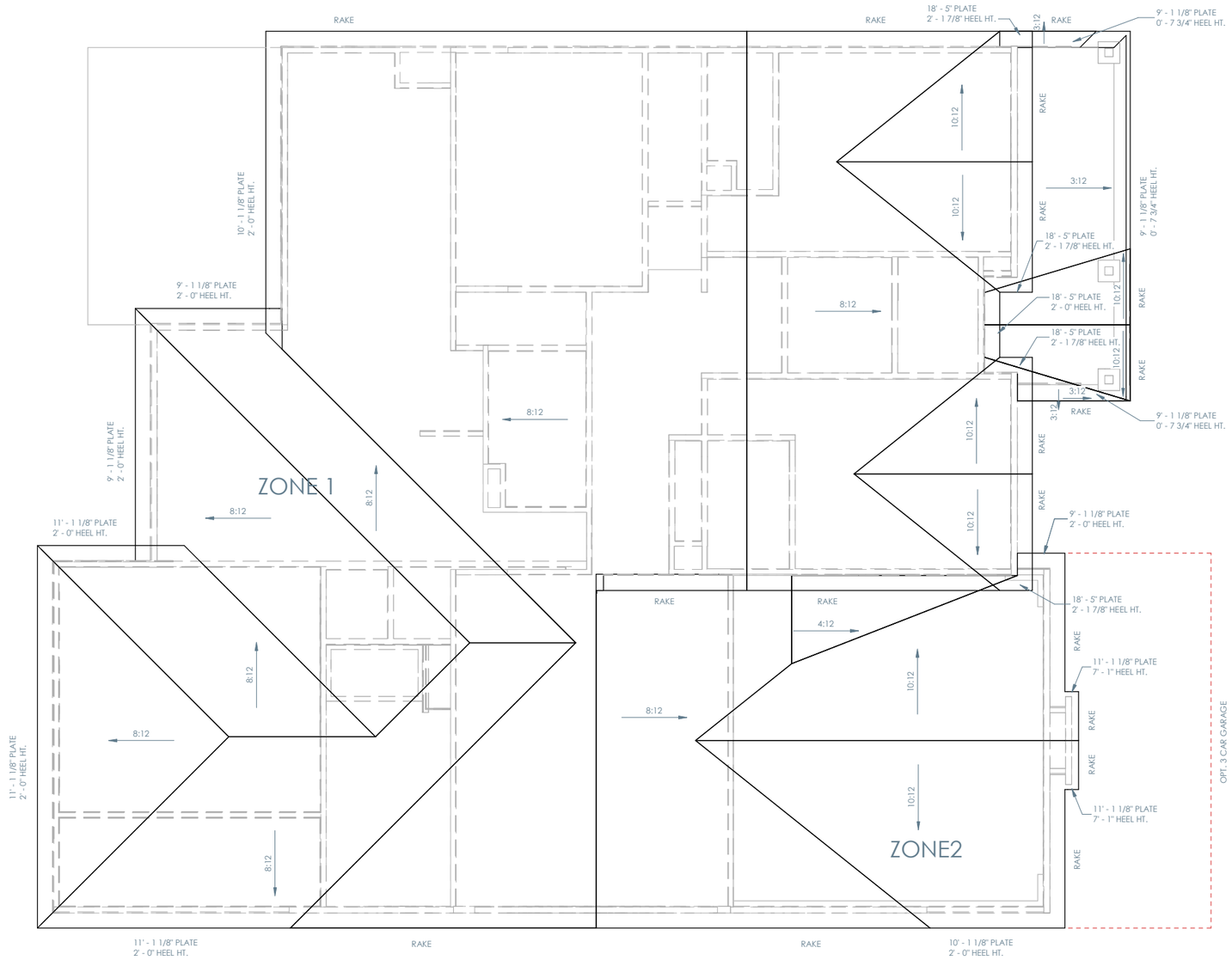
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION C - EXTERIOR ELEVATIONS

SHEET NO.

A-3.03



ELEVATION C - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
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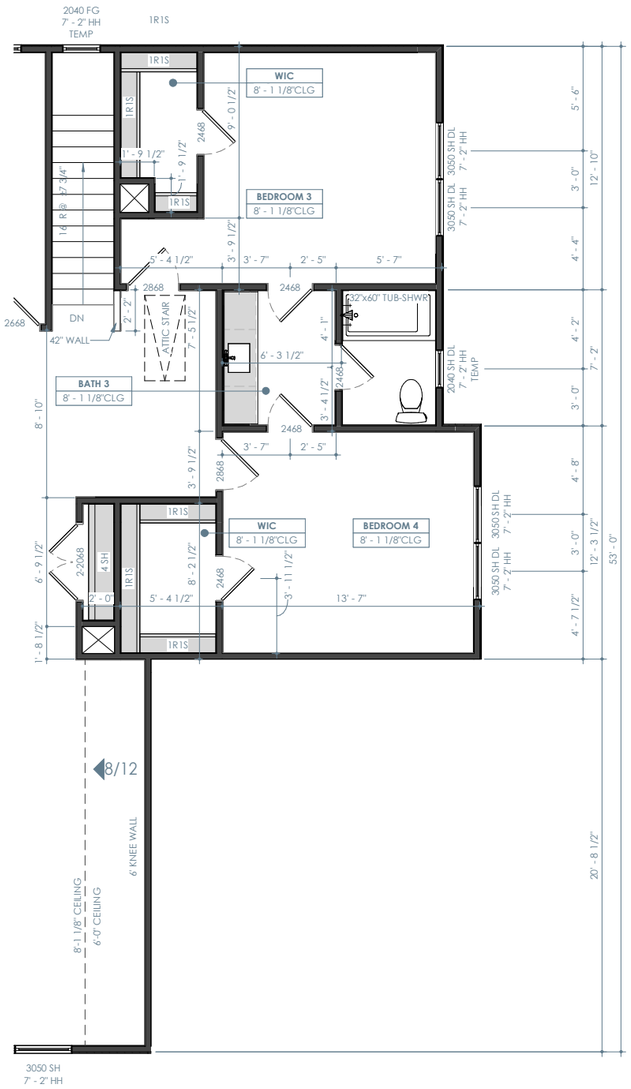
SHEET NAME

ELEVATION C - ROOF PLAN

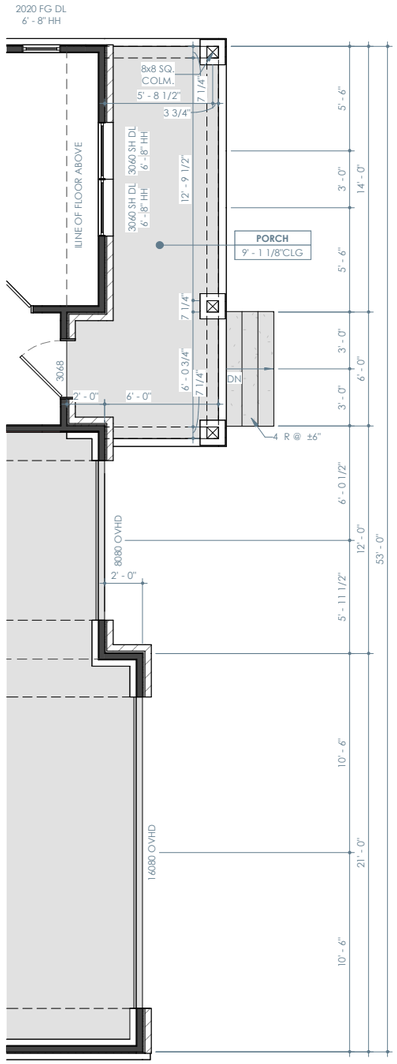
SHEET NO.

A-3.04



ELEVATION D - SECOND FLOOR PLAN

1/8" = 1'-0"



ELEVATION D- FIRST FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN NOTES

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- ALL OPENINGS TO BE CENTERED ON WALL UNLESS NOTED OTHERWISE
- WATER HEATER ON 18" HIGH PLATFORM. REQUIRED LOCATION MAY VARY. BUILDER IS TO VERIFY LOCATION

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ELEVATION D - A/C LIVING

FIRST FLOOR	1896 SF
SECOND FLOOR	1260 SF
TOTAL	3156 SF

ELEVATION D - LIVING

FIRST FLOOR	2124 SF
SECOND FLOOR	1344 SF
TOTAL	3468 SF

TOTAL UNDER ROOF	4540 SF

ELEVATION D - NON-LIVING

GARAGE	734 SF
PORCH	125 SF
PATIO	213 SF
TOTAL	1072 SF

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - PARTIAL FLOOR PLANS

SHEET NO.

A-4.01



ELEVATION D - FRONT

1/8" = 1'-0"



ELEVATION D - REAR

1/8" = 1'-0"

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SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A-4.02



ELEVATION D - LEFT

1/8" = 1'-0"



ELEVATION D - RIGHT

1/8" = 1'-0"

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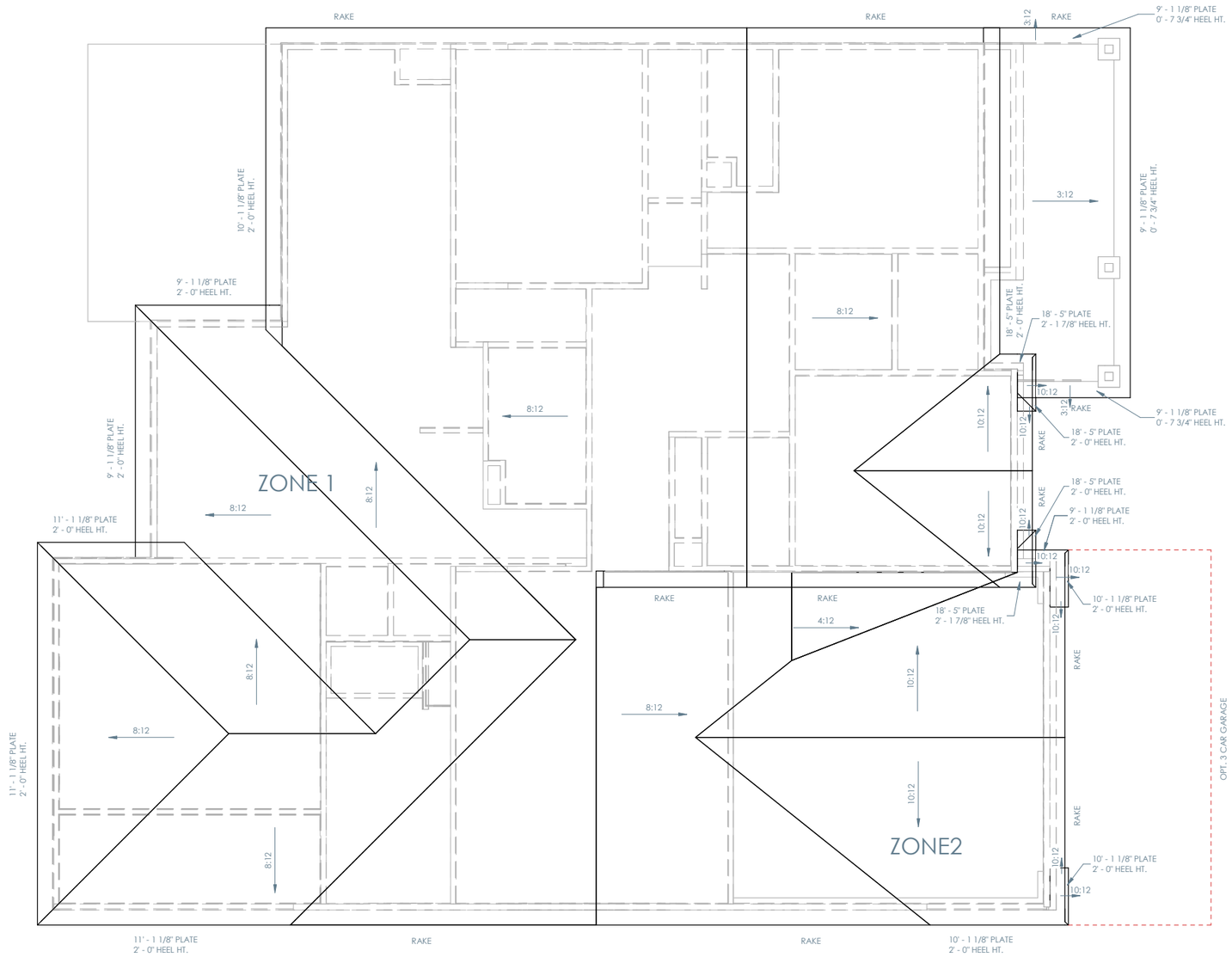
SHEET NAME

ELEVATION D - EXTERIOR ELEVATIONS

SHEET NO.

A-4.03



ELEVATION D - ROOF PLAN

1/8" = 1'-0"

ROOF NOTES

- ALL RAKE AND EAVE DIMENSIONS ARE NOTED ON PLANS, DETAILS AND/OR SECTIONS
- SADDLES TO EXTEND 1 1/2" PAST CHIMNEY
- ALL ROOF OVERHANGS 1'-0" FROM STUD UNLESS NOTED OTHERWISE

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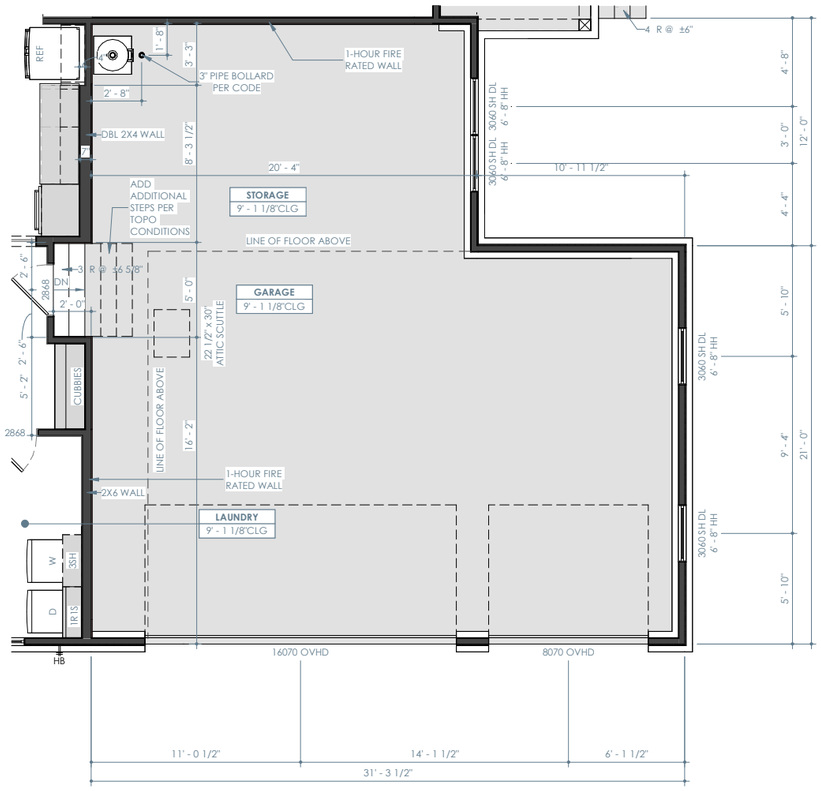
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

ELEVATION D - ROOF PLAN

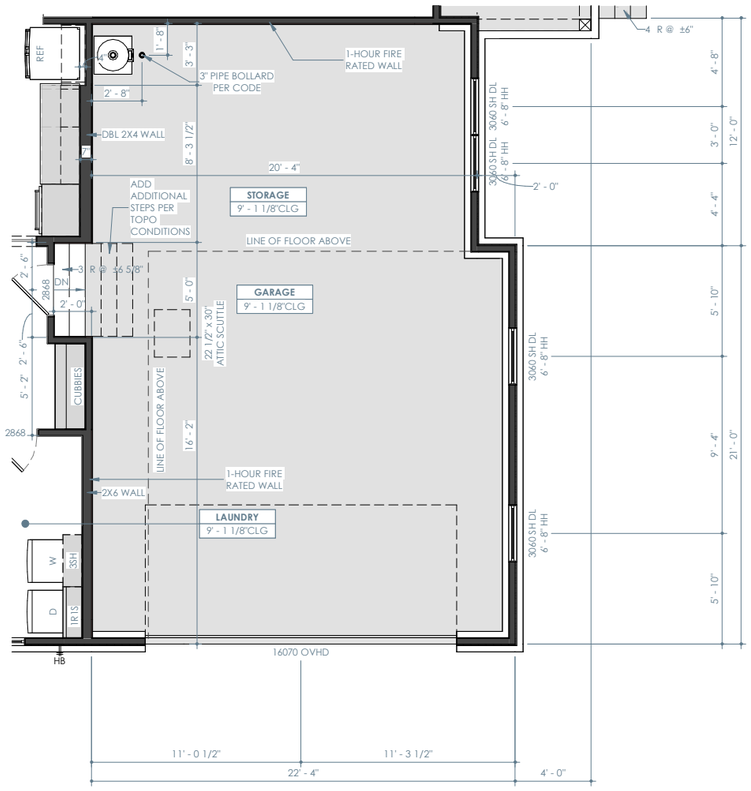
SHEET NO.

A-4.04



OPT. 3 CAR GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SIDE LOAD GARAGE - FIRST FLOOR PLAN

1/8" = 1'-0"

PROJECT NAME

ROAN

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PLAN NO.

3470

ISSUE DATE	10/06/2023
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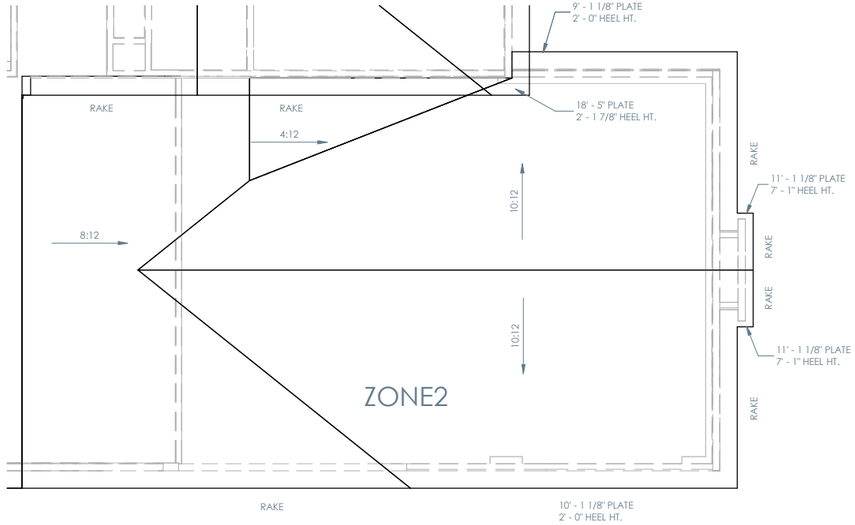
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

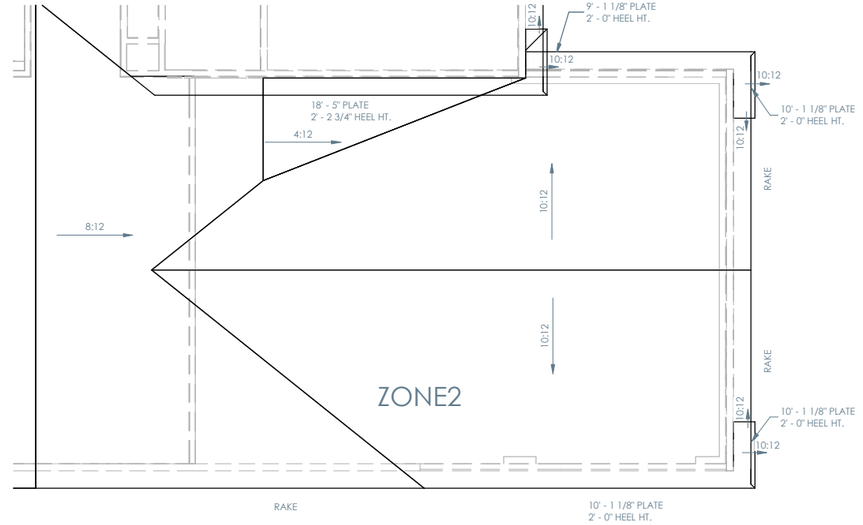
SHEET NO.

A-7.00



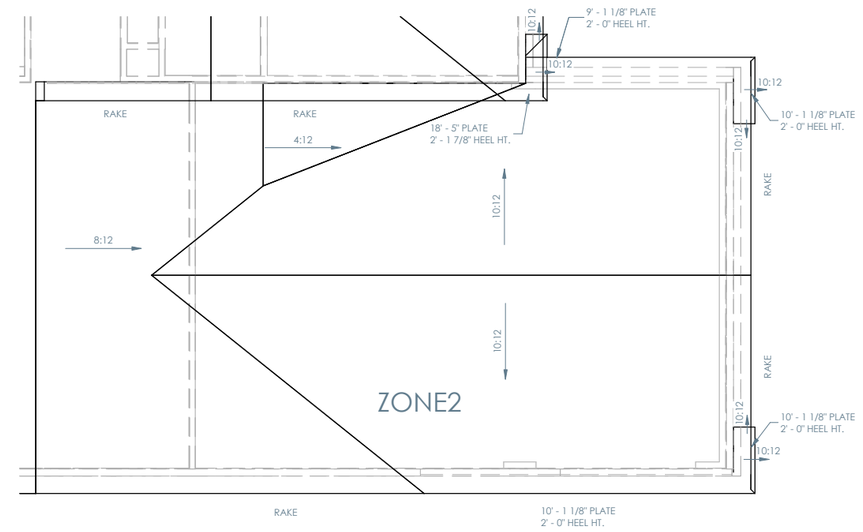
ELEVATION C - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"



ELEVATION A - OPT. 3 CAR GARAGE - ROOF PLAN (SIMILAR FOR ELEVATION B)

1/8" = 1'-0"



ELEVATION D - OPT. 3 CAR GARAGE - ROOF PLAN

1/8" = 1'-0"

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SHEET NAME

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SHEET NO.

A-7.01



ELEVATION A - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION C - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION B - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"



ELEVATION D - OPT. SIDE LOAD GARAGE - FRONT

1/8" = 1'-0"

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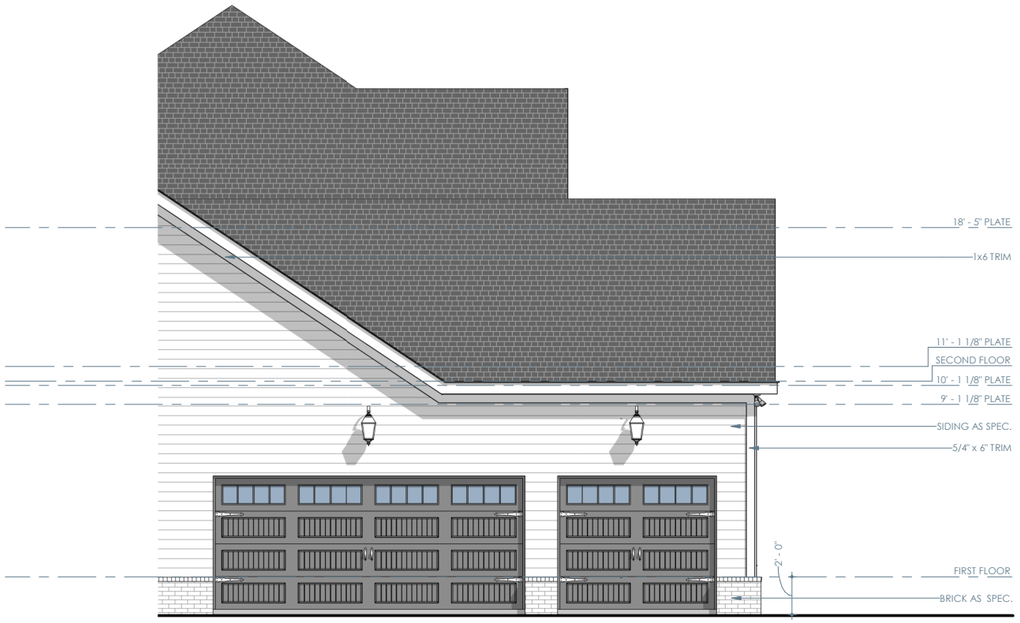
SHEET NAME

PLAN OPTIONS

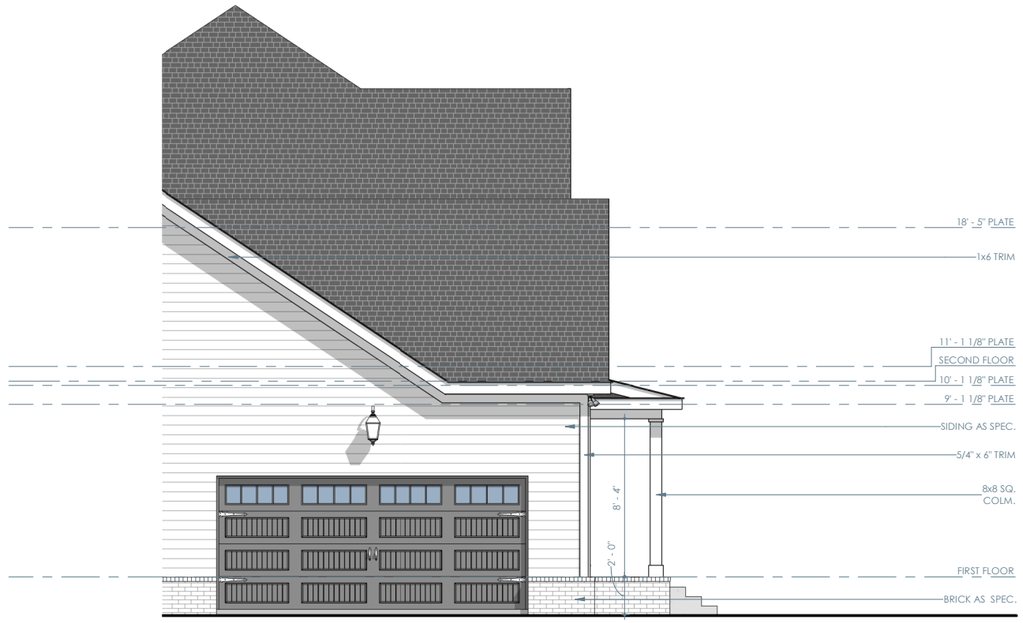
SHEET NO.

A-7.02



OPT. 3 CAR GARAGE - LEFT

1/8" = 1'-0"



OPT. SIDE LOAD GARAGE - LEFT

1/8" = 1'-0"

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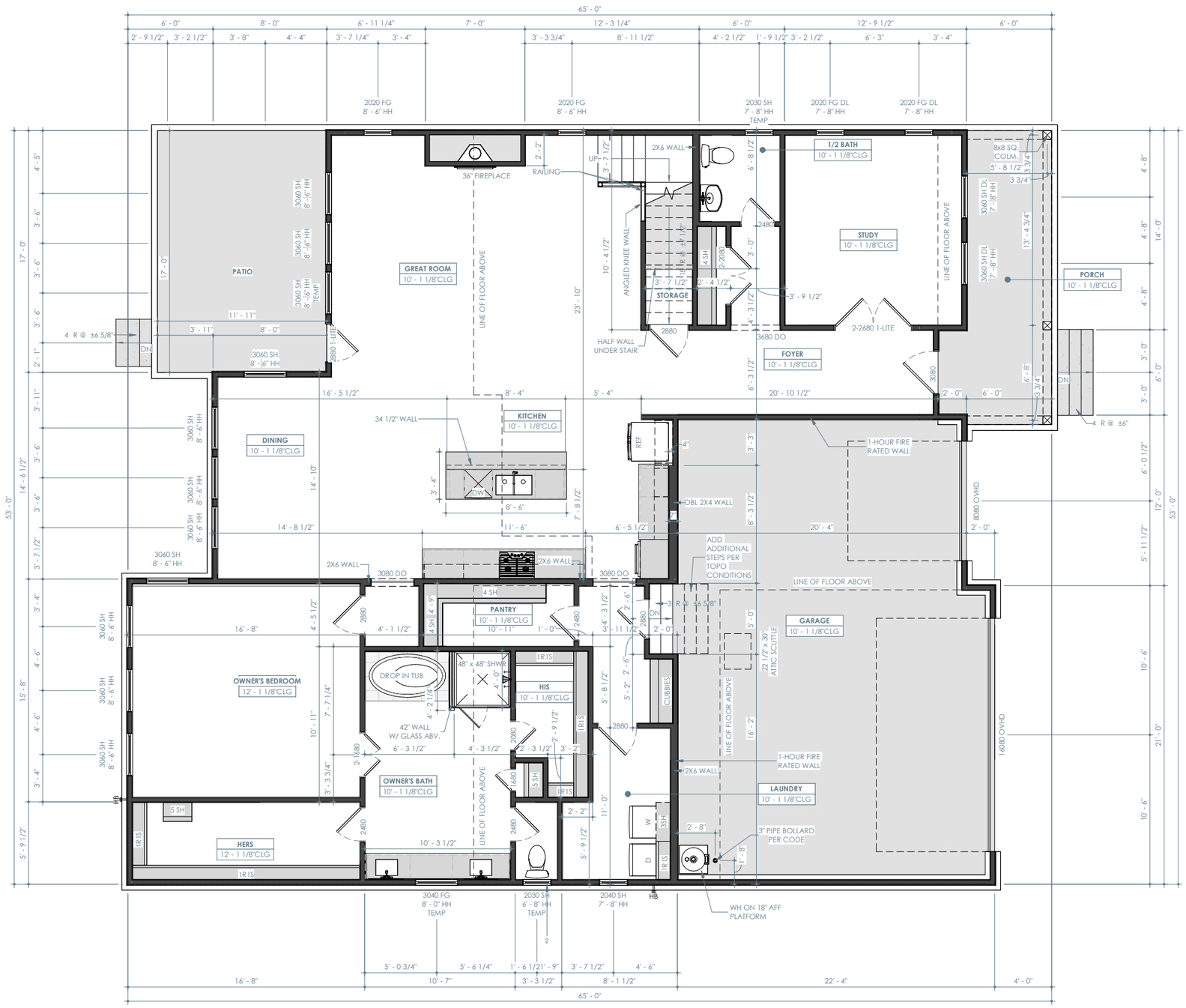
SHEET NAME

PLAN OPTIONS

SHEET NO.

A-7.03



OPT. EXECUTIVE PACKAGE - FIRST FLOOR PLAN

1/8" = 1'-0"

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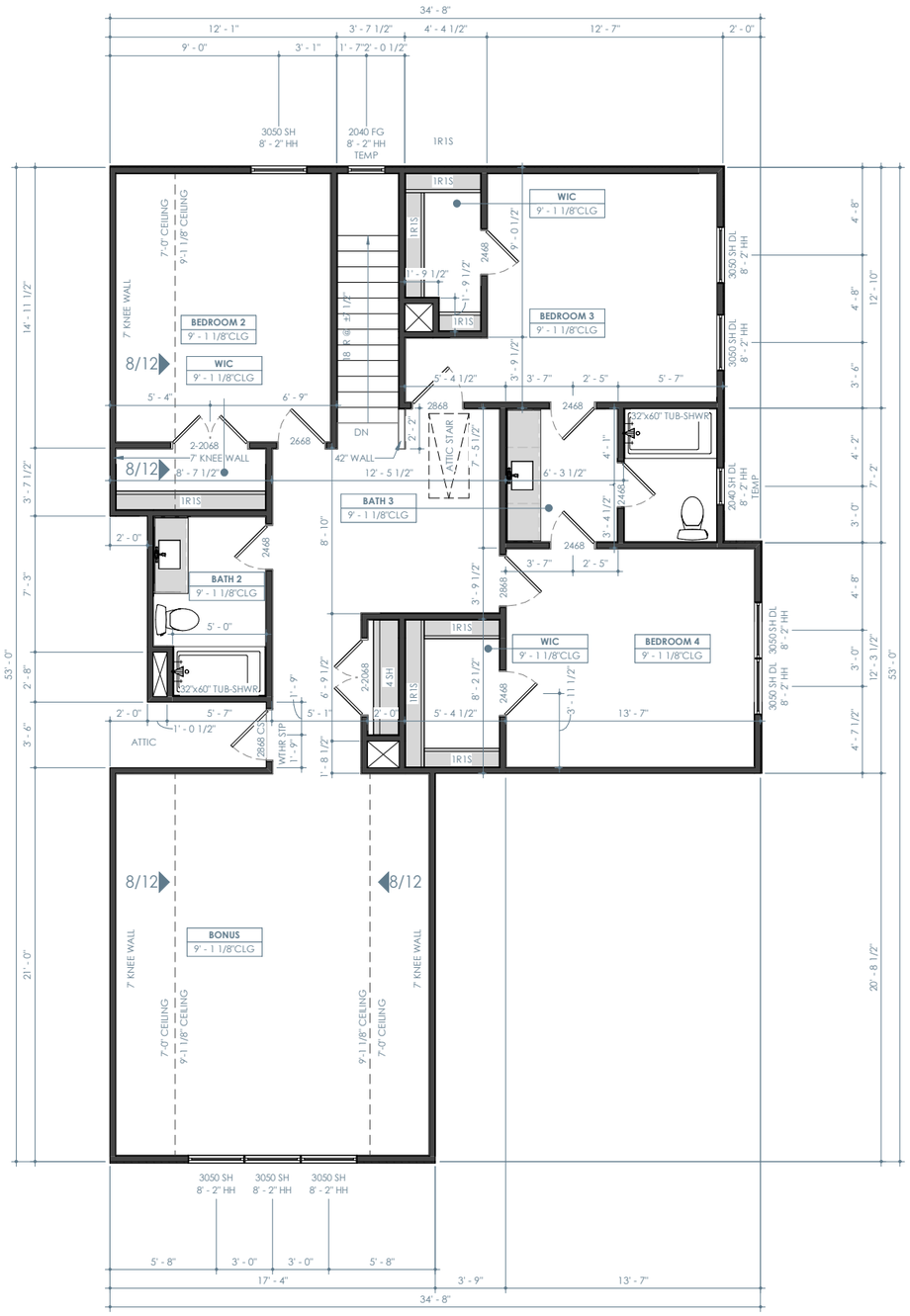
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A-7.04



OPT. EXECUTIVE PACKAGE - SECOND FLOOR PLAN

1/8" = 1'-0"

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PLAN OPTIONS

SHEET NO.

A-7.05



ELEVATION A - OPT. EXECUTIVE PACKAGE - FRONT

1/8" = 1'-0"



ELEVATION A - OPT. EXECUTIVE PACKAGE - REAR

1/8" = 1'-0"

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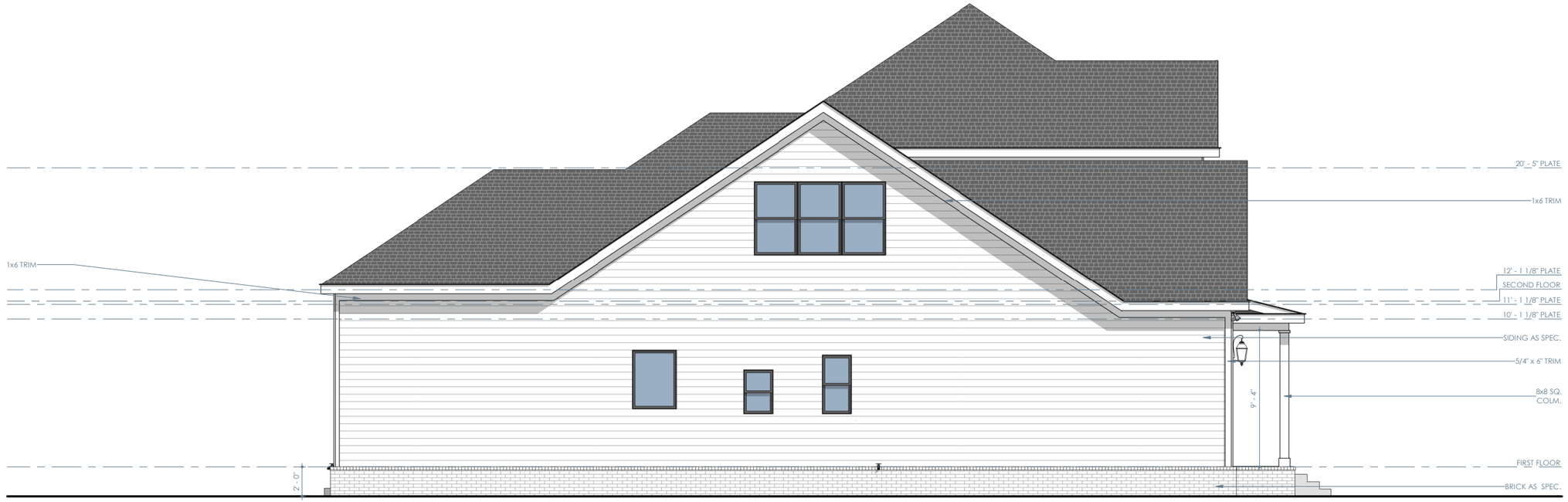
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

SHEET NO.

A-7.06



ELEVATION A - OPT. EXECUTIVE PACKAGE - LEFT

1/8" = 1'-0"



ELEVATION A - OPT. EXECUTIVE PACKAGE - RIGHT

1/8" = 1'-0"

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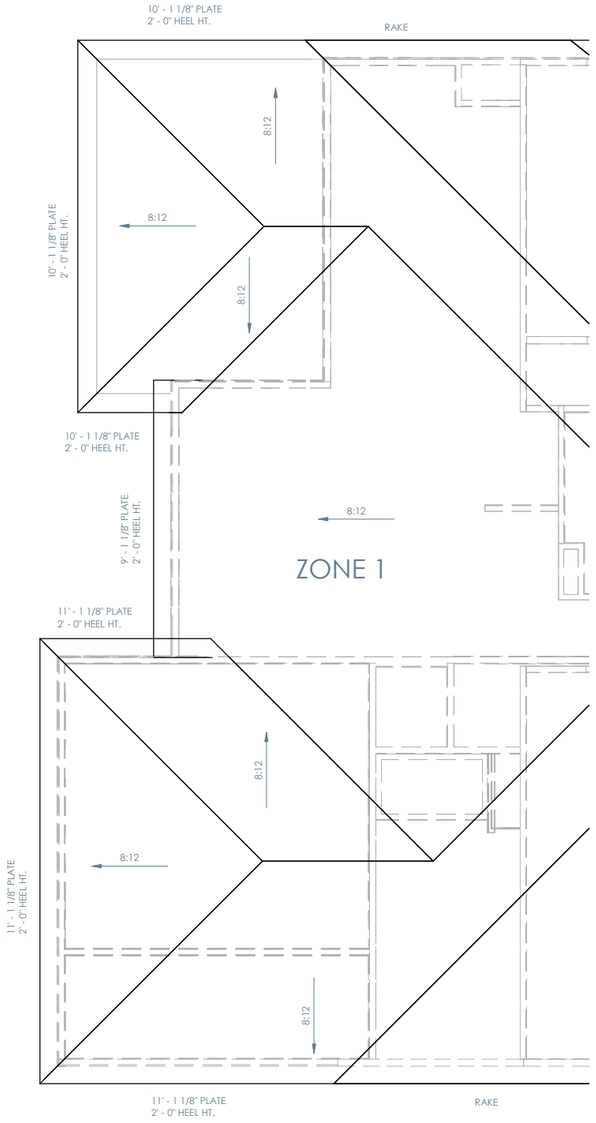
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

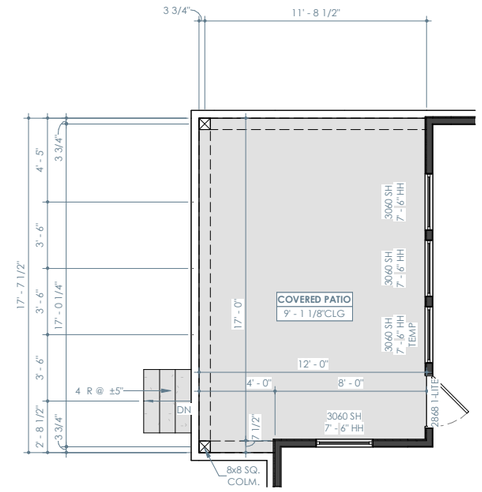
SHEET NO.

A-7.07



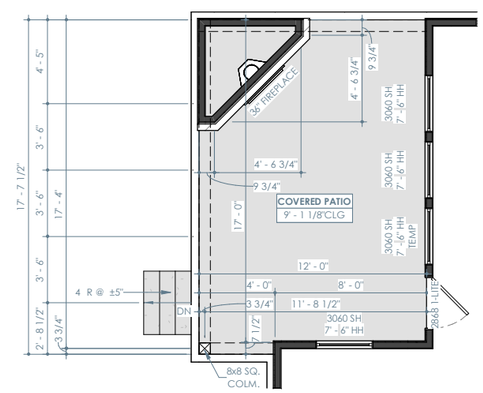
OPT. REAR COVERED PORCH - ROOF PLAN

1/8" = 1'-0"



OPT. REAR COVERED PORCH - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. PORCH FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"

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SHEET NAME

PLAN OPTIONS

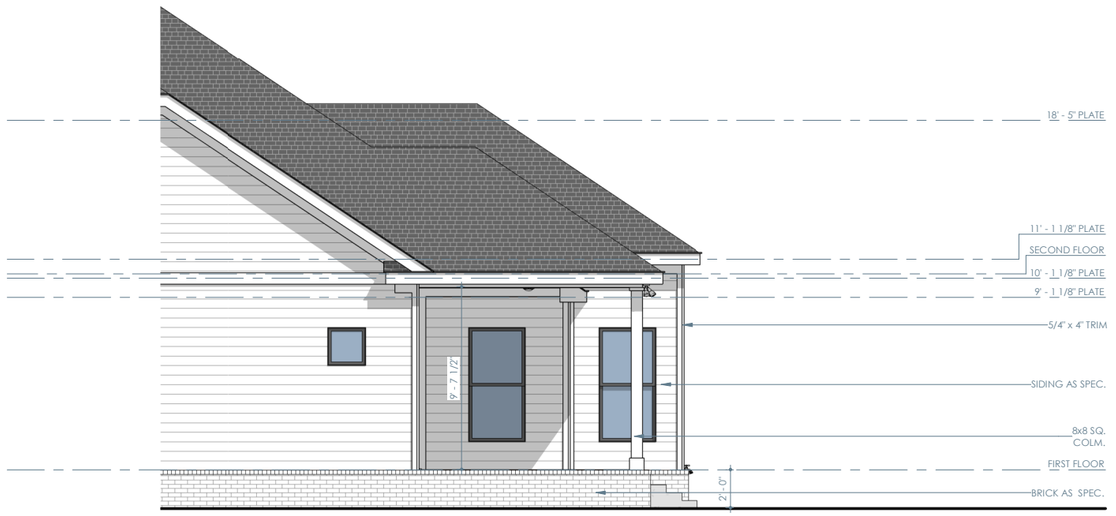
SHEET NO.

A-7.08



OPT. REAR COVERED PORCH - REAR

1/8" = 1'-0"



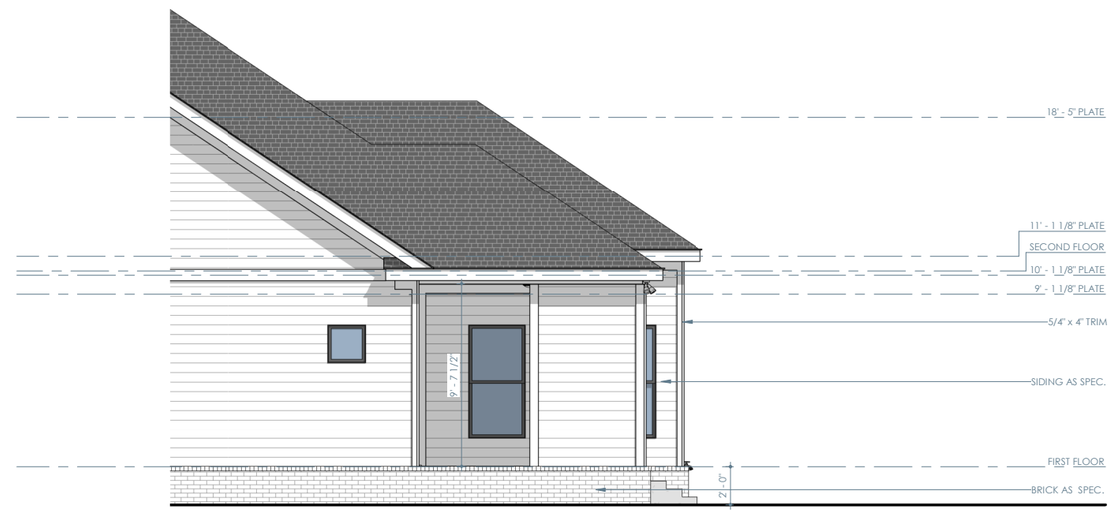
OPT. REAR COVERED PORCH - RIGHT

1/8" = 1'-0"



OPT. PORCH FIREPLACE - REAR

1/8" = 1'-0"



OPT. PORCH FIREPLACE - RIGHT

1/8" = 1'-0"

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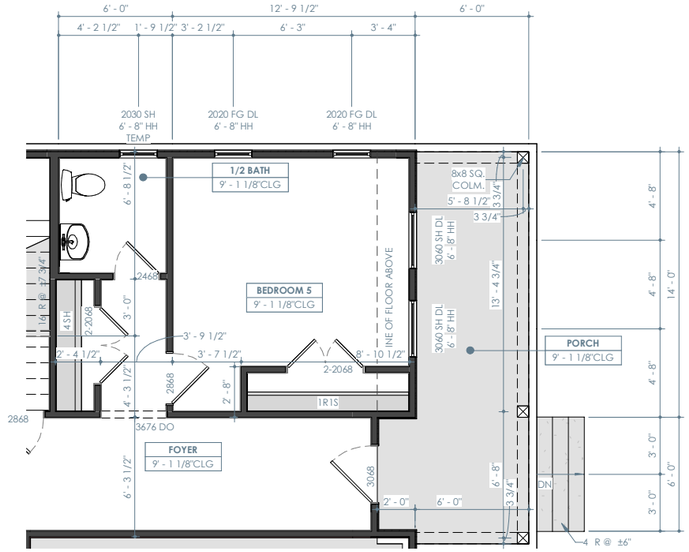
SHEET NAME

PLAN OPTIONS

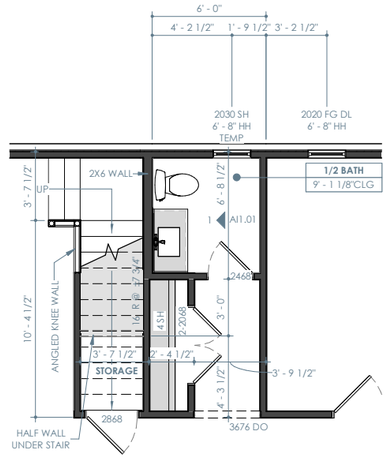
SHEET NO.

A-7.09



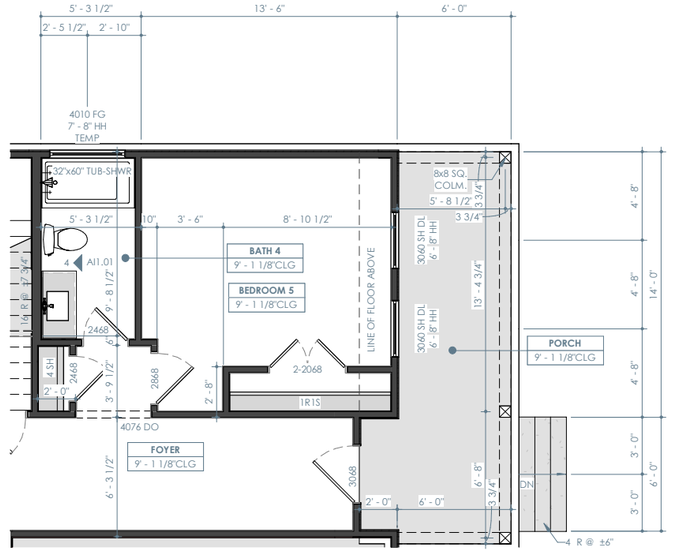
OPT. BEDROOM 5 - FIRST FLOOR PLAN

1/8" = 1'-0"



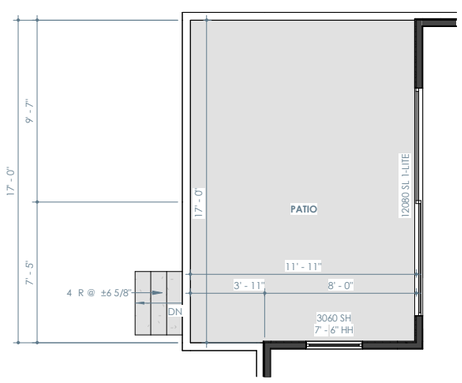
OPT. 1/2 BATH VANITY - FIRST FLOOR PLAN

1/8" = 1'-0"



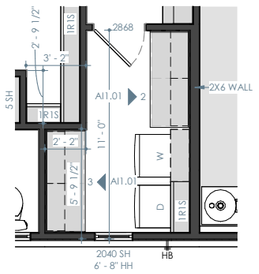
OPT. GUEST BEDROOM - FIRST FLOOR PLAN

1/8" = 1'-0"



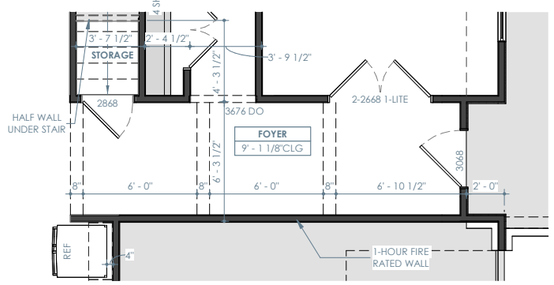
OPT. GREAT ROOM SLIDER DOOR - FIRST FLOOR PLAN

1/8" = 1'-0"



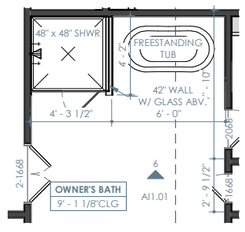
OPT. LAUNDRY CABINETS - FIRST FLOOR PLAN

1/8" = 1'-0"



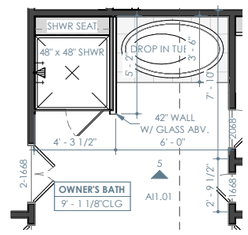
OPT. COFFERED CEILING AT FOYER - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. OWNER'S BATH 1 - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. SHOWER SEAT @ OWNERS BATH - FIRST FLOOR PLAN

1/8" = 1'-0"

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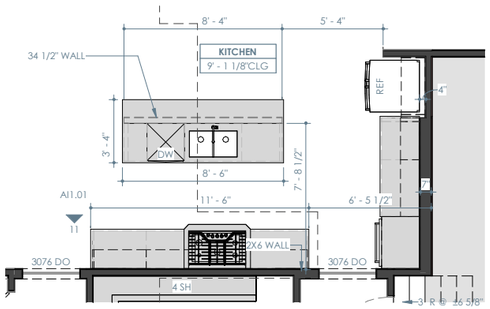
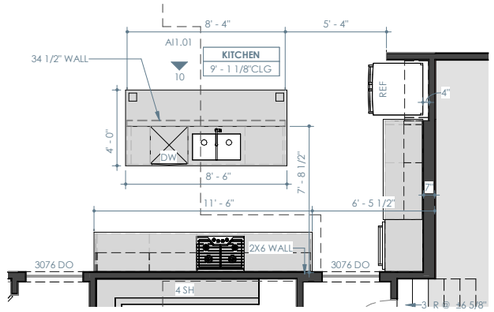
SHEET NO.

A-7.10



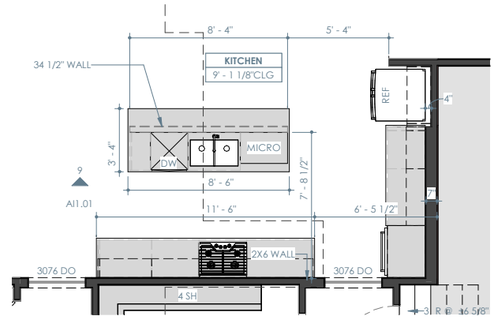
OPT. 36" COOKTOP RANGE W/ BUMPOUT & VENT HOOD ABOVE - FIRST FLOOR PLAN

1/8" = 1'-0"



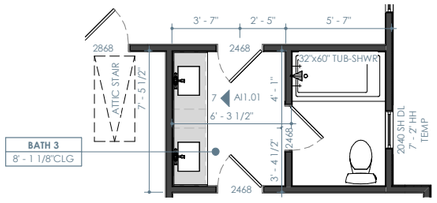
OPT. EXTEND ISLAND W/ LEGS - FIRST FLOOR PLAN

1/8" = 1'-0"



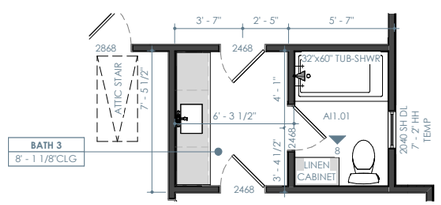
OPT. ISLAND MICROWAVE - FIRST FLOOR PLAN

1/8" = 1'-0"



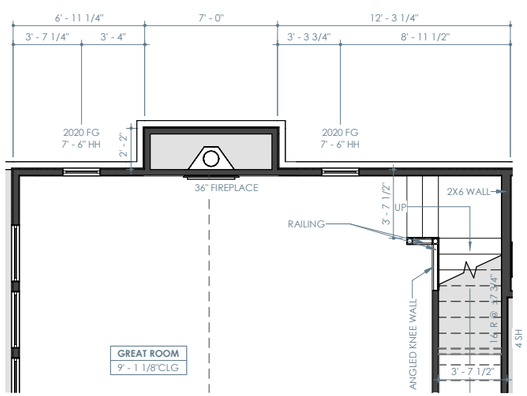
OPT. BATH 3 ADDITIONAL SINK - SECOND FLOOR PLAN

1/8" = 1'-0"



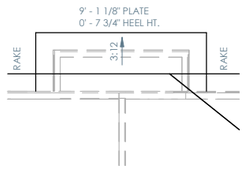
OPT. LINEN CABINETS - SECOND FLOOR PLAN

1/8" = 1'-0"



OPT. RECESSED FIREPLACE - FIRST FLOOR PLAN

1/8" = 1'-0"



OPT. RECESSED FIREPLACE - ROOF PLAN

1/8" = 1'-0"

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PLAN NO.

3470

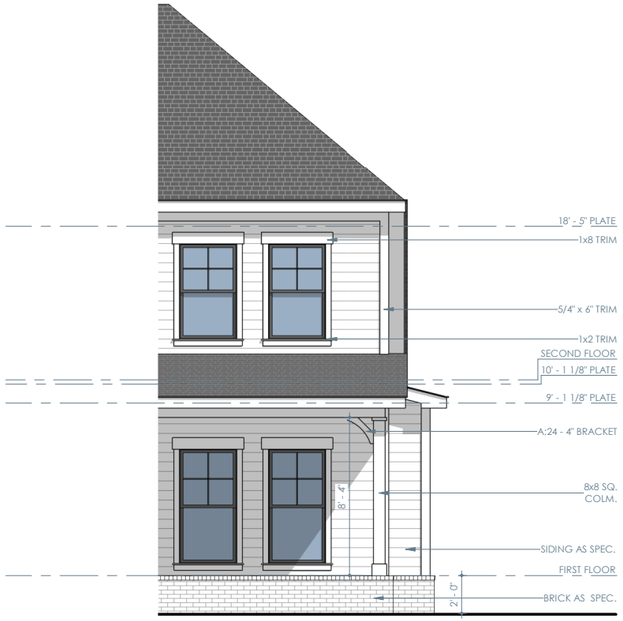
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME

PLAN OPTIONS

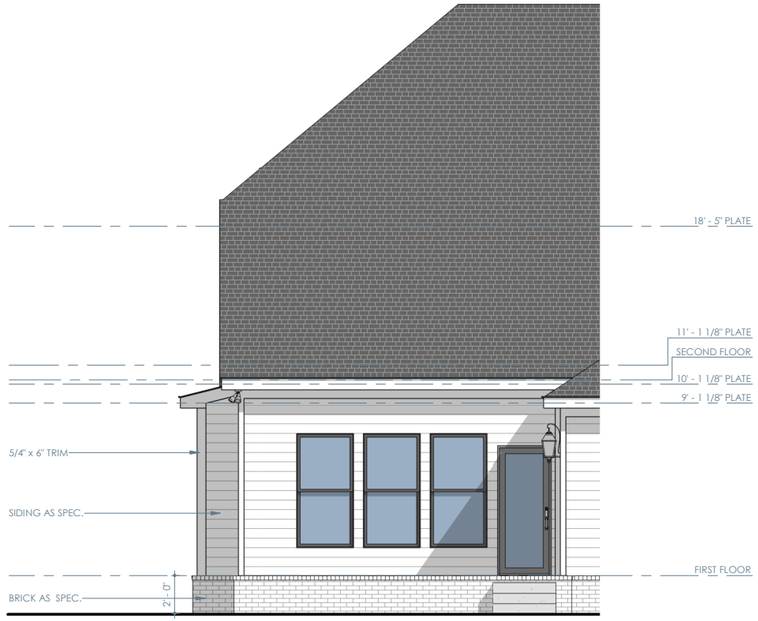
SHEET NO.

A-7.11



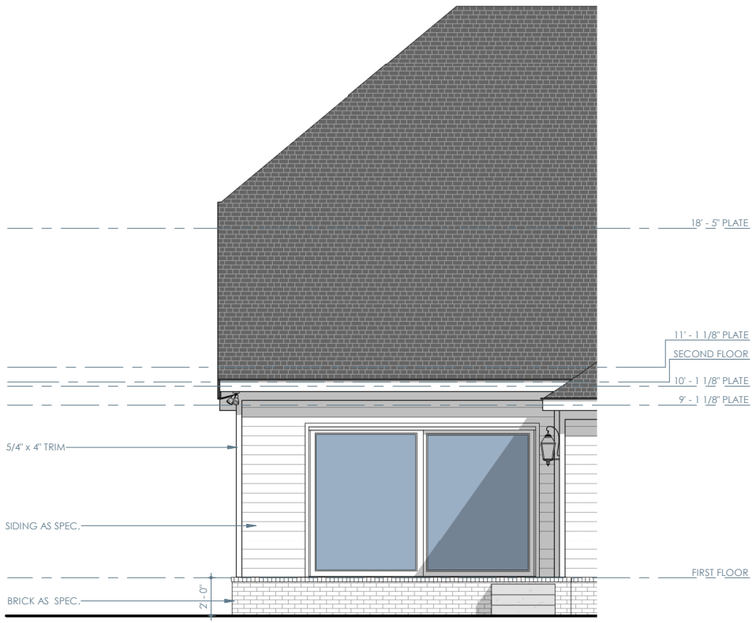
OPT. RECESSED FIREPLACE - FRONT

1/8" = 1'-0"



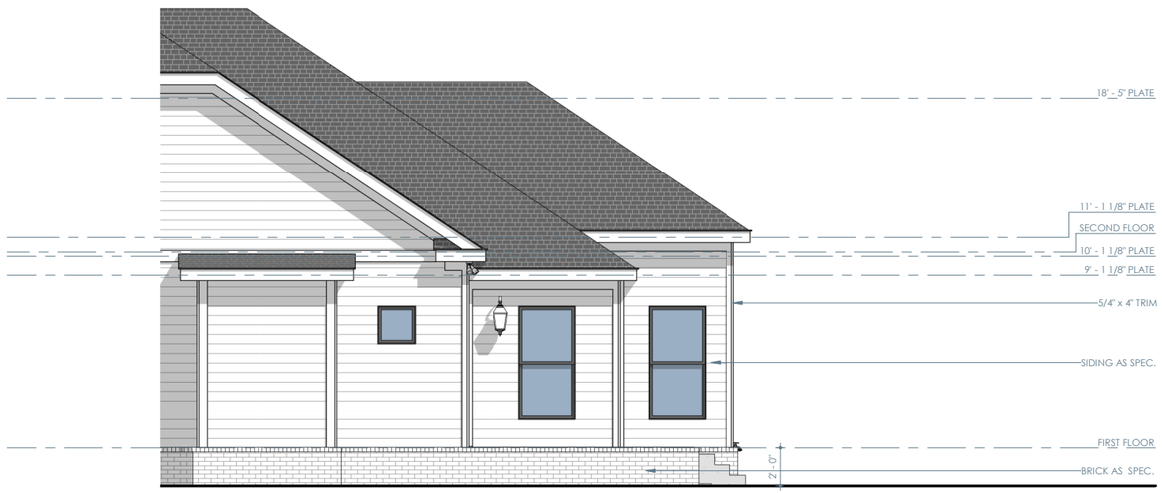
OPT. RECESSED FIREPLACE - REAR

1/8" = 1'-0"



OPT. GREAT ROOM SLIDER - REAR

1/8" = 1'-0"



OPT. RECESSED FIREPLACE - RIGHT

1/8" = 1'-0"

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ISSUE DATE	10/06/2023
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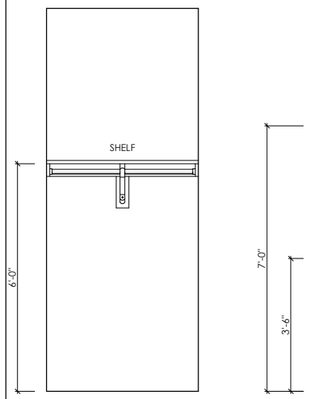
SHEET NAME

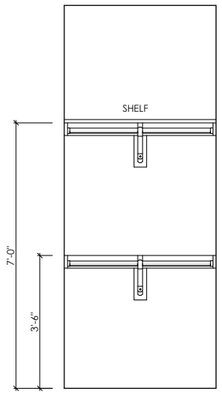
PLAN OPTIONS

SHEET NO.

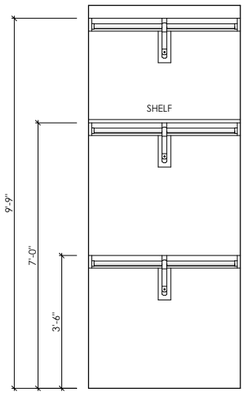
A-7.12



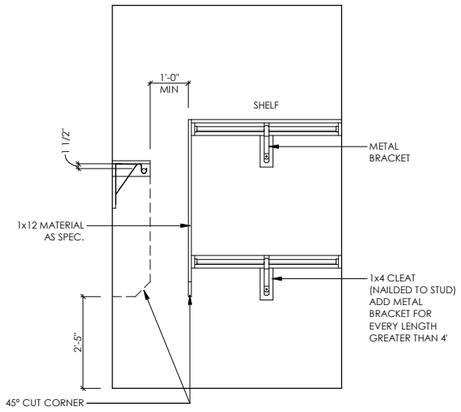
1R1S



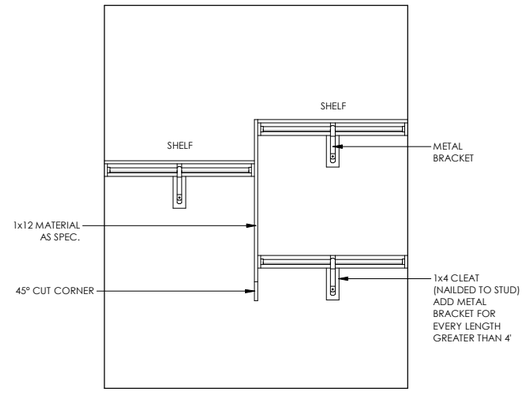
2R1S



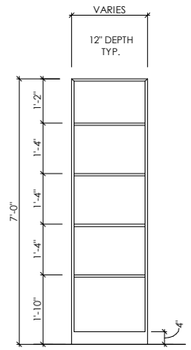
3R1S



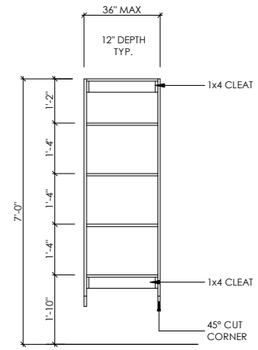
CLOSET CORNER DETAIL



1R1S TO 2R1S TRANSITION DETAIL



5SH



5SH
(SUSPENDED)

1 CLOSET DETAILS

1/4" = 1'-0"

2 CLOSET BENCH

1/4" = 1'-0"

3 FIREPLACE DETAIL

1/4" = 1'-0"

4 MUD PAN SHOWER

3/4" = 1'-0"

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3470

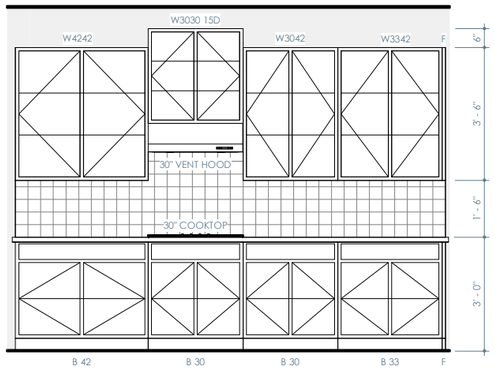
ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	As indicated

SHEET NAME

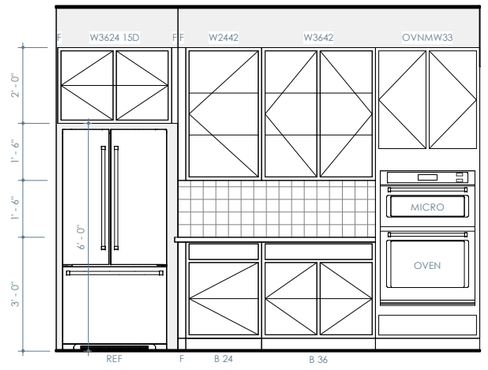
DETAILS

SHEET NO.

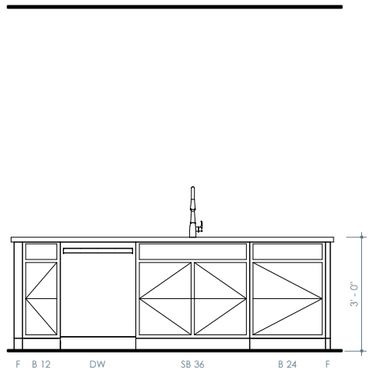
AD-1.00



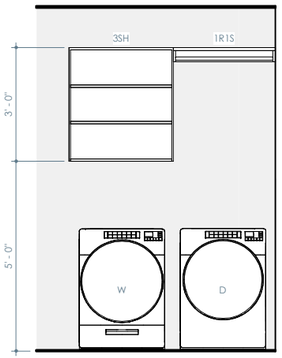
1 KITCHEN
1/4" = 1'-0"



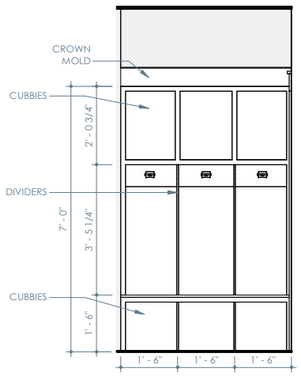
2 KITCHEN
1/4" = 1'-0"



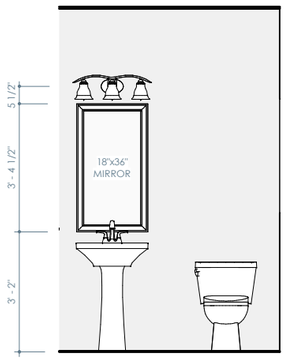
3 ISLAND
1/4" = 1'-0"



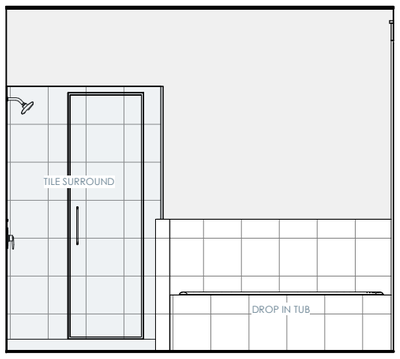
4 LAUNDRY
1/4" = 1'-0"



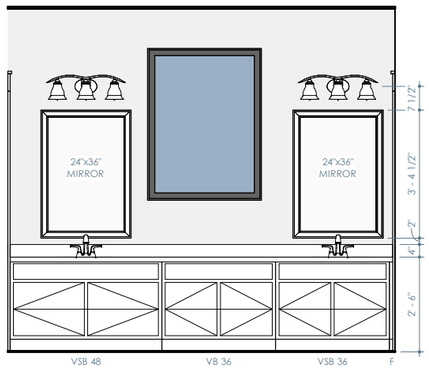
5 CUBBIES
1/4" = 1'-0"



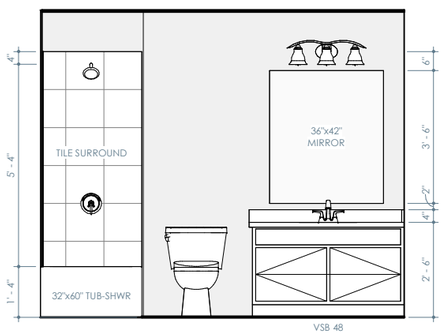
6 1/2 BATH
1/4" = 1'-0"



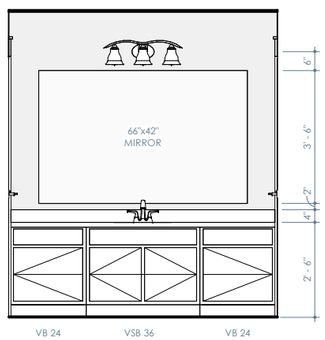
7 OWNER'S BATH
1/4" = 1'-0"



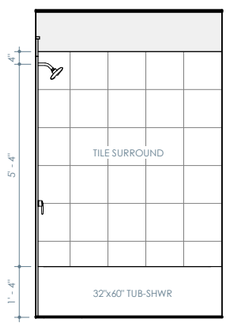
8 OWNER'S BATH
1/4" = 1'-0"



9 BATH 2
1/4" = 1'-0"



10 BATH 3
1/4" = 1'-0"



11 BATH 3
1/4" = 1'-0"

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3470

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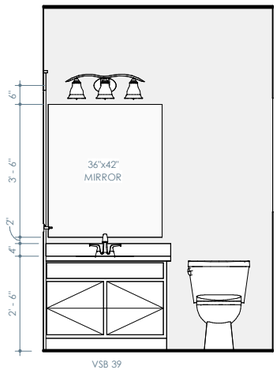
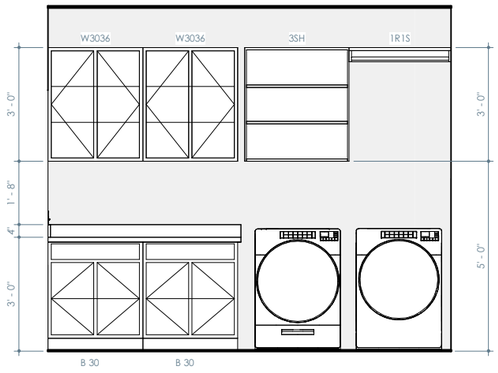
DRAWN BY	STT
SCALE	1/4" = 1'-0"

SHEET NAME
INTERIOR ELEVATIONS

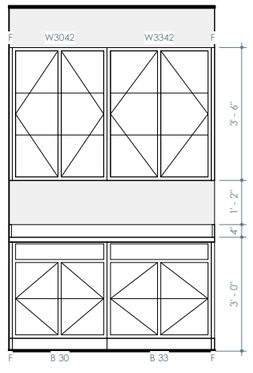
SHEET NO.
AI1.00



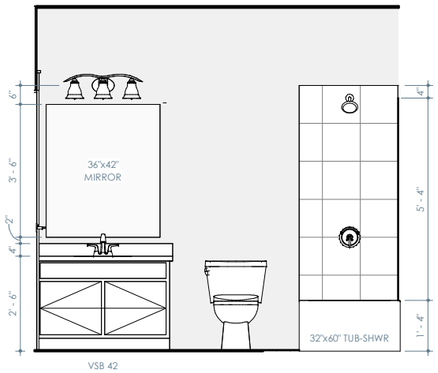
1 OPT. 1/2 BATH VANITY
1/4" = 1'-0"



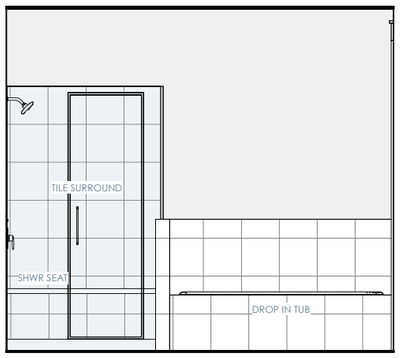
2 OPT. LAUNCHY CABINETS
1/4" = 1'-0"



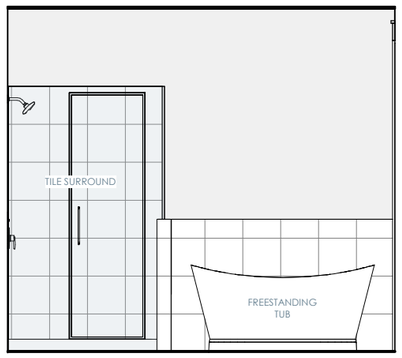
3 OPT. LAUNCHY CABINETS
1/4" = 1'-0"



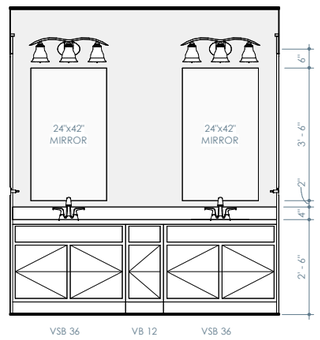
4 OPT. BATH 4
1/4" = 1'-0"



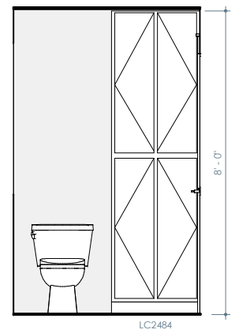
5 OPT. SHOWER SEAT @ OWNER'S BATH
1/4" = 1'-0"



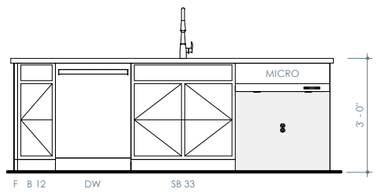
6 OPT. FREE STANDING TUB
1/4" = 1'-0"



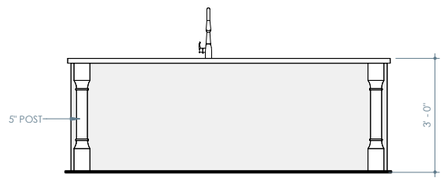
7 OPT. BATH 3 ADDITIONAL SINK
1/4" = 1'-0"



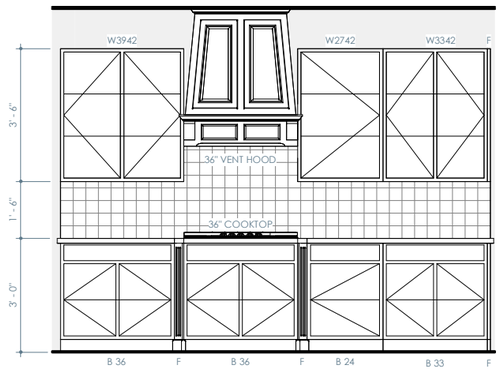
8 OPT. LINEN CABINET
1/4" = 1'-0"



9 OPT. ISLAND MICROWAVE
1/4" = 1'-0"



10 OPT. EXTENDED ISLAND W/ LEGS
1/4" = 1'-0"



11 OPT. 36" COOK TOP RANGE W/ BUMPOUT & VENT HOOD ABOVE
1/4" = 1'-0"

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DRAWN BY	STT
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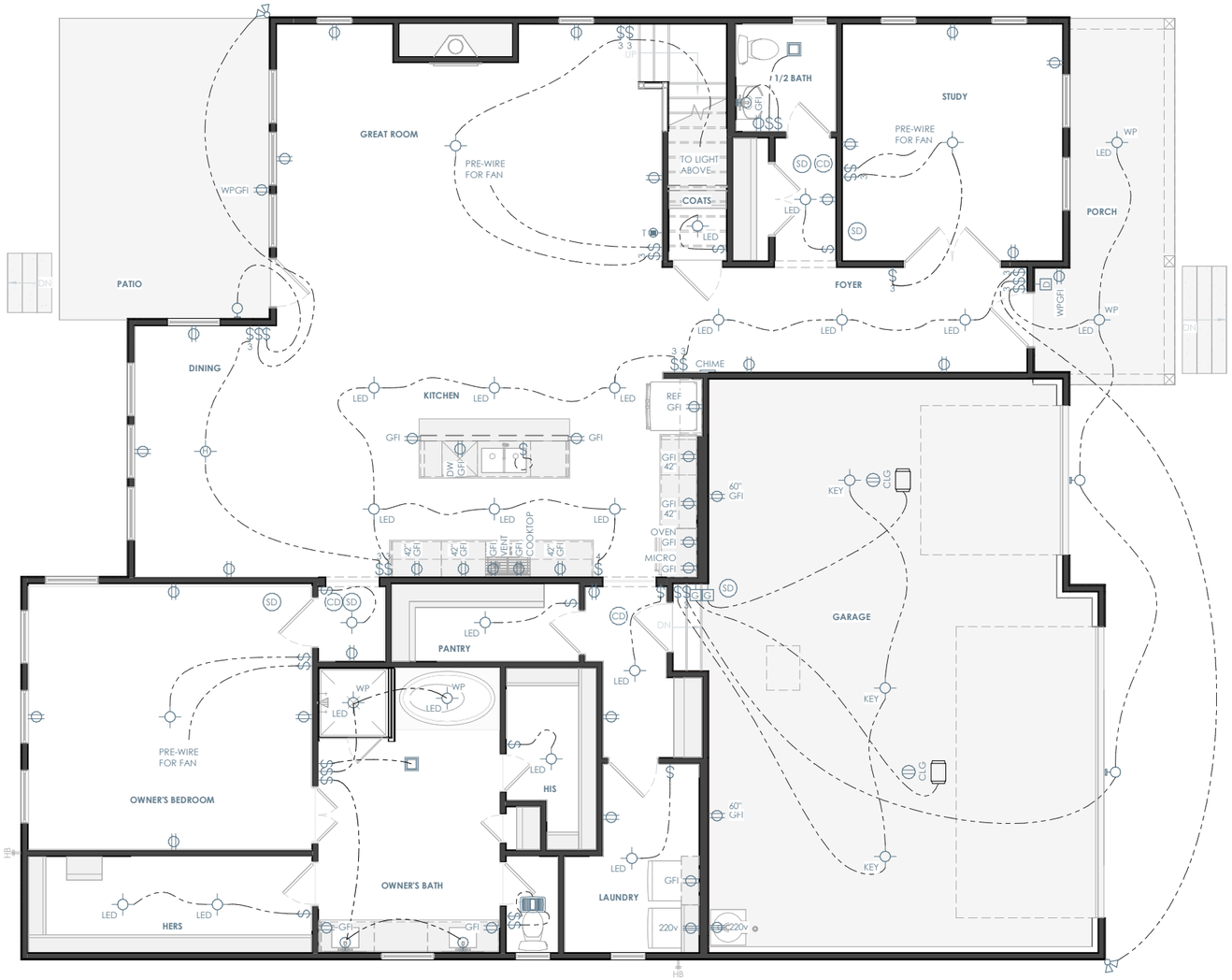
SHEET NAME
INTERIOR ELEVATIONS

SHEET NO.
AI1.01



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY, AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

SMOKE DETECTORS
- ADDITIONAL SMOKE DETECTOR REQUIRED AT EACH END OF ROOMS/HALLWAYS GREATER THAN 30' IN LENGTH
- DO NOT INSTALL DETECTORS WITHIN 3' OF AN AIR VENT OR RETURN
- KEEP ALL SMOKE DETECTORS A MINIMUM OF 36" FROM BATHROOM DOOR, KITCHEN COOKING APPLIANCES AND LAUNDRY/UTILITY (WHERE A WASHER AND DRYER IS PLACED)
- DO NOT INSTALL NEAR FLUORESCENT LIGHTS
- DO NOT INSTALL WITHIN 36" OF TIP OF PADDLE FOR CEILING FAN
- INSTALL SMOKE DETECTOR ON SLOPED, PEAKED OR CATHEDRAL CEILINGS AT OR WITHIN 3' OF HIGHEST POINT (MEASURED HORIZONTALLY)
- SMOKE ALARMS IN ROOMS WITH CEILING SLOPES GREATER THAN 1 FOOT IN 8 FEET HORIZONTALLY SHALL BE LOCATED ON THE HIGHEST SIDE OF ROOM

ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME
ROAN

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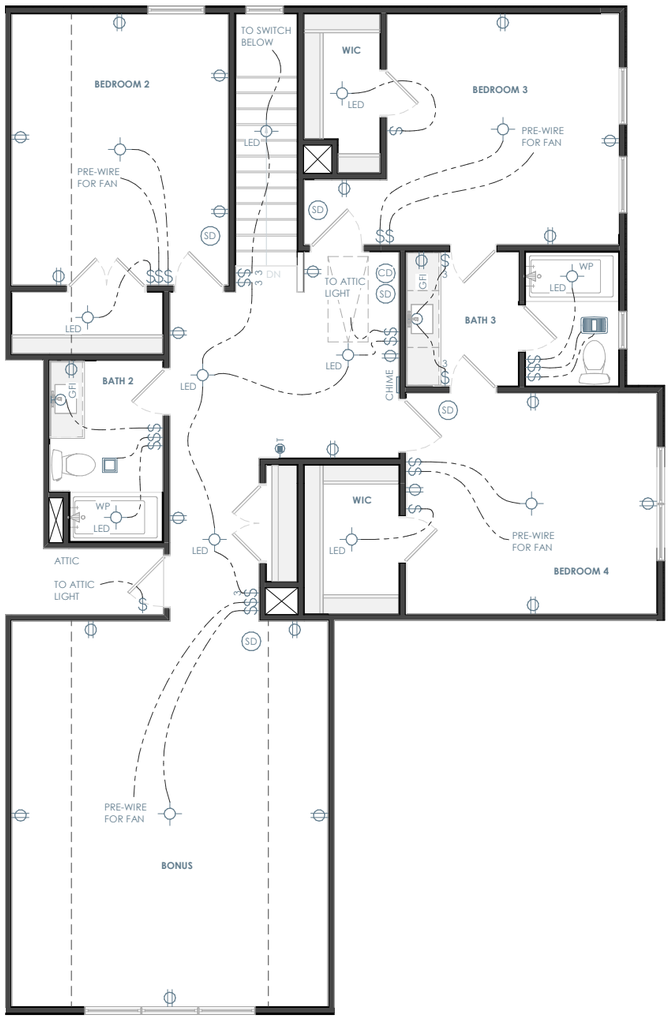
PLAN NO.
3470

ISSUE DATE	10/06/2023
DRAWN BY	STT
SCALE	1/8" = 1'-0"

SHEET NAME
ELEVATION A - FIRST FLOOR ELECTRICAL PLAN

SHEET NO.
E-1.00



ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

INFORMATION AND LAYOUTS SHOWN ON DRAWINGS ARE ONLY SCHEMATIC IN DESIGN

- PROVIDE LIGHT IN EACH CRAWLSPACE AND ATTIC
- GAS AND 220 OUTLETS SHOWN FOR LOCATION PURPOSES ONLY. AND SUBJECT TO CHANGE PER SUBDIVISION/CITY/CODE REQUIREMENT

KITCHEN
- 24" MAX SEPARATION FOR OUTLETS LOCATED AT KITCHEN COUNTERTOPS
- RECEPTACLES AT COUNTER SPACE 12" OR WIDER.
- GFCI OUTLETS REQUIRED AT KITCHEN COUNTERTOPS
- 1 OUTLET PROVIDED PER ISLAND MINIMUM

BATHROOMS
- BATHROOMS GFCI OUTLETS TO BE INSTALLED WITHIN 36" OF EACH SINK BASIN AND 1 PER SINK

LIVING SPACES
- OUTLETS IN ALL LIVING SPACES SHALL BE PROVIDED AT 6' MAX FROM OPENING OR DOOR AND MINIMUM 12' BETWEEN EACH RECEPTACLE
- PROVIDE OUTLET ON ANY WALL LARGER THAN 2' BETWEEN OPENINGS AND DOORS
- FLOOR PLUGS AS REQUIRED

OTHER AREAS
- OUTDOOR OUTLETS TO BE PROVIDED AT FRONT AND REAR OF HOUSE, WEATHERPROOFED AND GFCI PROTECTED.
- PROVIDE AT LEAST 1 OUTLET PER 10' OF HALLWAY RUN

LIGHTING
- LIGHTING FIXTURES LOCATED IN CLOSETS: SURFACE MOUNT FIXTURE ARE NOT TO BE WITHIN 1'-0" OF SHELF OR HANGING SPACE MEASURED HORIZONTALLY. RECESSED FIXTURES NOT TO BE WITHIN 6" OF ANY SHELF OR HANGING SPACE

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ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

Brightland HOMES

PROJECT NAME
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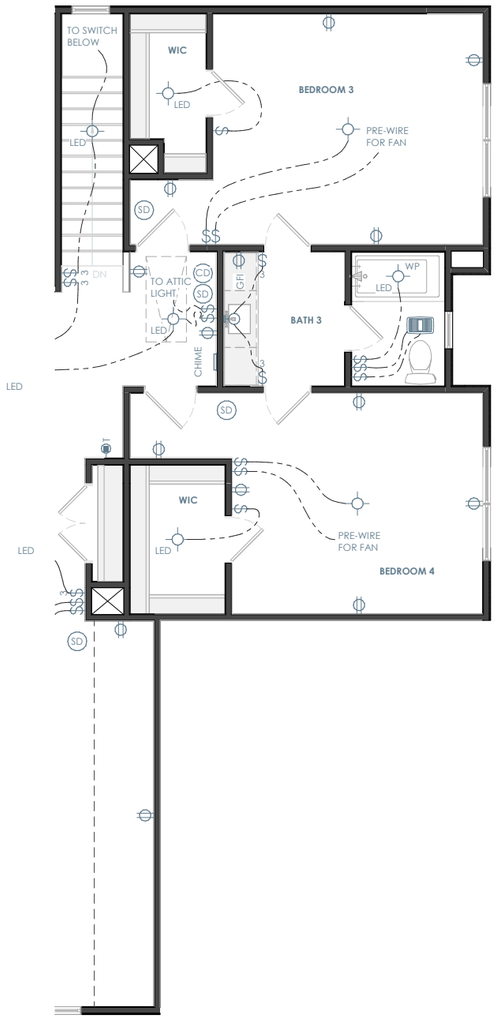
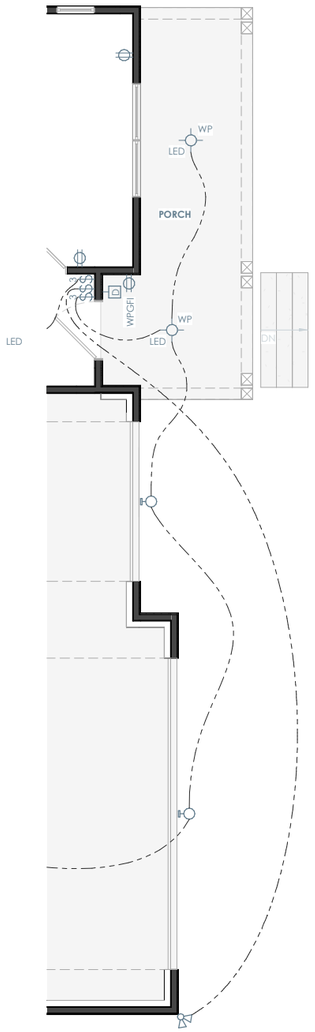
SHEET NAME
ELEVATION A - SECOND FLOOR ELECTRICAL PLAN

SHEET NO.
E-1.01



ELEVATION B - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION B - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
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- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
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- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- FLOOR PLUGS AS REQUIRED

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Brightland HOMES

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3470

ISSUE DATE	10/06/2023
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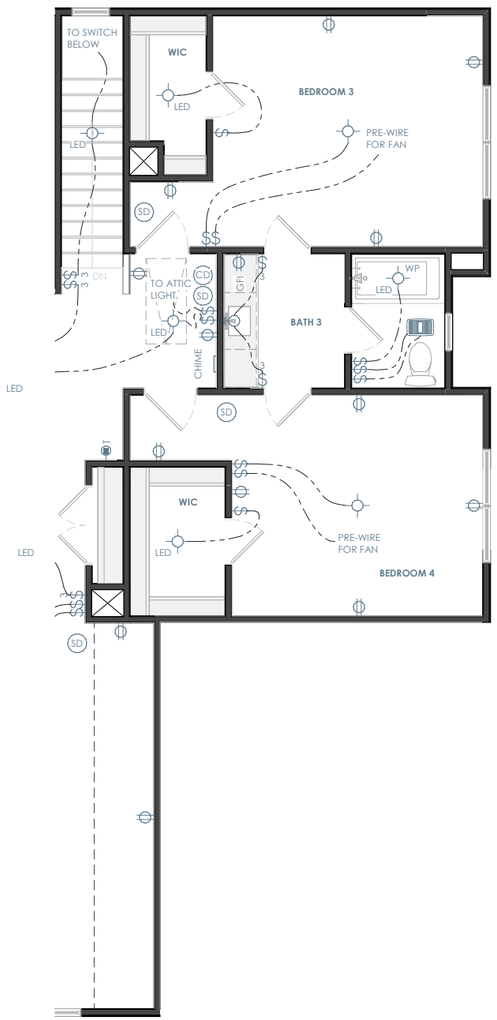
SCALE	1/8" = 1'-0"

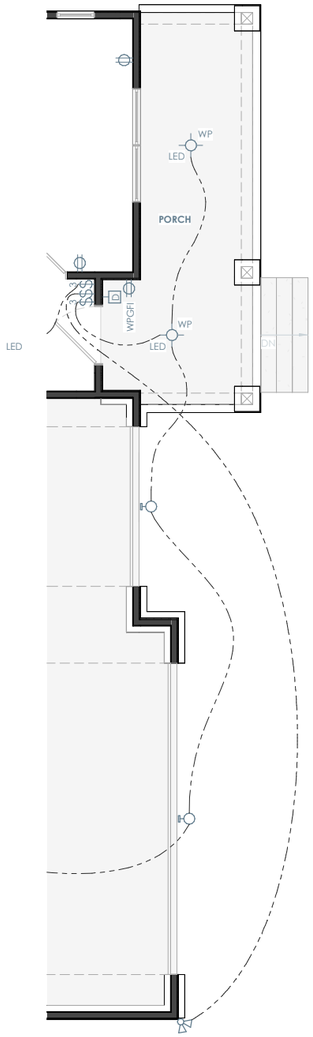
SHEET NAME
ELEVATION B - PARTIAL ELECTRICAL PLANS

SHEET NO.
E-2.00



ELEVATION C - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION C - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- 3 THREE WAY SWITCH
- 4 FOUR WAY SWITCH
- D SINGLE POLE DIMMER SWITCH
- OS OCCUPANT SENSOR SWITCH
- R RHEOSTAT SWITCH
- P PRESSURE SWITCH
- G GARAGE DOOR SWITCH
- D DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- LED SUFRACE MOUNT LED LIGHT FIXTURE
- KEY KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- 1x4 FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GFI GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- GFI SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLR FLOOR OUTLET
- CLG OVERHEAD OUTLET
- 220v 220 VOLT OUTLET

COMMUNICATION

- PH PHONE OUTLET
- DATA DATA OUTLET
- 5.1 SS SURROUND SOUND OUTLET
- TV TV OUTLET
- S SUB SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SD SMOKE ALARM
- CD CARBON DETECTOR

EQUIPMENT

- PANEL ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

ELECTRICAL PLAN NOTES

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- FLOOR PLUGS AS REQUIRED

OTHER AREAS
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LIGHTING
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Brightland HOMES

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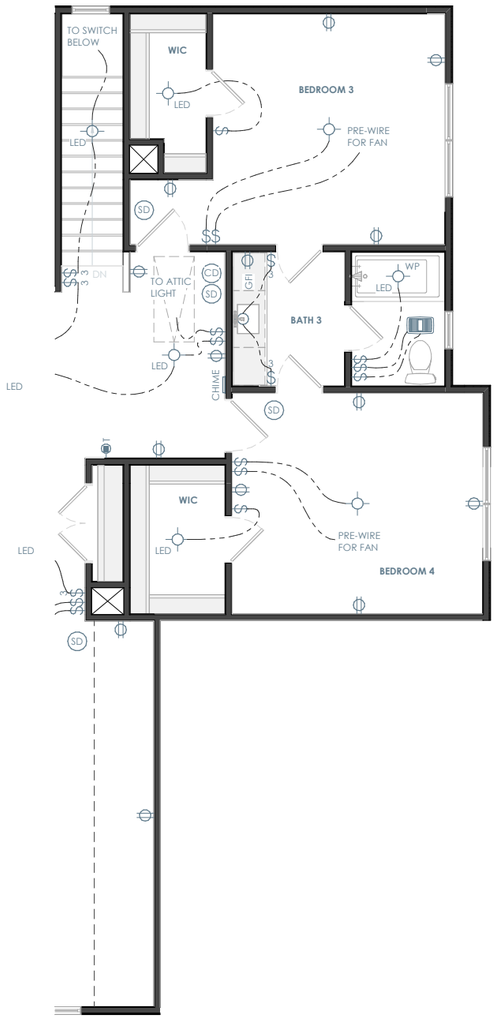
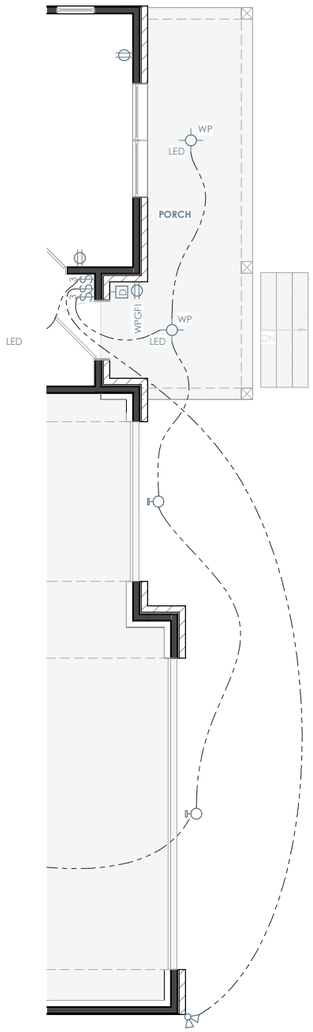
SHEET NAME
ELEVATION C - PARTIAL ELECTRICAL PLANS

SHEET NO.
E-3.00



ELEVATION D - SECOND FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION D - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

ELECTRICAL LEGEND

SWITCHES

- SINGLE POLE SWITCH
- THREE WAY SWITCH
- FOUR WAY SWITCH
- SINGLE POLE DIMMER SWITCH
- OCCUPANT SENSOR SWITCH
- RHEOSTAT SWITCH
- PRESSURE SWITCH
- GARAGE DOOR SWITCH
- DOOR BELL BUTTON
- PHOTOCELL SENSOR SWITCH

LIGHTING

- SURFACE MOUNT LIGHT FIXTURE
- SUFRACE MOUNT LED LIGHT FIXTURE
- KEYLESS LIGHT FIXTURE
- HANGING LIGHT FIXTURE
- PENDANT LIGHT FIXTURE
- RECESSED LIGHT FIXTURE
- RECESSED EYEBALL FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- UNDER / OVER CABINET LIGHT
- FLOURESCENT LIGHT FIXTURE
- CEILING FAN
- CEILING FAN w/ LIGHT FIXTURE

POWER

- DUPLEX OUTLET
- QUAD OUTLET
- SWITCHED DUPLEX OUTLET
- GROUND FAULT CIRCUIT INTERRUPTER
- SURFACE MOUNT DUPLEX OUTLET
- SURFACE MOUNT GROUND FAULT INTERRUPTER
- FLOOR OUTLET
- OVERHEAD OUTLET
- 220 VOLT OUTLET

COMMUNICATION

- PHONE OUTLET
- DATA OUTLET
- SURROUND SOUND OUTLET
- TV OUTLET
- SPEAKER (DESIGNATION BELOW)

FIRE SAFETY & SECURITY

- SMOKE ALARM
- CARBON DETECTOR

EQUIPMENT

- ELECTRICAL PANEL
- THERMOSTAT
- DOOR BELL CHIME
- EXHAUST FAN

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- FLOOR PLUGS AS REQUIRED

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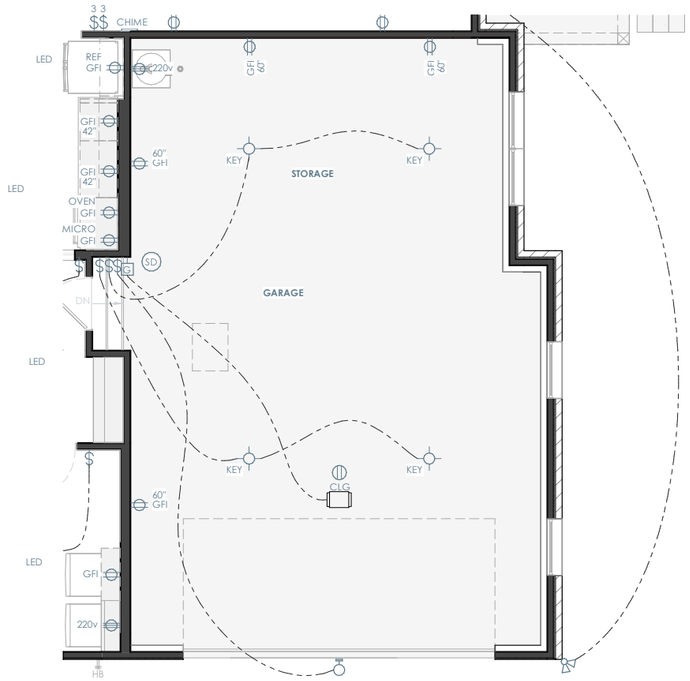
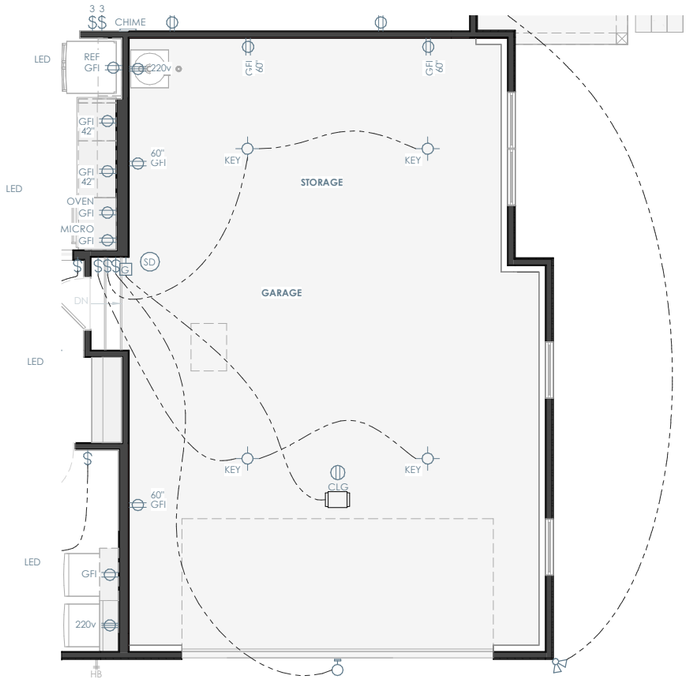
SHEET NAME
ELEVATION D - PARTIAL ELECTRICAL PLANS

SHEET NO.
E-4.00



ELEVATION D - OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



ELEVATION A - OPT. SIDE LOAD GARAGE - FIRST FLOOR ELECTRICAL PLAN (SIMILAR FOR ELEVATIONS B & C)

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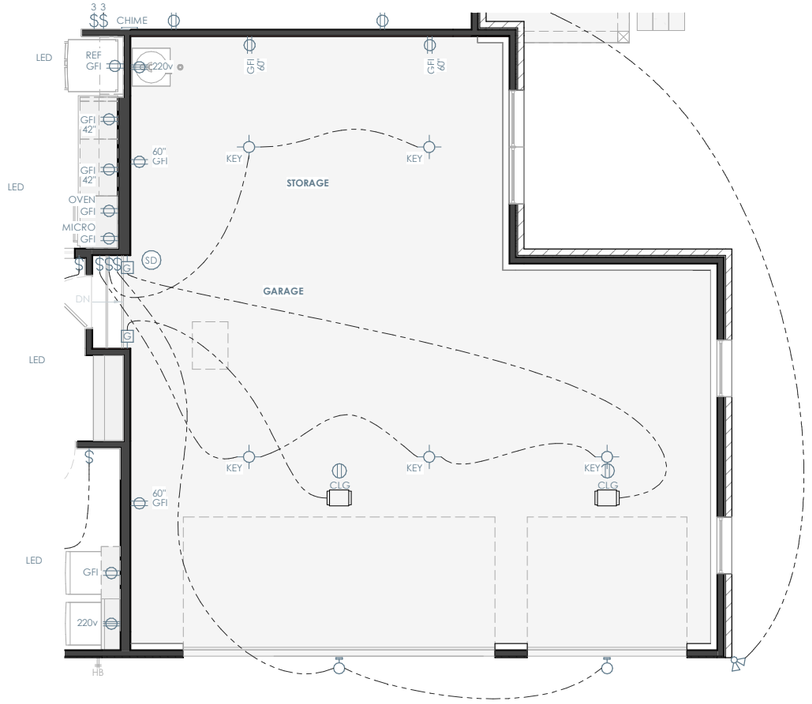

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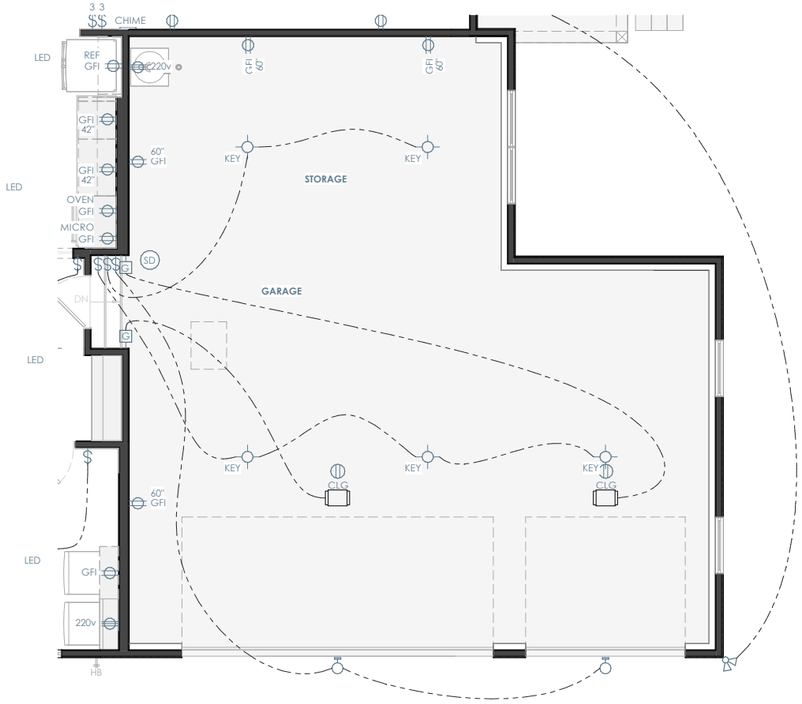

ELEVATION A - OPT. 3 CAR GARAGE - FIRST FLOOR ELECTRICAL PLAN (SIMILAR FOR ELEVATIONS B & C)

1/8" = 1'-0"

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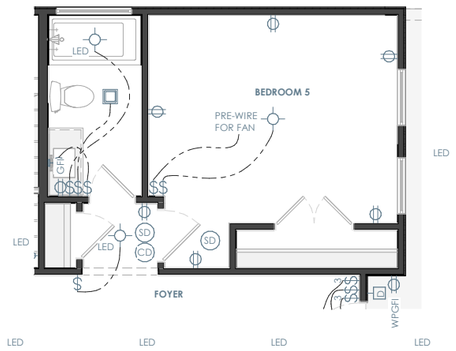

OPT. GUEST BEDROOM - FIRST FLOOR ELECTRICAL PLAN

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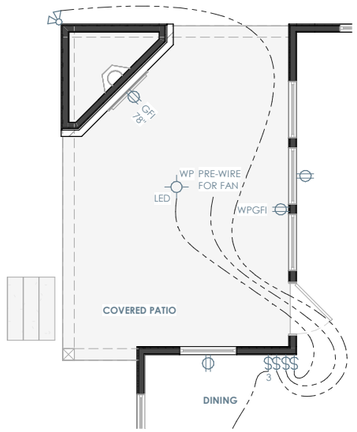

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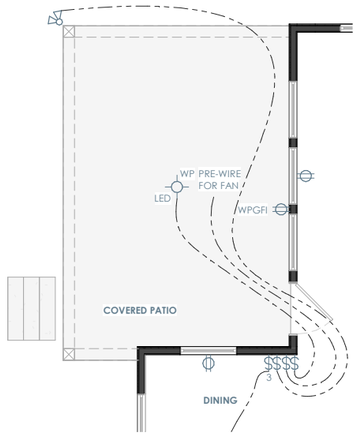
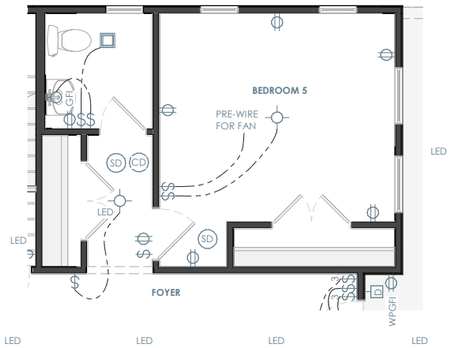


OPT. REAR COVERED PORCH - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"

OPT. ISLAND MICROWAVE - FIRST FLOOR ELECTRICAL PLAN

1/8" = 1'-0"



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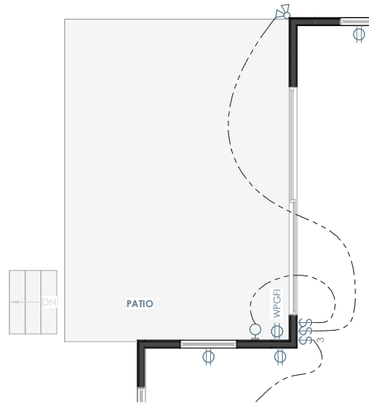

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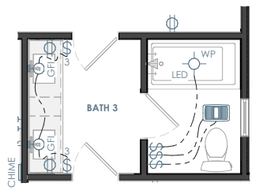

OPT. BATH 3 ADDITIONAL SINK - SECOND FLOOR ELECTRICAL PLAN

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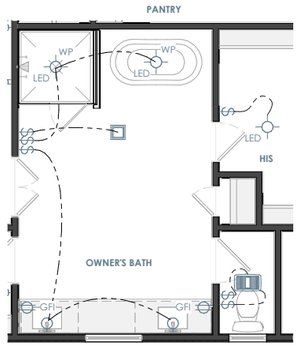

OPT. OWNERS BATH 1 - FIRST FLOOR ELECTRICAL PLAN

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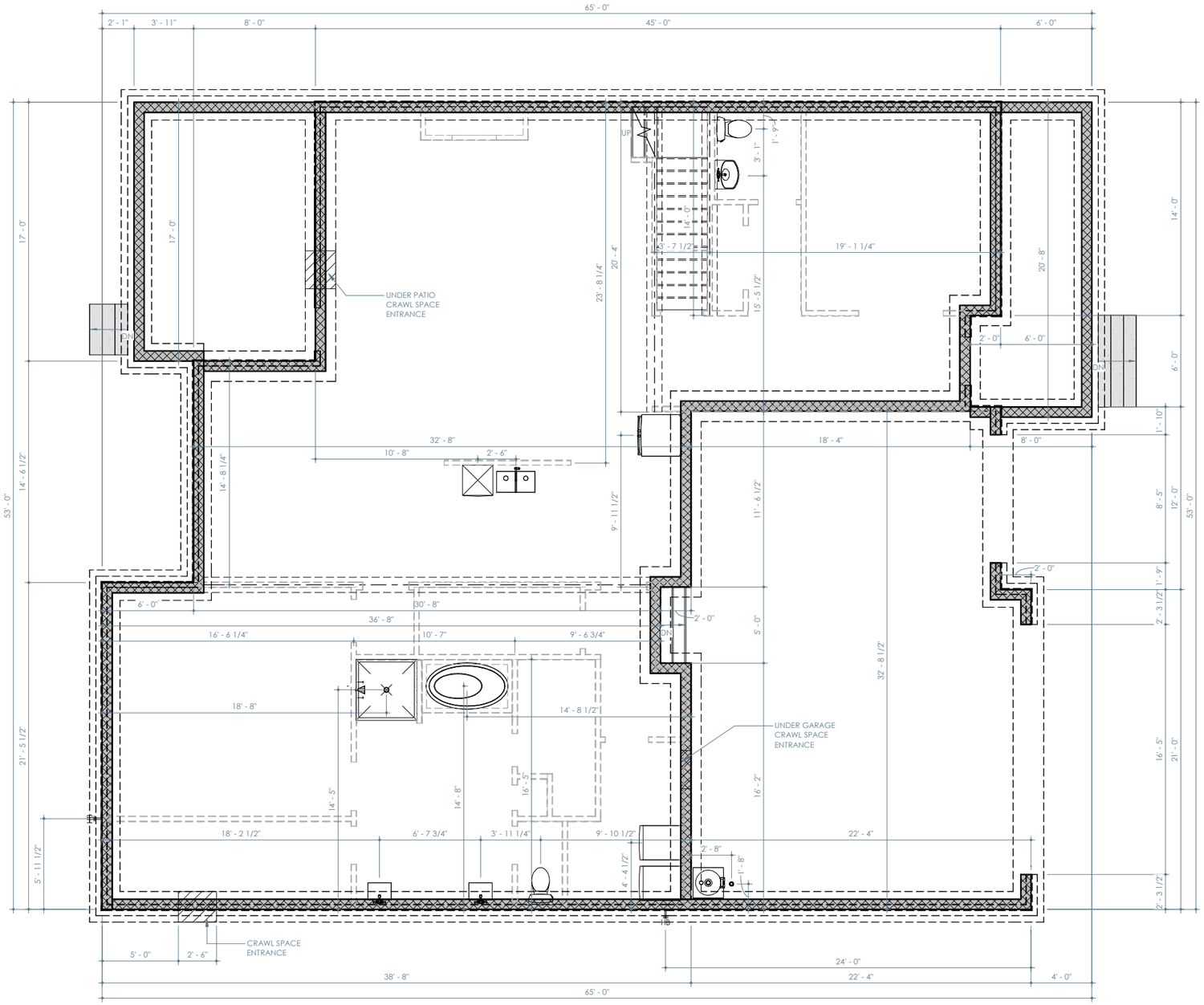

ELEVATION A - FOUNDATION PLAN
(SIMILAR FOR ELEVATIONS B, C & D)

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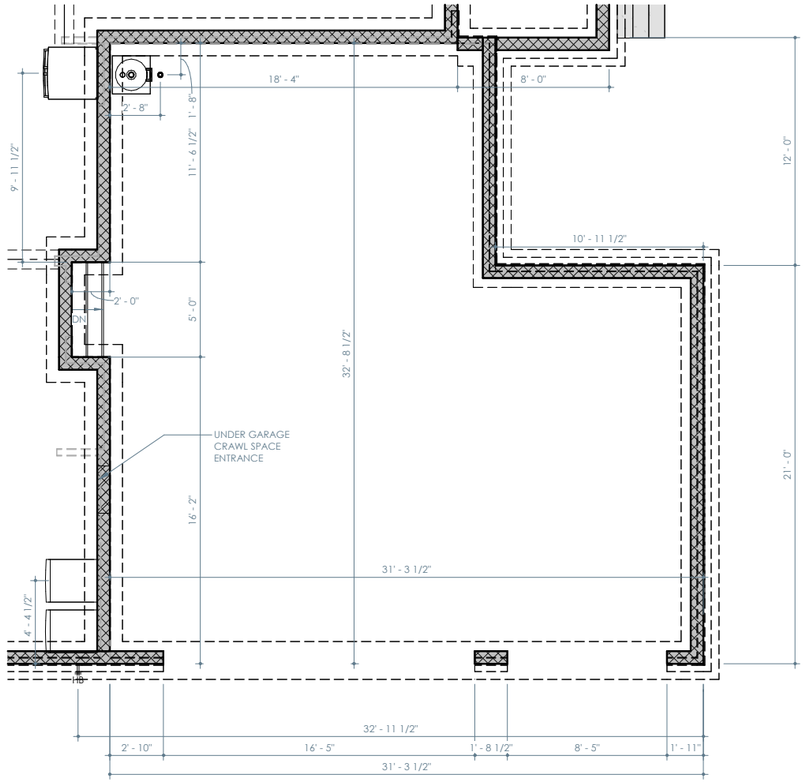

OPT. 3 CAR GARAGE - FOUNDATION PLAN

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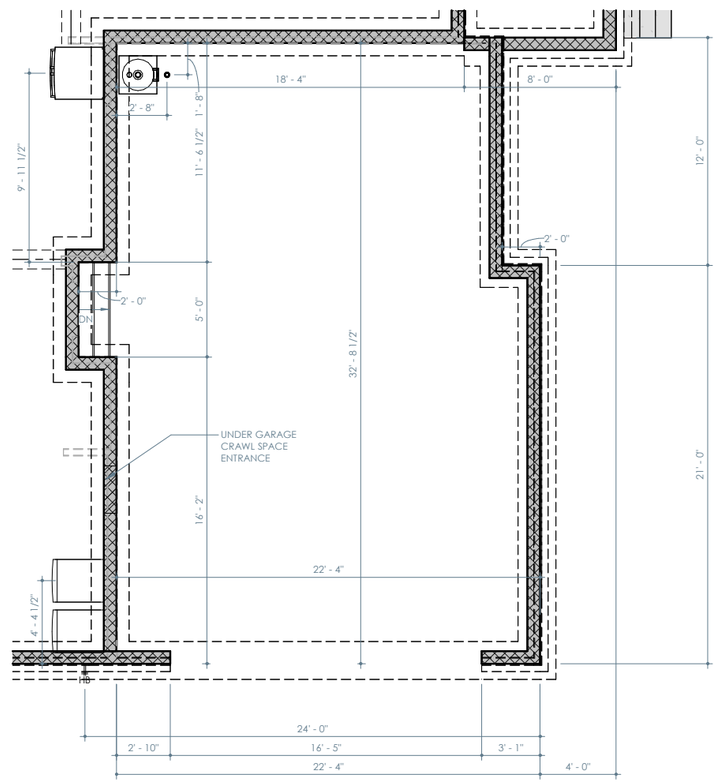

OPT. SIDE LOAD GARAGE - FOUNDATION PLAN

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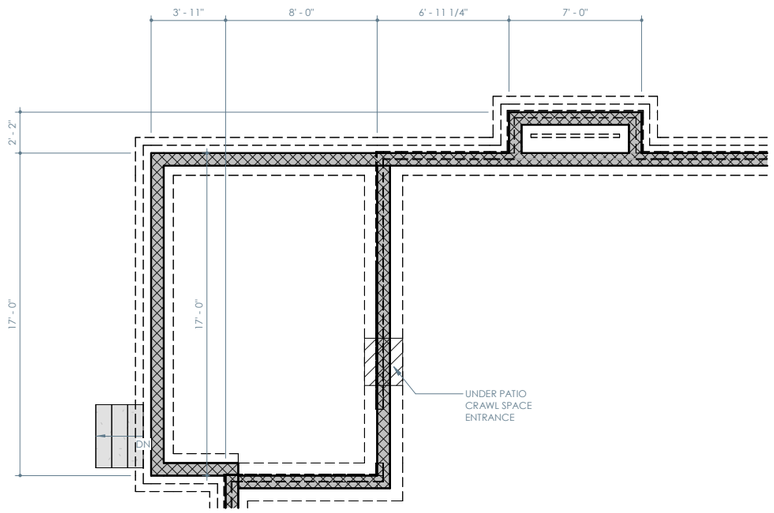

OPT. RECESSED FIREPLACE - FOUNDATION PLAN

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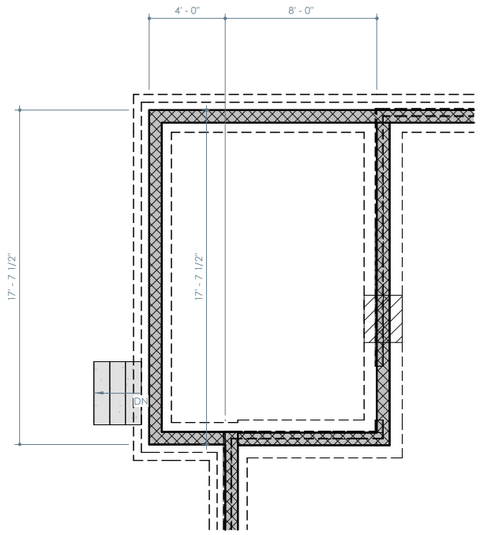

OPT. REAR COVERED PORCH - FOUNDATION PLAN

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Traffic Impact Study

Trotwood & Foster Subdivision

January 2023

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

NoMau Partners

Kimley»Horn

Traffic Impact Study

Trotwood & Foster Subdivision

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

NoMau Partners, Inc.

PREPARED BY:

Kimley»Horn

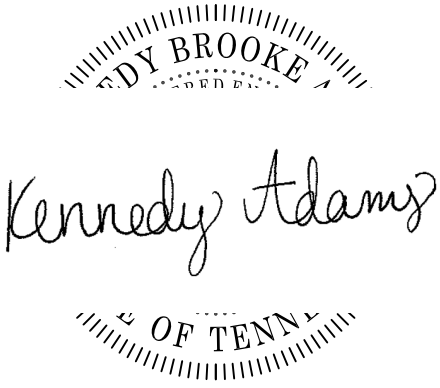
10 Lea Avenue, Suite 400

Nashville, Tennessee 37210

615.564.2701

January 2023

Project Number 118919000



01/17/2023

Kimley»Horn

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Appendix B Traffic Count Data
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Appendix D *Synchro* Reports
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1.0 EXECUTIVE SUMMARY

This traffic study evaluated the anticipated traffic impacts associated with the *Trotwood & Foster Subdivision* development, which is expected to be completed in 2025 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 126 single family detached dwelling units. The approximate 53.13-acre site is located south of Trotwood Avenue and west of Old Sunnyside Lane within the City of Columbia, Tennessee.

This following scenarios were considered in this analysis:

- Existing 2022 Conditions
- Projected 2025 No-Build Conditions
- Projected 2025 Build Conditions

The study network for this analysis includes the following intersections:

1. Trotwood Avenue at Cayce Lane/Sunnyside Lane
2. Trotwood Avenue at Rutherford Lane
3. Trotwood Avenue at Old Sunnyside Lane
4. Trotwood Avenue at Foster Lane

The proposed development will be served by two driveways. Site Driveway A is a proposed full-movement, side street stop controlled driveway along Foster Lane. Site Driveway B is an extension of Holly Berry Drive.

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours. Under the projected 2025 No-Build and Build conditions, all study intersections are projected to continue to operate at an acceptable overall LOS during the AM and PM peak hours.

1.1 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

The following site-access improvements are recommended to serve the Projected 2025 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *Trotwood & Foster Subdivision* development).

- Foster Lane
  - Provide a paved two-lane roadway with one (1) lane in each direction between Trotwood Avenue and Site Driveway A.
- Intersection 4 – Trotwood Avenue at Foster Lane
  - Construct an exclusive left-turn lane along the westbound approach of Trotwood Avenue (210' of full-width left-turn lane, and 180' of bay taper).
- Intersection 5 – Foster Lane at Site Driveway A
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
  - Provide stop-control for westbound approach along Site Driveway A.
- Intersection 6 – Holly Berry Drive Extension at Site Driveway B
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.

See **Figure 10** for a visual representation of the development improvement recommendations.

2.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *Trotwood & Foster Subdivision* development, which is expected to be completed in 2025 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 126 single family detached dwelling units. The approximate 53.13-acre site is located south of Trotwood Avenue and west of Old Sunnyside Lane within the City of Columbia, Tennessee.

This report will summarize the analyses of the following scenarios:

- Existing 2022 Conditions
- Projected 2025 No-Build Conditions
- Projected 2025 Build Conditions

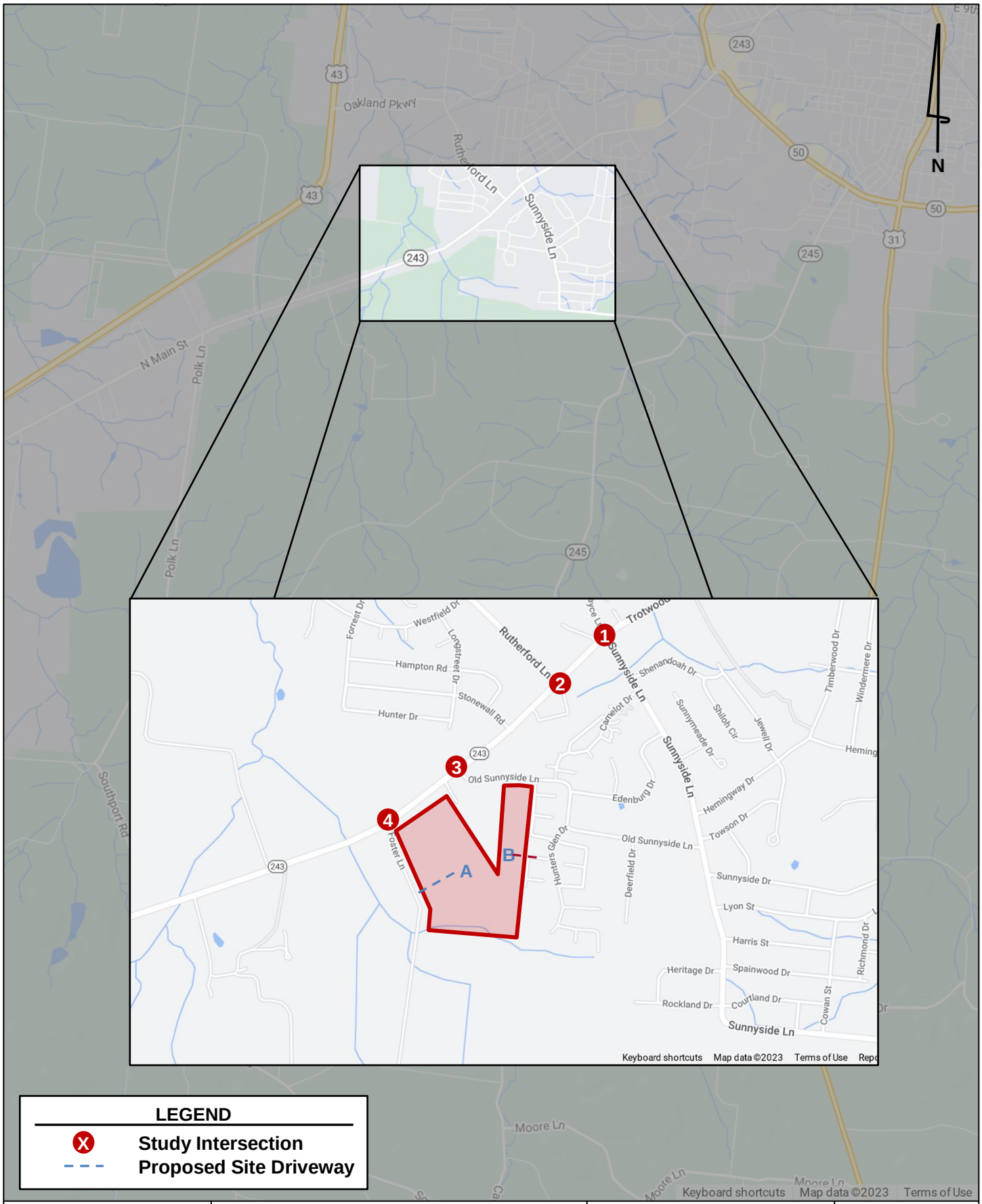
The study network for this analysis includes the following intersections:

1. Trotwood Avenue at Cayce Lane/Sunnyside Lane
2. Trotwood Avenue at Rutherford Lane
3. Trotwood Avenue at Old Sunnyside Lane
4. Trotwood Avenue at Foster Lane

For the purposes of this traffic impact study, Trotwood Avenue, Site Driveway A, Site Driveway B, and the Holly Berry Drive Extension are considered to have an east-west orientation. Cayce Lane, Sunnyside Lane, Rutherford Lane, Old Sunnyside Lane, and Foster Lane are considered to have a north-south orientation.

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial image of the project site.

A site plan is also included in **Appendix A**.



Kimley»Horn	*Trotwood and Foster Subdivision* **Traffic Impact Study**	**Site Location Map**	**Figure 1**



Kimley»Horn	*Trotwood and Foster Subdivision* **Traffic Impact Study**	**Site Aerial**	**Figure 2**

3.0 EXISTING CONDITIONS

3.1 VEHICULAR NETWORK

Characteristics for the roadways within the study are summarized in Table 1.

Table 1: Roadway Network				
Roadway	**Number of Lanes**	**Posted Speed Limit (mph)**	**TDOT Classification**	**2021 TDOT AADT**
Trotwood Avenue	2	45	Minor Collector	14,100
Cayce Lane/Sunnyside Lane	2	35	Major Collector	4,200
Rutherford Lane	2	35	Major Collector	3,400
Old Sunnyside Lane	2	25	NA	N/A
Foster Lane	Unpaved Roadway	N/A	N/A	N/A

The existing road geometry is illustrated in **Figure 3**.

3.2 VEHICULAR VOLUMES

Vehicle peak hour turning movement counts (TMCs) were performed at each study intersection. The TMCs were collected during the AM period (7:00 AM-9:00 AM) and the PM period (4:00 PM-6:00 PM) on the dates listed. Peak hours for the study intersection are shown in Table 2.

Table 2: Intersection Peak Hours			
Intersection	**Collection Date**	**AM Peak Hour**	**PM Peak Hour**
1. Trotwood Avenue at Cayce Lane/Sunnyside Lane	Thurs., 7/14/2022	7:30 AM-8:30 AM	4:15 PM-5:15 PM
2. Trotwood Avenue at Rutherford Lane*	Tues., 12/13/2022	7:15 AM-8:15 AM	4:15 PM-5:15 PM
3. Trotwood Avenue at Old Sunnyside Lane	Thurs., 7/14/2022	7:15 AM-8:15 AM	4:30 PM-5:30 PM
4. Trotwood Avenue at Foster Lane	Thurs., 7/14/2022	7:15 AM-8:15 AM	4:00 PM-5:00 PM

**TMCs were recollected due to construction along the private driveway during date of original collection.*

In addition to the TMCs, a 24-hour average daily traffic (ADT) count was also collected at the following location (Thurs., 7/14/2022):

- Trotwood Avenue west of Rutherford Lane (13,700 daily vehicles – 6,600 EB, 7,100 WB)

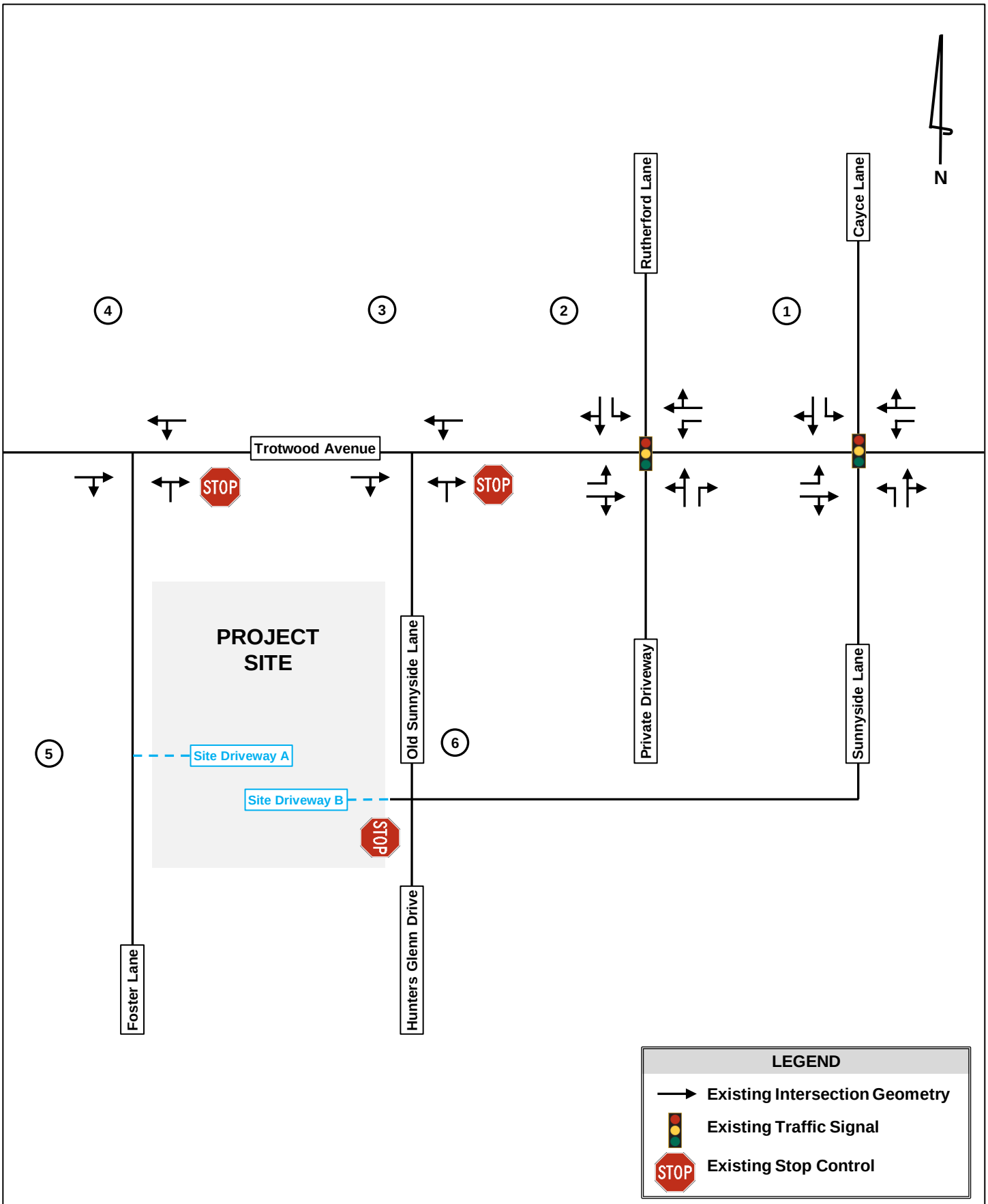
The Existing 2022 turning movement counts were collected while schools were not in session. To account for any reduction in volumes attributed to school traffic, the Existing 2022 counts collected at Trotwood Avenue at Cayce Lane/Sunnyside Lane (Intersection 1) were compared to the Existing 2022 counts collected for the *Sunnyside Gas Station* background development to determine AM and PM adjustment

factors. The peak hour adjustment factors were applied to the existing peak hour TMCs at each of the study intersections. The adjustment factors are shown below:

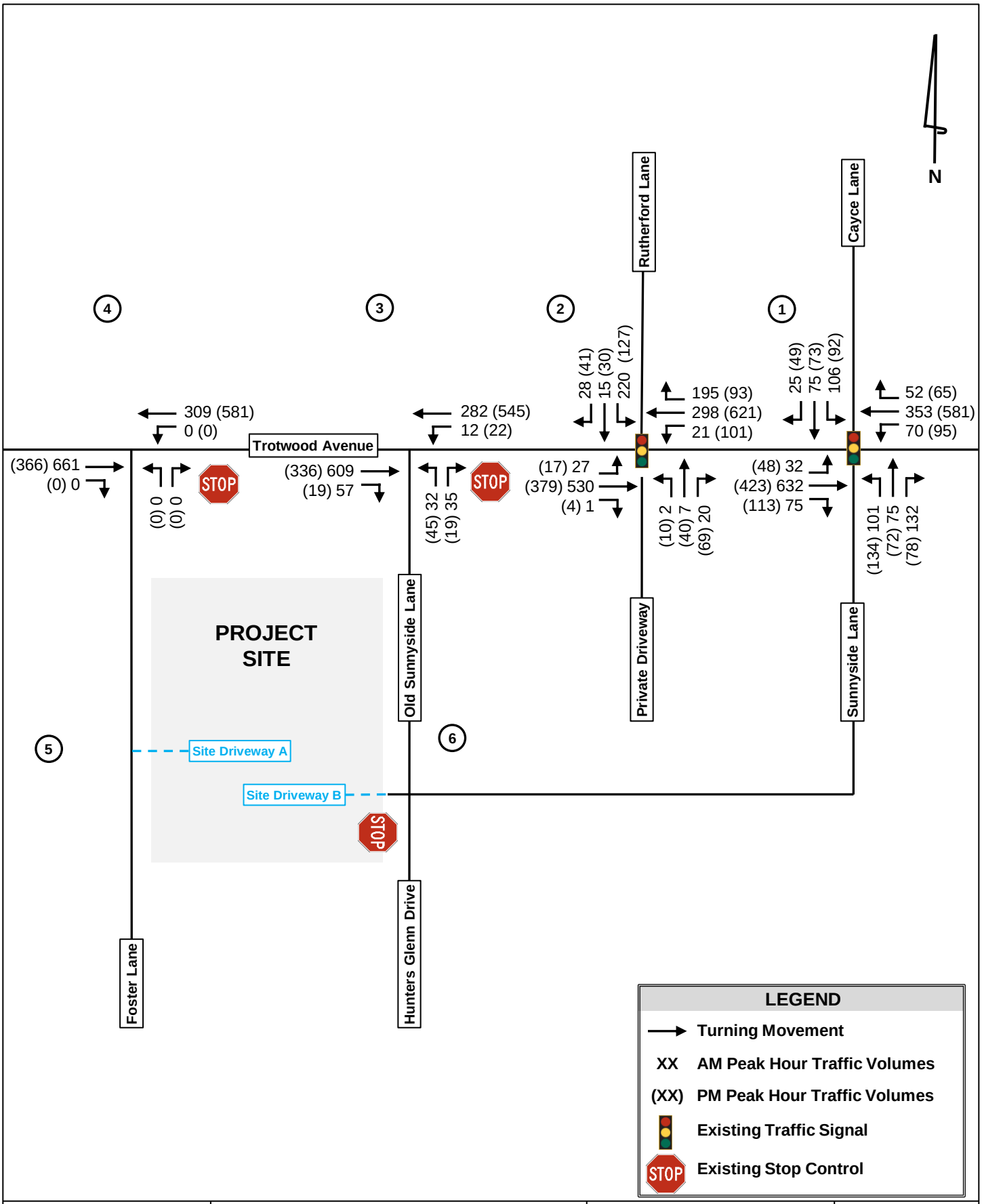
- AM Peak Adjustment Factor – 1.38
- PM Peak Adjustment Factor – 1.07

The Adjusted Existing 2022 peak hour traffic volumes are shown in **Figure 4**. It is important to note that the intersection of Trotwood Avenue at Rutherford Lane (Intersection 2) was recollected in December while schools were in session. Therefore, this intersection was not adjusted using the previously listed summer adjustment factors.

The complete traffic count data is provided in **Appendix B**. The adjustment calculations are provided in **Appendix C**.



Kimley»Horn	*Trotwood and Foster Subdivision* Traffic Impact Study	Existing 2022 Intersection Geometry	Figure 3



Kimley»Horn	*Trotwood and Foster Subdivision* Traffic Impact Study	Existing 2022 Traffic Volumes	Figure 4

4.0 NO-BUILD CONDITIONS

Background traffic is defined as expected traffic on the roadway in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates.

To account for background traffic, the Adjusted Existing 2022 traffic volumes were increased by 3.0% per year for three years to account for the expected background growth through year 2025. Additionally, project trips associated with the following developments were included in the Projected 2025 No-Build Traffic volumes:

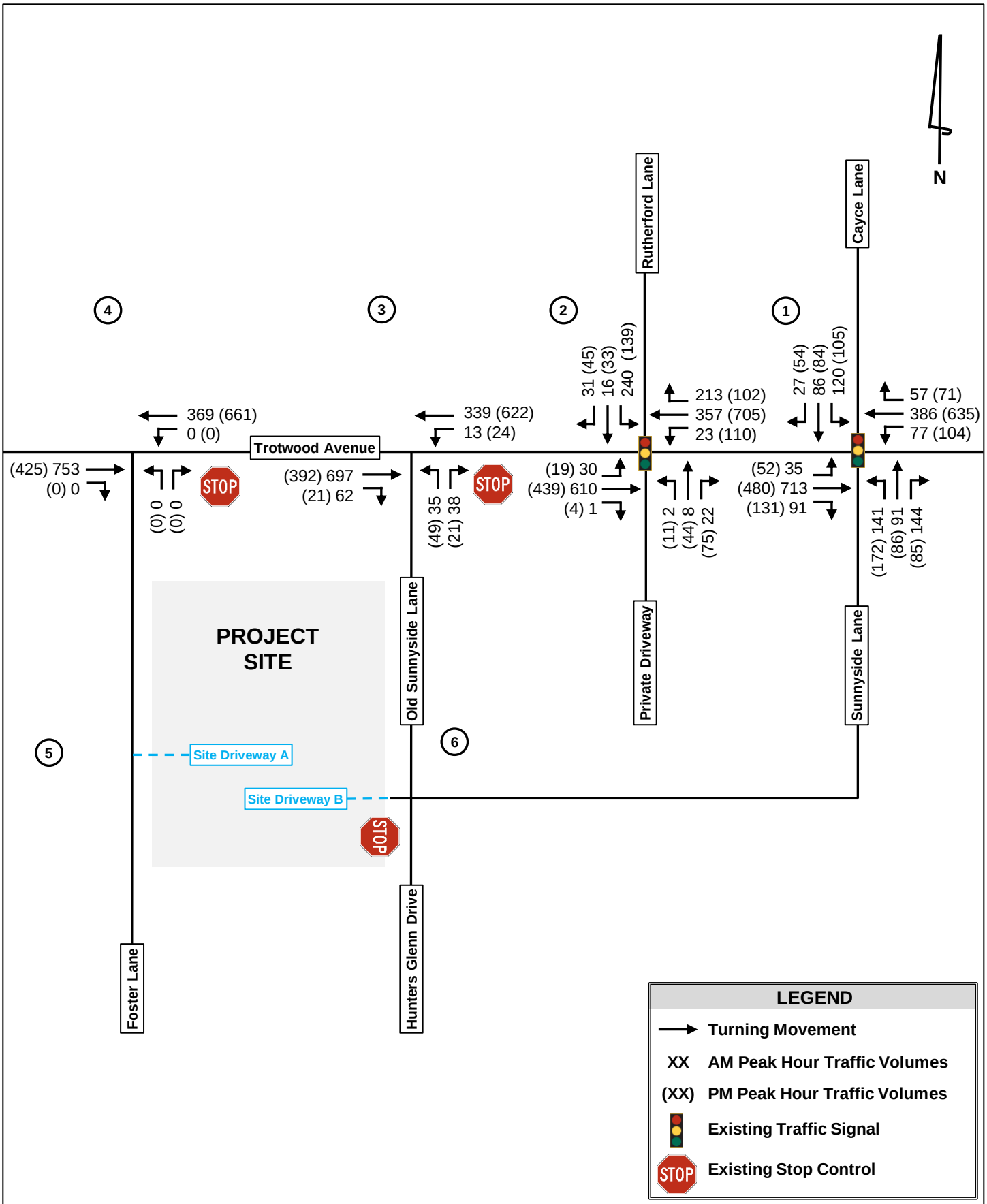
- *Sunnyside Gas Station* development

Figure 5 illustrates the Projected 2025 No-Build traffic volumes.

4.1 FUTURE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

The City of Columbia Annual Budget and Tennessee Department of Transportation (TDOT) transportation projects were researched for currently planned/programmed transportation projects within the vicinity of the study area.

No improvements were identified to be included in the capacity analyses.



Kimley»Horn	*Trotwood and Foster Subdivision* Traffic Impact Study	Projected No-Build 2025 Traffic Volumes	Figure 5

5.0 BUILD CONDITIONS

5.1 SITE ACCESS AND CIRCULATION

Access to the proposed site will be provided at two locations. A brief description of the site access is as follows:

- Site Driveway A
  - Proposed full-movement, unsignalized driveway along Foster Lane approximately 1,000' south of Trotwood Avenue. The intersection is proposed to operate under side-street stop control and have one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Site Driveway B
  - Proposed extension of Holly Berry Drive approximately 450' west of Hunters Glen Drive. The extension is proposed have one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*, using equations where available.

Internal capture (or mixed-use) reductions represent the concept that trips generated by individual land uses within a site may remain internal to the site. Mixed-use vehicle trip reductions are calculated using guidance from the *ITE Trip Generation Handbook, 3rd Edition*.

Alternative modes of transportation include pedestrians, bicyclists, and transit users. Alternate mode reductions account for the notion that some site-generated trips will occur by a means other than automobile.

A pass-by trip occurs when a proposed development diverts traffic that is already traveling on a street adjacent to the site. Pass-by reductions are calculated using guidance from the *ITE Trip Generation Handbook, 3rd Edition*.

The trip generation for the site was performed with no reductions to gross trips as the proposed site is not likely to generate significant mixed-use, alternative mode, or pass-by trips.

Table 3 summarizes the project trip generation. **Appendix C** provides a detailed trip generation worksheet for the proposed development.

Table 3: Trip Generation

ITE Code	Land Use	Density	Daily		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
210	Single-Family Detached Housing	126 d.u.	624	624	24	68	77	46
Gross Trips			**624**	**624**	**24**	**68**	**77**	**46**

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts. **Figure 6** provides the directional distribution and assignment of new project trips. **Figure 7** illustrates the assignment of project trips to the study network. The Projected 2025 Build peak hour volumes are shown in **Figure 8**. **Appendix A** provides intersection volume worksheets for all intersections and driveways within the study network.

5.4 TURN LANE EVALUATION

TDOT HSAM Vol 3 Geometric Design Criteria was used to evaluate if left-turn and right-turn lanes should be implemented along the major road at a two-way stop-controlled intersection. From within the TDOT HSAM, the following methodologies were applied to perform these evaluations:

- Figure 3-15 ("Left-Turn Lane Warrant for Urban and Suburban Arterials (Unsignalized)")
- Figure 3-18 ("Right-Turn Lane Warrant Along Two-Lane Roadway (Unsignalized Intersection with Two-Way Stop-Control")

Turn lane evaluations were performed for:

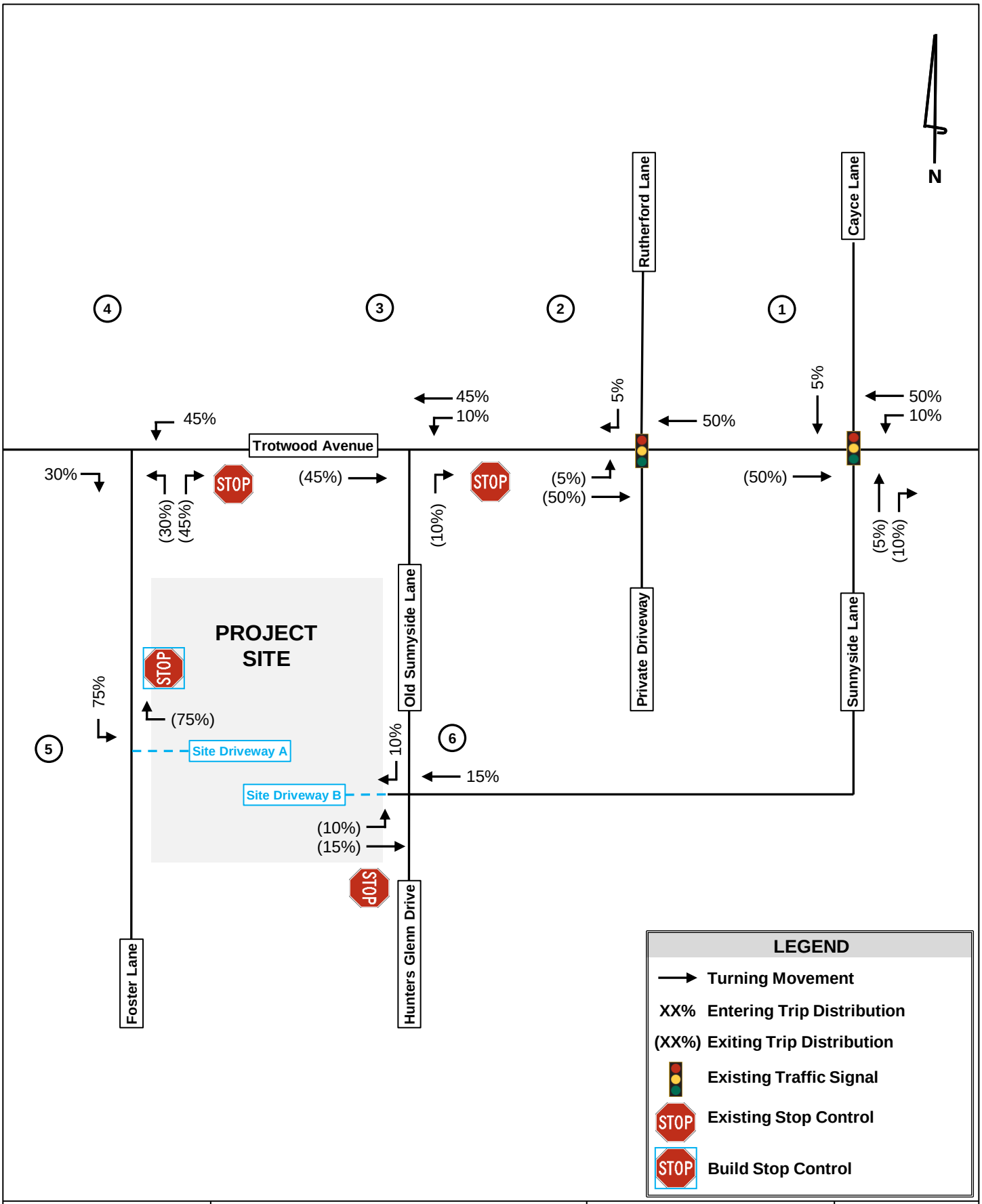
- Trotwood Avenue at Foster Lane
- Foster Lane at Site Driveway A

The results of the turn lane warrants are summarized in Table 4. **Appendix E** provides the TDOT Turn Lane Warrant charts used for the analysis.

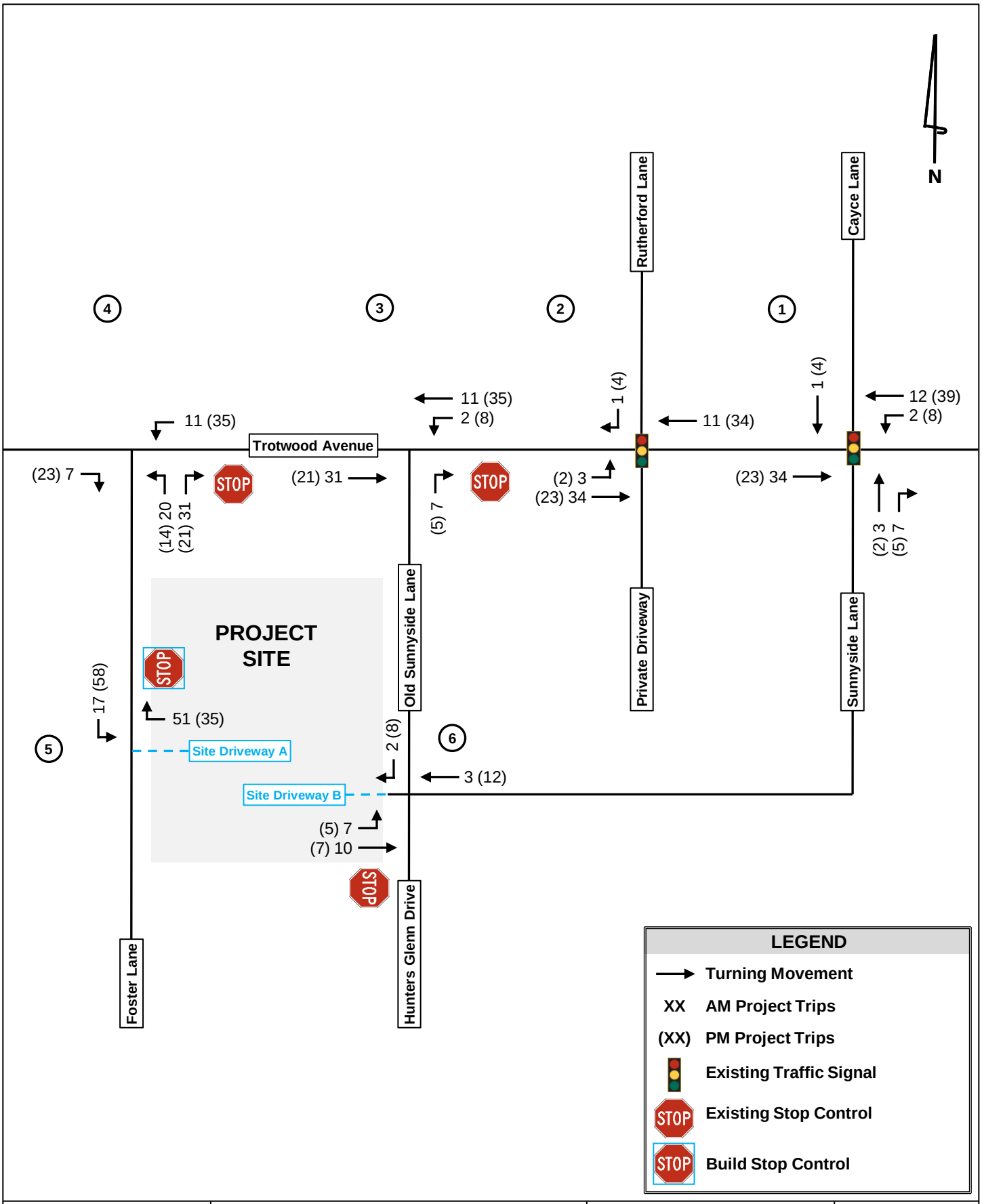
Table 4: Turn Lane Evaluation

Intersection	Movement	Analysis Scenario	AM Peak Hour	PM Peak Hour
4. Trotwood Avenue at Foster Lane	EBR Turn Lane	Build 2025	Not Warranted	Not Warranted
	WBL Turn Lane		WARRANTED	WARRANTED
5. Foster Lane at Site Driveway A	NBR Turn Lane	Build 2025	Not Warranted	Not Warranted
	SBL Turn Lane		Not Warranted	Not Warranted

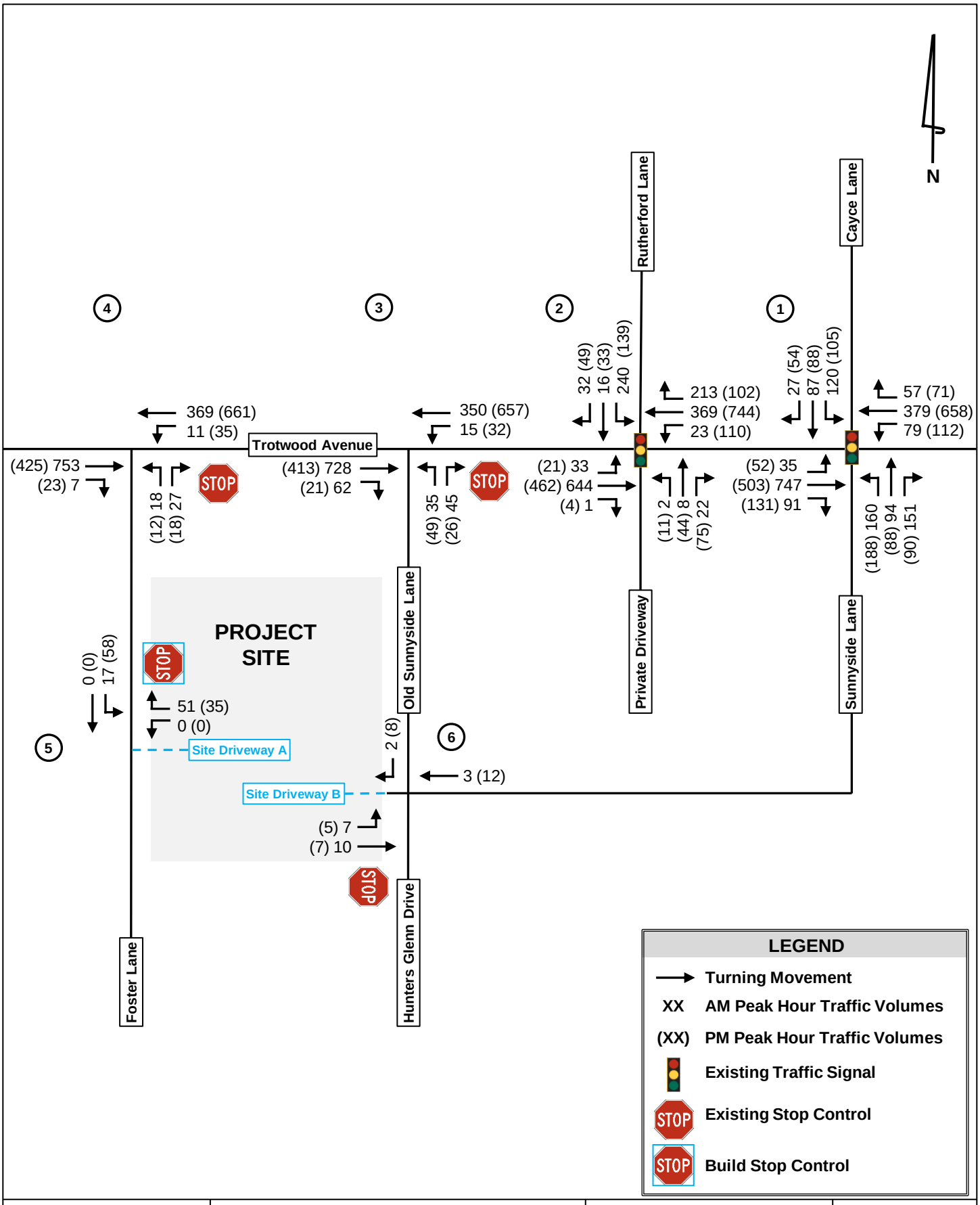
Based on TDOT Geometric Design Criteria, an exclusive left-turn lane along the westbound approach of Trotwood Avenue would require 210' of full-width left-turn lane, and 180' of bay taper.



Kimley»Horn	*Trotwood and Foster Subdivision* Traffic Impact Study	Trip Distribution	Figure 6



Kimley»Horn	*Trotwood and Foster Subdivision* Traffic Impact Study	Project Trips	Figure 7



Kimley»Horn	*Trotwood and Foster Subdivision* Traffic Impact Study	Projected Build 2025 Traffic Volumes	Figure 8

6.0 CAPACITY ANALYSES

6.1 LEVEL-OF-SERVICE ANALYSES

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 11.0. Synchro* software uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Levels-of-service for signalized and all-way stop controlled (AWSC) intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Capacity analyses were performed for the AM and PM peak hours under the Existing 2022, Projected 2025 No-Build, and Projected 2025 Build traffic conditions. The results of the capacity analyses are summarized in Table 5. The *Synchro* analyses reports are included in **Appendix D**.

Table 5: Level-of-Service Summary *LOS (Delay in Seconds)*							
Intersection	**Approach/ Movement**	**Existing 2022**		**Projected 2025 No-Build**		**Projected 2025 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Trotwood Avenue at Cayce Lane/ Sunnyside Lane	Overall	C (25.2)	B (19.8)	D (45.7)	C (22.1)	D (54.7)	C (22.6)
2. Trotwood Avenue at Rutherford Lane	Overall	B (14.5)	B (12.6)	B (15.3)	B (12.8)	B (15.5)	B (12.8)
3. Trotwood Avenue at Old Sunnyside Lane	NB	C (20.7)	C (18.4)	D (26.6)	C (22.3)	D (29.0)	C (24.5)
	WBL	A (9.3)	A (8.1)	A (9.7)	A (8.2)	A (9.9)	A (8.3)
4. Trotwood Avenue at Foster Lane	NB	--	--	--	--	C (23.5)	C (17.2)
	WBL	--	--	--	--	A (9.7)	A (8.4)
5. Foster Lane at Site Driveway A	WB	--	--	--	--	*	*
	SBL	--	--	--	--	*	*

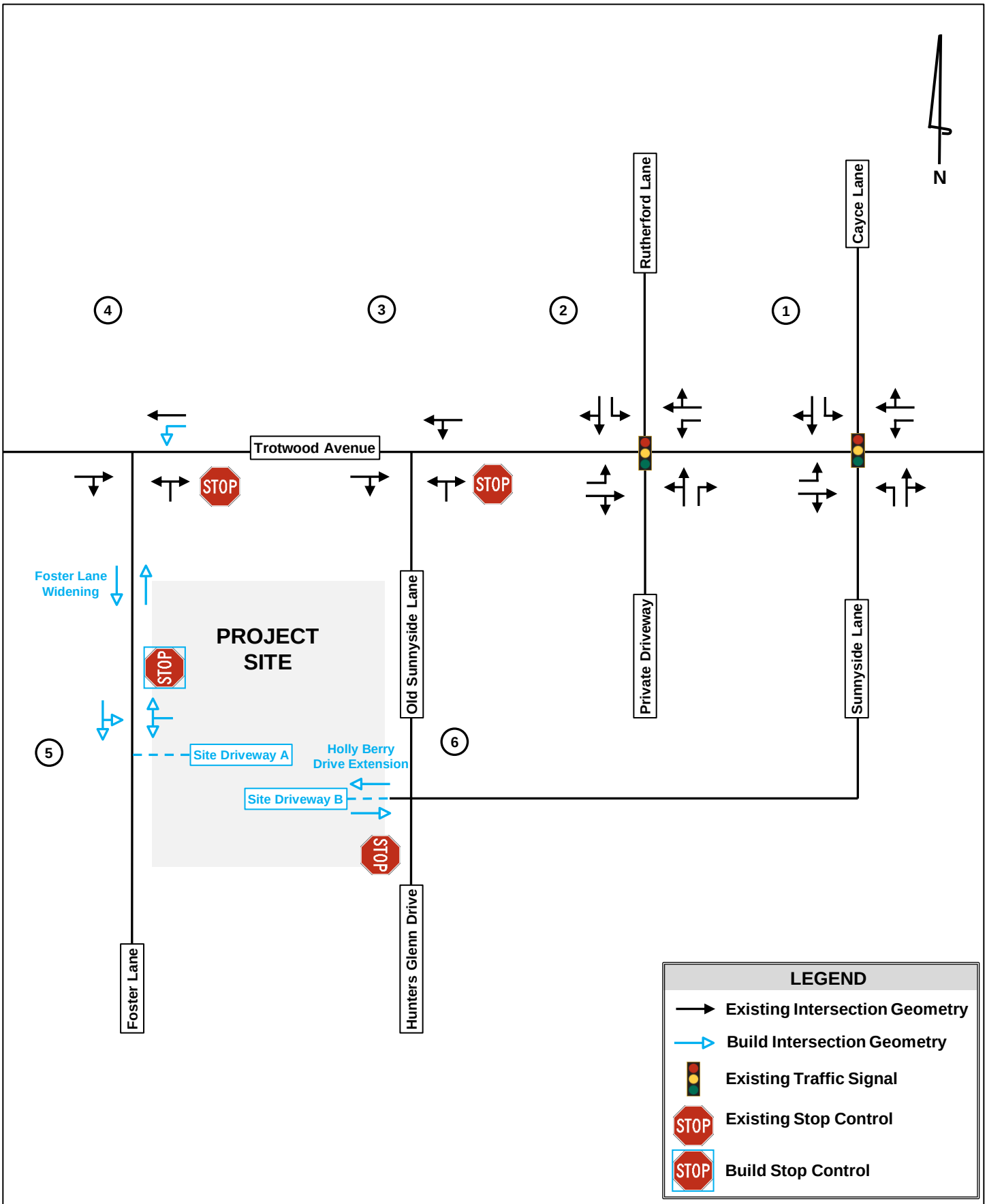
**Negligible delay – no opposing traffic*

All of the study intersections currently operate and are projected to operate at an acceptable overall LOS during both the AM and PM peak hours. It should be noted that low LOS for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Although all approaches are projected to operate acceptably under all studied scenarios, an exclusive westbound left-turn lane is warranted at the intersection of Trotwood Avenue at Foster Lane (Intersection 4) based on TDOT Geometric Design Criteria. A capacity analysis of the improved conditions at Intersection 4 are shown in **Table 6**.

Table 6: Improved Level-of-Service Summary *LOS (Delay in Seconds)*			
Intersection	**Approach/ Movement**	**Projected 2025 Build**	
		AM Peak	**PM Peak**
4. Trotwood Avenue at Foster Lane	NB	C (23.5)	C (17.0)
	WBL	A (9.7)	A (8.4)

The recommended improvements and lane configuration for site driveways is shown visually in **Figure 9**.



Kimley»Horn	*Trotwood and Foster Subdivision* Traffic Impact Study	Build 2025 Intersection Geometry	Figure 9

7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the Trotwood & Foster Subdivision development located south of Trotwood Avenue and west of Old Sunnyside Lane within City of Columbia, Tennessee. The development, which is approximately 53.13-acres in size, will include approximately 126 single family detached dwelling units.

The study network, which consists of four (4) intersections, was analyzed for the weekday AM and PM peak hours under Existing 2022 conditions, Projected 2025 No-Build conditions (three years of background traffic growth plus project traffic associated with the *Sunnyside Gas Station* development), and Projected 2025 Build conditions (Projected 2025 No-Build conditions plus traffic generated by the proposed *Trotwood & Foster Subdivision* development).

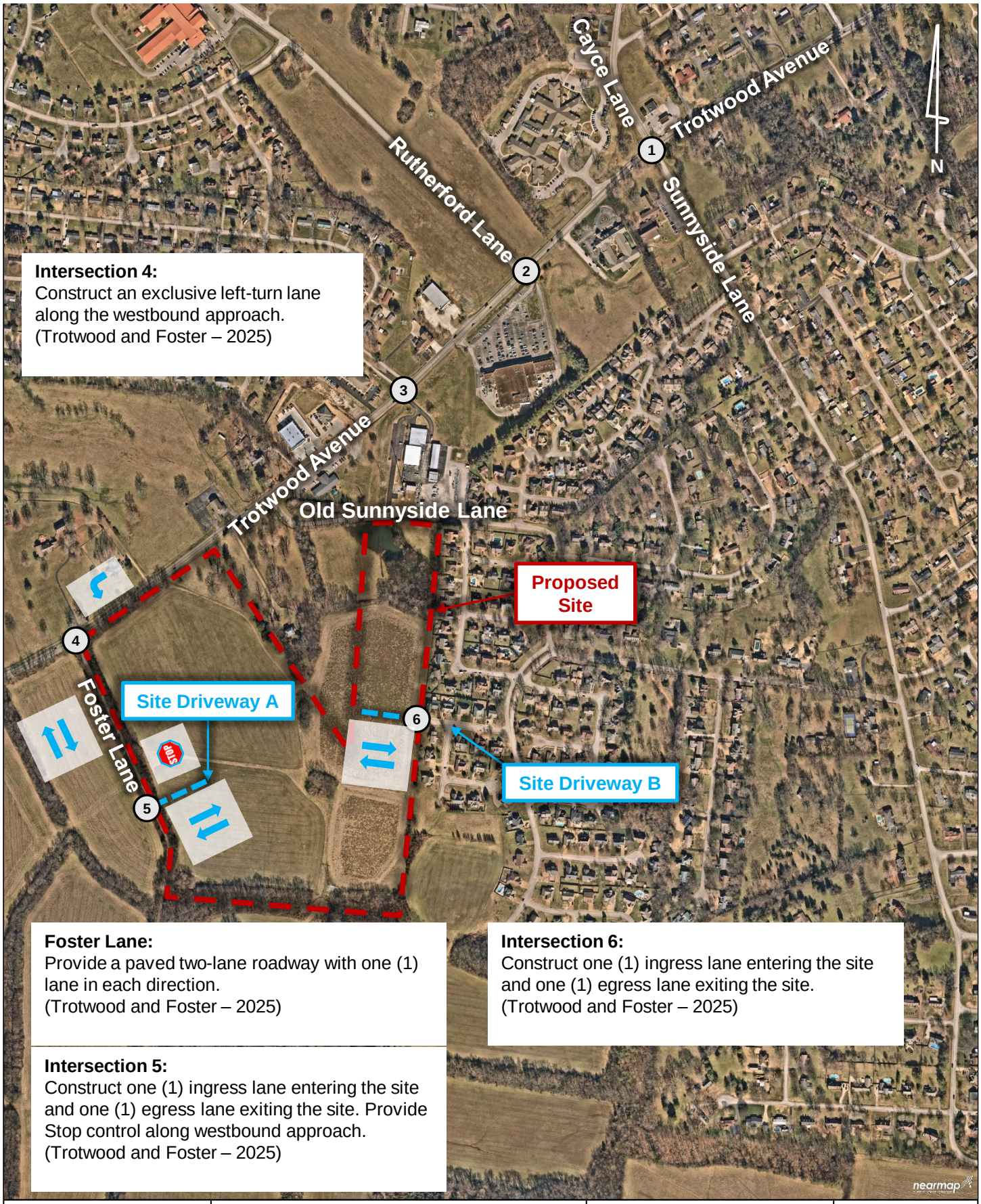
Based on the results of this study, all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours. Under the projected 2025 No-Build and Build conditions, all study intersections are projected to continue to operate at an acceptable overall LOS during the AM and PM peak hours.

7.1 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2025 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *Trotwood & Foster Subdivision* development).

- Foster Lane
  - Provide a paved two-lane roadway with one (1) lane in each direction between Trotwood Avenue and Site Driveway A.
- Intersection 4 – Trotwood Avenue at Foster Lane
  - Construct an exclusive left-turn lane along the westbound approach of Trotwood Avenue (210’ of full-width left-turn lane, and 180’ of bay taper).
- Intersection 5 – Foster Lane at Site Driveway A
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
  - Provide stop-control for westbound approach along Site Driveway A.
- Intersection 6 – Holly Berry Drive Extension at Site Driveway B
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.

See **Figure 10** for a visual representation of the development improvement recommendations.



Intersection 4:
Construct an exclusive left-turn lane along the westbound approach.
(Trotwood and Foster – 2025)

Foster Lane:
Provide a paved two-lane roadway with one (1) lane in each direction.
(Trotwood and Foster – 2025)

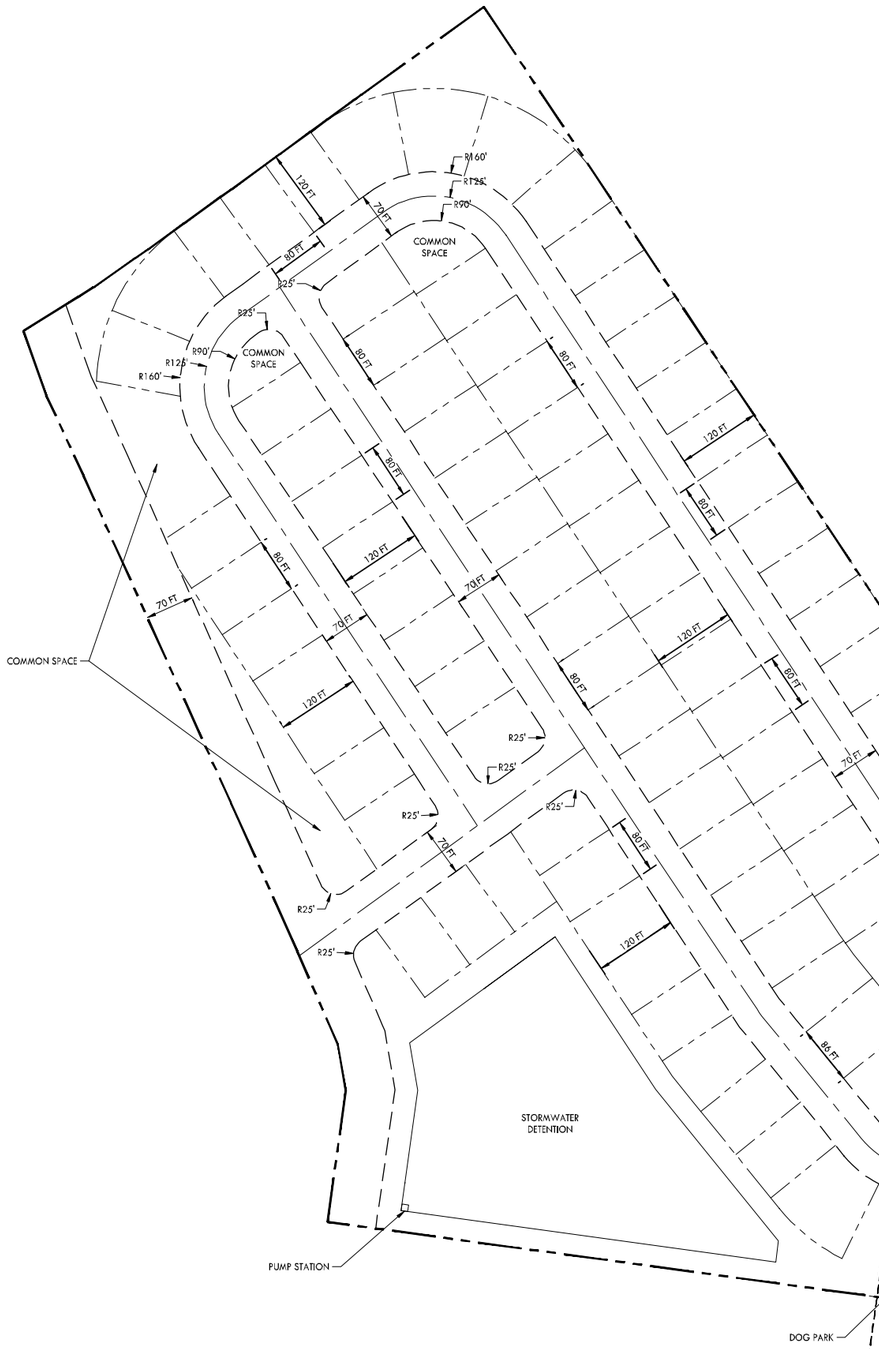
Intersection 5:
Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site. Provide Stop control along westbound approach.
(Trotwood and Foster – 2025)

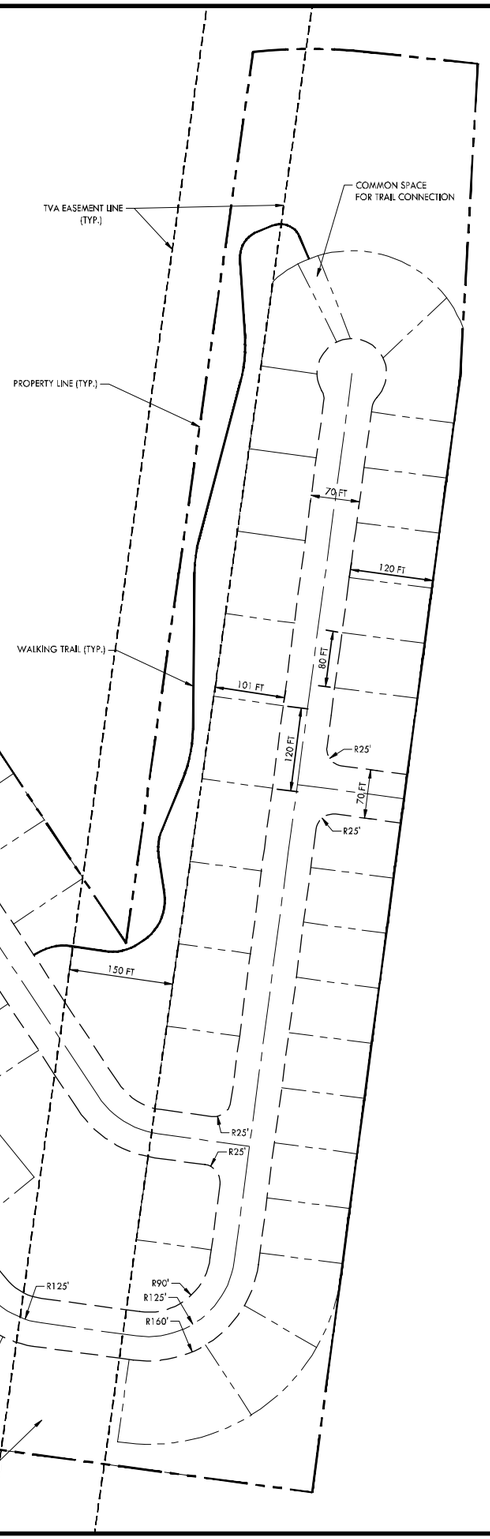
Intersection 6:
Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
(Trotwood and Foster – 2025)

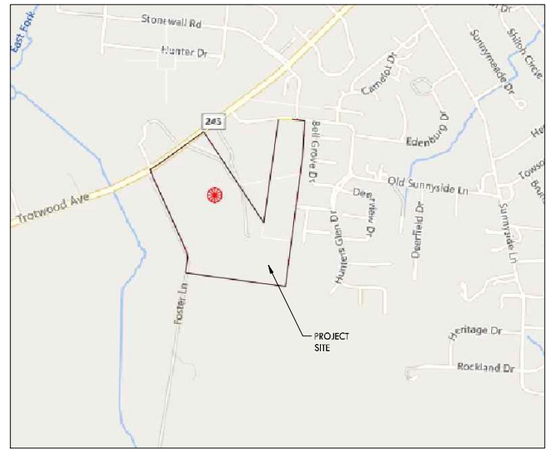
Kimley»Horn	*Trotwood and Foster Subdivision* **Traffic Impact Study**	**Proposed Improvements**	**Figure 10**

APPENDIX A SITE PLAN

Site Plan







SITE VICINITY MAP

SITE DATA TABLE
PROJECT, TROTWOOD AND FOSTER
ADDRESS, COLUMBIA TENNESSEE
PARCEL ID :

EXISTING ZONING:	RS-10
PROPOSED ZONING:	RS-10
ZONING DISTRICT	
TOTAL SITE AREA:	53.13 ACRES
PROPOSED LOTS	108
BUILDING HEIGHT	##
MIN. LOT SIZE	7800 SF
MIN. LOT WIDTH	80FT
FRONT YARD	##
SIDE SETBACK	##
REAR SETBACK	##
OPEN SETBACK REQ.	##
OPEN SPACE PROVIDED	##
USABLE OPEN SPACE REQ.	##
USABLE OPEN SPACE PROVIDED	##

NOTES:
1. REFER TO SHEET C2.0 FOR NOTES.

PROPOSED LAYOUT LEGEND

- PROPOSED BUILDING
- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- PROPERTY LINE
- EDGE OF NEW PAVEMENT

0 50 100 200
GRAPHIC SCALE

N

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

TROTWOOD AND FOSTER SUBDIVISION
COLUMBIA TENNESSEE

REVISIONS
No. DATE

07/15/22 22040

C5.0
SITE LAYOUT

Traffic Count Data

Click here for Map

Peak Hour Turning Movement Count

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, July 14, 2022	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	127	0	0	127	0	52	-	0	52	179
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	131	0	0	131	0	70	-	0	70	201
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	131	0	0	131	0	66	-	0	66	197
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	91	0	0	91	0	36	-	0	36	127
Total	0	0	0	0	0	0	0	0	0	0	0	480	0	0	480	0	224	0	0	224	704
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.00	0.00	**0.92**	0.00	0.80	0.00	0.00	**0.80**	**0.88**

Bikes

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
0730 - 0745	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
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	115	0	0	115	0	50	-	0	50	165
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	128	0	0	128	0	64	-	0	64	192
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	127	0	0	127	0	59	-	0	59	186
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	85	0	0	85	0	33	-	0	33	118
Total	0	0	0	0	0	0	0	0	0	0	0	455	0	0	455	0	206	0	0	206	661
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.89	0.00	0.00	**0.89**	0.00	0.80	0.00	0.00	**0.80**	**0.86**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	1	-	0	1	9
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	4	-	0	4	6
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	5	-	0	5	9
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	2	-	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	12	0	0	12	28
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.60	0.00	0.00	**0.60**	**0.78**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	1	-	0	1	4
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	2	-	0	2	2
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	1	-	0	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	6	0	0	6	14
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	**0.70**

Click here for Map

Peak Hour Turning Movement Count

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, July 14, 2022	
Period	1600 - 1800
Peak Hour	1600 - 1700

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	89	0	0	89	0	137	-	0	137	226
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	88	0	0	88	0	138	-	0	138	226
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	88	0	0	88	0	132	-	0	132	220
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	77	0	0	77	0	136	-	0	136	213
Total	0	0	0	0	0	0	0	0	0	0	0	342	0	0	342	0	543	0	0	543	885
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.96	0.00	0.00	**0.96**	0.00	0.98	0.00	0.00	**0.98**	**0.98**

Bikes

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615	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
1630 - 1645	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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	86	0	0	86	0	135	-	0	135	221
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	86	0	0	86	0	133	-	0	133	219
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	87	0	0	87	0	130	-	0	130	217
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	72	0	0	72	0	133	-	0	133	205
Total	0	0	0	0	0	0	0	0	0	0	0	331	0	0	331	0	531	0	0	531	862
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.00	0.00	**0.95**	0.00	0.98	0.00	0.00	**0.98**	**0.98**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	1	-	0	1	2
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	4	-	0	4	6
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	2	-	0	2	2
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	3	-	0	3	7
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	10	0	0	10	17
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.44	0.00	0.00	**0.44**	0.00	0.63	0.00	0.00	**0.63**	**0.61**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Foster Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	1	-	0	1	3
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	1	-	0	1	1
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	**0.50**	**0.50**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 1 of 4
Foster Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.584376°, -87.105275°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

All vehicles

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	76	0	0	76	0	46	0	46	122
0715 - 0730	0	0	0	0	127	0	0	127	0	52	0	52	179
0730 - 0745	0	0	0	0	131	0	0	131	0	70	0	70	201
0745 - 0800	0	0	0	0	131	0	0	131	0	66	0	66	197
Hourly Total	0	0	0	**0**	465	0	0	**465**	0	234	0	**234**	**699**
0800 - 0815	0	0	0	0	91	0	0	91	0	36	0	36	127
0815 - 0830	0	0	0	0	74	0	0	74	0	64	0	64	138
0830 - 0845	0	0	0	0	100	0	0	100	0	48	0	48	148
0845 - 0900	0	0	0	0	80	0	0	80	0	57	0	57	137
Hourly Total	0	0	0	**0**	345	0	0	**345**	0	205	0	**205**	**550**
Grand Total	0	0	0	**0**	810	0	0	**810**	0	439	0	**439**	**1249**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	64.85	0.00	0.00	64.85	0.00	35.15	0.00	35.15	
PHF	0.00	0.00	0.00	**0.00**	0.92	0.00	0.00	**0.92**	0.00	0.80	0.00	**0.80**	**0.88**

1600 - 1800 (Weekday 2h Session) (07-14-2022)

All vehicles

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	89	0	0	89	0	137	0	137	226
1615 - 1630	0	0	0	0	88	0	0	88	0	138	0	138	226
1630 - 1645	0	0	0	0	88	0	0	88	0	132	0	132	220
1645 - 1700	0	0	0	0	77	0	0	77	0	136	0	136	213
Hourly Total	0	0	0	**0**	342	0	0	**342**	0	543	0	**543**	**885**
1700 - 1715	0	0	0	0	85	0	0	85	0	137	0	137	222
1715 - 1730	0	0	0	0	84	0	0	84	0	146	0	146	230
1730 - 1745	0	0	0	0	70	0	0	70	0	131	0	131	201
1745 - 1800	1	0	0	1	61	1	0	62	0	150	0	150	213
Hourly Total	1	0	0	**1**	300	1	0	**301**	0	564	0	**564**	**866**
Grand Total	1	0	0	**1**	642	1	0	**643**	0	1107	0	**1107**	**1751**
Approach %	100.00	0.00	0.00	-	99.84	0.16	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.06	0.00	0.00	0.06	36.66	0.06	0.00	36.72	0.00	63.22	0.00	63.22	
PHF	0.00	0.00	0.00	**0.00**	0.96	0.00	0.00	**0.96**	0.00	0.98	0.00	**0.98**	**0.98**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 1 of 4
Foster Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.584376°, -87.105275°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Bikes

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	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	1	0	0	1	0	0	0	0	1
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**	1	0	0	**1**	0	0	0	**0**	**1**
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**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Bikes

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	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	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 1 of 4
Foster Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.584376°, -87.105275°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	76	0	0	76	0	44	0	44	120
0715 - 0730	0	0	0	0	115	0	0	115	0	50	0	50	165
0730 - 0745	0	0	0	0	128	0	0	128	0	64	0	64	192
0745 - 0800	0	0	0	0	127	0	0	127	0	59	0	59	186
Hourly Total	0	0	0	**0**	446	0	0	**446**	0	217	0	**217**	**663**
0800 - 0815	0	0	0	0	85	0	0	85	0	33	0	33	118
0815 - 0830	0	0	0	0	66	0	0	66	0	55	0	55	121
0830 - 0845	0	0	0	0	96	0	0	96	0	44	0	44	140
0845 - 0900	0	0	0	0	74	0	0	74	0	49	0	49	123
Hourly Total	0	0	0	**0**	321	0	0	**321**	0	181	0	**181**	**502**
Grand Total	0	0	0	**0**	767	0	0	**767**	0	398	0	**398**	**1165**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	65.84	0.00	0.00	65.84	0.00	34.16	0.00	34.16	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	86	0	0	86	0	135	0	135	221
1615 - 1630	0	0	0	0	86	0	0	86	0	133	0	133	219
1630 - 1645	0	0	0	0	87	0	0	87	0	130	0	130	217
1645 - 1700	0	0	0	0	72	0	0	72	0	133	0	133	205
Hourly Total	0	0	0	**0**	331	0	0	**331**	0	531	0	**531**	**862**
1700 - 1715	0	0	0	0	83	0	0	83	0	134	0	134	217
1715 - 1730	0	0	0	0	82	0	0	82	0	146	0	146	228
1730 - 1745	0	0	0	0	69	0	0	69	0	129	0	129	198
1745 - 1800	1	0	0	1	60	1	0	61	0	149	0	149	211
Hourly Total	1	0	0	**1**	294	1	0	**295**	0	558	0	**558**	**854**
Grand Total	1	0	0	**1**	625	1	0	**626**	0	1089	0	**1089**	**1716**
Approach %	100.00	0.00	0.00	-	99.84	0.16	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.06	0.00	0.00	0.06	36.42	0.06	0.00	36.48	0.00	63.46	0.00	63.46	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 1 of 4
Foster Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.584376°, -87.105275°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	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	8	0	0	8	0	1	0	1	9
0730 - 0745	0	0	0	0	2	0	0	2	0	4	0	4	6
0745 - 0800	0	0	0	0	4	0	0	4	0	5	0	5	9
Hourly Total	0	0	0	**0**	14	0	0	**14**	0	10	0	**10**	**24**
0800 - 0815	0	0	0	0	2	0	0	2	0	2	0	2	4
0815 - 0830	0	0	0	0	5	0	0	5	0	5	0	5	10
0830 - 0845	0	0	0	0	3	0	0	3	0	2	0	2	5
0845 - 0900	0	0	0	0	5	0	0	5	0	5	0	5	10
Hourly Total	0	0	0	**0**	15	0	0	**15**	0	14	0	**14**	**29**
Grand Total	0	0	0	**0**	29	0	0	**29**	0	24	0	**24**	**53**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	54.72	0.00	0.00	54.72	0.00	45.28	0.00	45.28	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	0	0	1	0	1	0	1	2
1615 - 1630	0	0	0	0	2	0	0	2	0	4	0	4	6
1630 - 1645	0	0	0	0	0	0	0	0	0	2	0	2	2
1645 - 1700	0	0	0	0	4	0	0	4	0	3	0	3	7
Hourly Total	0	0	0	**0**	7	0	0	**7**	0	10	0	**10**	**17**
1700 - 1715	0	0	0	0	2	0	0	2	0	1	0	1	3
1715 - 1730	0	0	0	0	2	0	0	2	0	0	0	0	2
1730 - 1745	0	0	0	0	1	0	0	1	0	1	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	3	0	**3**	**8**
Grand Total	0	0	0	**0**	12	0	0	**12**	0	13	0	**13**	**25**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	48.00	0.00	0.00	48.00	0.00	52.00	0.00	52.00	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 1 of 4
Foster Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.584376°, -87.105275°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	2	0	2	2
0715 - 0730	0	0	0	0	3	0	0	3	0	1	0	1	4
0730 - 0745	0	0	0	0	1	0	0	1	0	2	0	2	3
0745 - 0800	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	7	0	**7**	**11**
0800 - 0815	0	0	0	0	4	0	0	4	0	1	0	1	5
0815 - 0830	0	0	0	0	3	0	0	3	0	4	0	4	7
0830 - 0845	0	0	0	0	1	0	0	1	0	2	0	2	3
0845 - 0900	0	0	0	0	1	0	0	1	0	3	0	3	4
Hourly Total	0	0	0	**0**	9	0	0	**9**	0	10	0	**10**	**19**
Grand Total	0	0	0	**0**	13	0	0	**13**	0	17	0	**17**	**30**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	43.33	0.00	0.00	43.33	0.00	56.67	0.00	56.67	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Foster Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 1.1	Right 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8	U-Turn 1.9	App Total	Int Total
1600 - 1615	0	0	0	0	2	0	0	2	0	1	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1
1630 - 1645	0	0	0	0	1	0	0	1	0	0	0	0	1
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	2	0	**2**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	2	0	2	2
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	1	0	1	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	3	0	**3**	**4**
Grand Total	0	0	0	**0**	5	0	0	**5**	0	5	0	**5**	**10**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	

Pedestrian Count || All vehicles

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1 of 4
Foster Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.584376°, -87.105275°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Pedestrians

	Northbound			Eastbound			Westbound			
	Foster Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 1a	WB 1b	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
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Pedestrians

	Northbound			Eastbound			Westbound			
	Foster Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 1a	WB 1b	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 7/14/2022	Foster Ln Northbound			Southbound			TN-243 Trotwood Ave (West) Eastbound			TN-243 Trotwood Ave (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	76	0	0	46	0	122
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	127	0	0	52	0	179
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	131	0	0	70	0	201
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	131	0	0	66	0	197
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	91	0	0	36	0	127
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	74	0	0	64	0	138
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	100	0	0	48	0	148
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	80	0	0	57	0	137
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	89	0	0	137	0	226
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	88	0	0	138	0	226
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	88	0	0	132	0	220
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	77	0	0	136	0	213
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	85	0	0	137	0	222
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	84	0	0	146	0	230
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	70	0	0	131	0	201
05:45 PM - 06:00 PM	1	0	0	0	0	0	0	61	1	0	150	0	213
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, July 14, 2022	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0715 - 0730	7	-	6	0	13	-	-	-	-	0	-	121	6	0	127	3	49	-	0	52	192
0730 - 0745	6	-	11	0	17	-	-	-	-	0	-	116	15	0	131	0	66	-	0	66	214
0745 - 0800	8	-	6	0	14	-	-	-	-	0	-	120	13	0	133	4	54	-	0	58	205
0800 - 0815	2	-	2	0	4	-	-	-	-	0	-	84	7	0	91	2	35	-	0	37	132
Total	23	0	25	0	48	0	0	0	0	0	0	441	41	0	482	9	204	0	0	213	743
Approach %	47.92	0.00	52.08	0.00	-	0.00	0.00	0.00	0.00	-	0.00	91.49	8.51	0.00	-	4.23	95.77	0.00	0.00	-	
PHF	0.72	0.00	0.57	0.00	**0.71**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.68	0.00	**0.91**	0.56	0.77	0.00	0.00	**0.81**	**0.87**

Bikes

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0715 - 0730	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
0745 - 0800	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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0715 - 0730	7	-	6	0	13	-	-	-	-	0	-	111	6	0	117	3	47	-	0	50	180
0730 - 0745	6	-	11	0	17	-	-	-	-	0	-	114	15	0	129	0	60	-	0	60	206
0745 - 0800	8	-	6	0	14	-	-	-	-	0	-	115	12	0	127	4	47	-	0	51	192
0800 - 0815	2	-	2	0	4	-	-	-	-	0	-	78	7	0	85	2	32	-	0	34	123
Total	23	0	25	0	48	0	0	0	0	0	0	418	40	0	458	9	186	0	0	195	701
Approach %	47.92	0.00	52.08	0.00	-	0.00	0.00	0.00	0.00	-	0.00	91.27	8.73	0.00	-	4.62	95.38	0.00	0.00	-	
PHF	0.72	0.00	0.57	0.00	**0.71**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.67	0.00	**0.89**	0.56	0.78	0.00	0.00	**0.81**	**0.85**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	7	0	0	7	0	1	-	0	1	8
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	4	-	0	4	5
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	5	1	0	6	0	5	-	0	5	11
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	2	-	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	0	12	0	0	12	29
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	94.12	5.88	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.57	0.25	0.00	**0.61**	0.00	0.60	0.00	0.00	**0.60**	**0.66**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	1	-	0	1	4
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	2	-	0	2	2
0800 - 0815	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	1	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.58	0.00	0.00	**0.58**	0.00	0.75	0.00	0.00	**0.75**	**0.81**

Click here for Map

Peak Hour Turning Movement Count

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, July 14, 2022	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	4	-	3	0	7	-	-	-	-	0	-	84	4	0	88	6	129	-	0	135	230
1645 - 1700	13	-	2	0	15	-	-	-	-	0	-	69	7	0	76	8	122	-	0	130	221
1700 - 1715	11	-	6	0	17	-	-	-	-	0	-	79	6	0	85	5	130	-	0	135	237
1715 - 1730	14	-	7	0	21	-	-	-	-	0	-	82	1	0	83	2	128	-	0	130	234
Total	42	0	18	0	60	0	0	0	0	0	0	314	18	0	332	21	509	0	0	530	922
Approach %	70.00	0.00	30.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	94.58	5.42	0.00	-	3.96	96.04	0.00	0.00	-	
PHF	0.75	0.00	0.64	0.00	**0.71**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.64	0.00	**0.94**	0.66	0.98	0.00	0.00	**0.98**	**0.97**

Bikes

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	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
1700 - 1715	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
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	4	-	3	0	7	-	-	-	-	0	-	83	4	0	87	6	127	-	0	133	227
1645 - 1700	13	-	2	0	15	-	-	-	-	0	-	66	7	0	73	8	119	-	0	127	215
1700 - 1715	11	-	6	0	17	-	-	-	-	0	-	77	6	0	83	5	127	-	0	132	232
1715 - 1730	14	-	7	0	21	-	-	-	-	0	-	81	1	0	82	2	127	-	0	129	232
Total	42	0	18	0	60	0	0	0	0	0	0	307	18	0	325	21	500	0	0	521	906
Approach %	70.00	0.00	30.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	94.46	5.54	0.00	-	4.03	95.97	0.00	0.00	-	
PHF	0.75	0.00	0.64	0.00	**0.71**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.64	0.00	**0.93**	0.66	0.98	0.00	0.00	**0.98**	**0.98**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	3	-	0	3	6
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	1	-	0	1	3
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	1	-	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	0	0	7	14
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.58	0.00	0.00	**0.58**	0.00	0.58	0.00	0.00	**0.58**	**0.58**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Old Sunnyside Ln										TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
Time	Left 2.1		Right 2.2	U-Turn 2.3	App Total					App Total		Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8		U-Turn 2.9	App Total	Int Total
1630 - 1645	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
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	2	-	0	2	2
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
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	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	**0.25**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 2 of 4
Old Sunnyside Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.586399°, -87.102008°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

All vehicles

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	4	2	0	6	68	8	0	76	0	41	0	41	123
0715 - 0730	7	6	0	13	121	6	0	127	3	49	0	52	192
0730 - 0745	6	11	0	17	116	15	0	131	0	66	0	66	214
0745 - 0800	8	6	0	14	120	13	0	133	4	54	0	58	205
Hourly Total	25	25	0	**50**	425	42	0	**467**	7	210	0	**217**	**734**
0800 - 0815	2	2	0	4	84	7	0	91	2	35	0	37	132
0815 - 0830	5	6	0	11	74	1	0	75	1	58	0	59	145
0830 - 0845	1	3	0	4	99	4	0	103	2	50	0	52	159
0845 - 0900	2	4	0	6	80	0	0	80	5	54	0	59	145
Hourly Total	10	15	0	**25**	337	12	0	**349**	10	197	0	**207**	**581**
Grand Total	35	40	0	**75**	762	54	0	**816**	17	407	0	**424**	**1315**
Approach %	46.67	53.33	0.00	-	93.38	6.62	0.00	-	4.01	95.99	0.00	-	
Intersection %	2.66	3.04	0.00	5.70	57.95	4.11	0.00	62.05	1.29	30.95	0.00	32.24	
PHF	0.72	0.57	0.00	**0.71**	0.91	0.68	0.00	**0.91**	0.56	0.77	0.00	**0.81**	**0.87**

1600 - 1800 (Weekday 2h Session) (07-14-2022)

All vehicles

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	5	4	0	9	85	5	0	90	5	125	0	130	229
1615 - 1630	6	6	0	12	82	5	0	87	4	130	0	134	233
1630 - 1645	4	3	0	7	84	4	0	88	6	129	0	135	230
1645 - 1700	13	2	0	15	69	7	0	76	8	122	0	130	221
Hourly Total	28	15	0	**43**	320	21	0	**341**	23	506	0	**529**	**913**
1700 - 1715	11	6	0	17	79	6	0	85	5	130	0	135	237
1715 - 1730	14	7	0	21	82	1	0	83	2	128	0	130	234
1730 - 1745	8	6	0	14	63	7	0	70	2	121	1	124	208
1745 - 1800	8	8	0	16	57	5	0	62	8	140	0	148	226
Hourly Total	41	27	0	**68**	281	19	0	**300**	17	519	1	**537**	**905**
Grand Total	69	42	0	**111**	601	40	0	**641**	40	1025	1	**1066**	**1818**
Approach %	62.16	37.84	0.00	-	93.76	6.24	0.00	-	3.75	96.15	0.09	-	
Intersection %	3.80	2.31	0.00	6.11	33.06	2.20	0.00	35.26	2.20	56.38	0.06	58.64	
PHF	0.75	0.64	0.00	**0.71**	0.93	0.64	0.00	**0.94**	0.66	0.98	0.00	**0.98**	**0.97**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 2 of 4
Old Sunnyside Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.586399°, -87.102008°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Bikes

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 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	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Bikes

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 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	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 2 of 4
Old Sunnyside Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.586399°, -87.102008°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	4	2	0	6	68	8	0	76	0	39	0	39	121
0715 - 0730	7	6	0	13	111	6	0	117	3	47	0	50	180
0730 - 0745	6	11	0	17	114	15	0	129	0	60	0	60	206
0745 - 0800	8	6	0	14	115	12	0	127	4	47	0	51	192
Hourly Total	25	25	0	**50**	408	41	0	**449**	7	193	0	**200**	**699**
0800 - 0815	2	2	0	4	78	7	0	85	2	32	0	34	123
0815 - 0830	5	6	0	11	67	1	0	68	1	49	0	50	129
0830 - 0845	1	3	0	4	95	4	0	99	2	45	0	47	150
0845 - 0900	2	4	0	6	73	0	0	73	5	47	0	52	131
Hourly Total	10	15	0	**25**	313	12	0	**325**	10	173	0	**183**	**533**
Grand Total	35	40	0	**75**	721	53	0	**774**	17	366	0	**383**	**1232**
Approach %	46.67	53.33	0.00	-	93.15	6.85	0.00	-	4.44	95.56	0.00	-	
Intersection %	2.84	3.25	0.00	6.09	58.52	4.30	0.00	62.82	1.38	29.71	0.00	31.09	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	5	4	0	9	82	5	0	87	5	123	0	128	224
1615 - 1630	6	6	0	12	78	5	0	83	4	125	0	129	224
1630 - 1645	4	3	0	7	83	4	0	87	6	127	0	133	227
1645 - 1700	13	2	0	15	66	7	0	73	8	119	0	127	215
Hourly Total	28	15	0	**43**	309	21	0	**330**	23	494	0	**517**	**890**
1700 - 1715	11	6	0	17	77	6	0	83	5	127	0	132	232
1715 - 1730	14	7	0	21	81	1	0	82	2	127	0	129	232
1730 - 1745	8	6	0	14	60	7	0	67	2	120	0	122	203
1745 - 1800	8	8	0	16	57	5	0	62	8	139	0	147	225
Hourly Total	41	27	0	**68**	275	19	0	**294**	17	513	0	**530**	**892**
Grand Total	69	42	0	**111**	584	40	0	**624**	40	1007	0	**1047**	**1782**
Approach %	62.16	37.84	0.00	-	93.59	6.41	0.00	-	3.82	96.18	0.00	-	
Intersection %	3.87	2.36	0.00	6.23	32.77	2.24	0.00	35.02	2.24	56.51	0.00	58.75	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 2 of 4
Old Sunnyside Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.586399°, -87.102008°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 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	7	0	0	7	0	1	0	1	8
0730 - 0745	0	0	0	0	1	0	0	1	0	4	0	4	5
0745 - 0800	0	0	0	0	5	1	0	6	0	5	0	5	11
Hourly Total	0	0	0	**0**	13	1	0	**14**	0	10	0	**10**	**24**
0800 - 0815	0	0	0	0	3	0	0	3	0	2	0	2	5
0815 - 0830	0	0	0	0	4	0	0	4	0	5	0	5	9
0830 - 0845	0	0	0	0	3	0	0	3	0	2	0	2	5
0845 - 0900	0	0	0	0	5	0	0	5	0	5	0	5	10
Hourly Total	0	0	0	**0**	15	0	0	**15**	0	14	0	**14**	**29**
Grand Total	0	0	0	**0**	28	1	0	**29**	0	24	0	**24**	**53**
Approach %	0.00	0.00	0.00	-	96.55	3.45	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	52.83	1.89	0.00	54.72	0.00	45.28	0.00	45.28	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	0	0	1	0	1	0	1	2
1615 - 1630	0	0	0	0	2	0	0	2	0	4	0	4	6
1630 - 1645	0	0	0	0	1	0	0	1	0	2	0	2	3
1645 - 1700	0	0	0	0	3	0	0	3	0	3	0	3	6
Hourly Total	0	0	0	**0**	7	0	0	**7**	0	10	0	**10**	**17**
1700 - 1715	0	0	0	0	2	0	0	2	0	1	0	1	3
1715 - 1730	0	0	0	0	1	0	0	1	0	1	0	1	2
1730 - 1745	0	0	0	0	2	0	0	2	0	0	1	1	3
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	3	1	**4**	**9**
Grand Total	0	0	0	**0**	12	0	0	**12**	0	13	1	**14**	**26**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	92.86	7.14	-	
Intersection %	0.00	0.00	0.00	0.00	46.15	0.00	0.00	46.15	0.00	50.00	3.85	53.85	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 2 of 4
Old Sunnyside Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.586399°, -87.102008°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	2	0	2	2
0715 - 0730	0	0	0	0	3	0	0	3	0	1	0	1	4
0730 - 0745	0	0	0	0	1	0	0	1	0	2	0	2	3
0745 - 0800	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	7	0	**7**	**11**
0800 - 0815	0	0	0	0	3	0	0	3	0	1	0	1	4
0815 - 0830	0	0	0	0	3	0	0	3	0	4	0	4	7
0830 - 0845	0	0	0	0	1	0	0	1	0	3	0	3	4
0845 - 0900	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	0	0	0	**0**	9	0	0	**9**	0	10	0	**10**	**19**
Grand Total	0	0	0	**0**	13	0	0	**13**	0	17	0	**17**	**30**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	43.33	0.00	0.00	43.33	0.00	56.67	0.00	56.67	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Old Sunnyside Ln				TN-243 Trotwood Ave (West)				TN-243 Trotwood Ave (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
1600 - 1615	0	0	0	0	2	0	0	2	0	1	0	1	3
1615 - 1630	0	0	0	0	2	0	0	2	0	1	0	1	3
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**	4	0	0	**4**	0	2	0	**2**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	2	0	2	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	1	0	0	1	0	1	0	1	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	3	0	**3**	**4**
Grand Total	0	0	0	**0**	5	0	0	**5**	0	5	0	**5**	**10**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	50.00	

Pedestrian Count || All vehicles

Columbia, TN

Marr Traffic DATA COLLECTION
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Site 2 of 4
Old Sunnyside Ln

TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.586399°, -87.102008°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Pedestrians

	Northbound			Eastbound			Westbound			
	Old Sunnyside Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Pedestrians

	Northbound			Eastbound			Westbound			
	Old Sunnyside Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 7/14/2022	Old Sunnyside Ln Northbound			Southbound			TN-243 Trotwood Ave (West) Eastbound			TN-243 Trotwood Ave (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	4	0	2	0	0	0	0	68	8	0	41	0	123
07:15 AM - 07:30 AM	7	0	6	0	0	0	0	121	6	3	49	0	192
07:30 AM - 07:45 AM	6	0	11	0	0	0	0	116	15	0	66	0	214
07:45 AM - 08:00 AM	8	0	6	0	0	0	0	120	13	4	54	0	205
08:00 AM - 08:15 AM	2	0	2	0	0	0	0	84	7	2	35	0	132
08:15 AM - 08:30 AM	5	0	6	0	0	0	0	74	1	1	58	0	145
08:30 AM - 08:45 AM	1	0	3	0	0	0	0	99	4	2	50	0	159
08:45 AM - 09:00 AM	2	0	4	0	0	0	0	80	0	5	54	0	145
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	5	0	4	0	0	0	0	85	5	5	125	0	229
04:15 PM - 04:30 PM	6	0	6	0	0	0	0	82	5	4	130	0	233
04:30 PM - 04:45 PM	4	0	3	0	0	0	0	84	4	6	129	0	230
04:45 PM - 05:00 PM	13	0	2	0	0	0	0	69	7	8	122	0	221
05:00 PM - 05:15 PM	11	0	6	0	0	0	0	79	6	5	130	0	237
05:15 PM - 05:30 PM	14	0	7	0	0	0	0	82	1	2	128	0	234
05:30 PM - 05:45 PM	8	0	6	0	0	0	0	63	7	2	121	0	208
05:45 PM - 06:00 PM	8	0	8	0	0	0	0	57	5	8	140	0	226
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

Columbia, TN

Marr Traffic DATA COLLECTION

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0730 - 0745	19	13	30	0	62	29	18	7	0	54	7	129	16	0	152	9	71	8	0	88	356
0745 - 0800	27	15	26	0	68	25	10	5	0	40	7	137	19	0	163	16	71	7	0	94	365
0800 - 0815	10	12	22	0	44	8	16	2	0	26	5	98	11	0	114	9	50	7	0	66	250
0815 - 0830	17	14	18	0	49	15	10	4	0	29	4	94	8	0	106	17	64	16	0	97	281
Total	73	54	96	0	223	77	54	18	0	149	23	458	54	0	535	51	256	38	0	345	1252
Approach %	32.74	24.22	43.05	0.00	-	51.68	36.24	12.08	0.00	-	4.30	85.61	10.09	0.00	-	14.78	74.20	11.01	0.00	-	
PHF	0.68	0.90	0.80	0.00	**0.82**	0.66	0.75	0.64	0.00	**0.69**	0.82	0.84	0.71	0.00	**0.82**	0.75	0.90	0.59	0.00	**0.89**	**0.86**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0730 - 0745	19	13	30	0	62	28	18	7	0	53	6	124	15	0	145	9	64	8	0	81	341
0745 - 0800	26	13	26	0	65	25	10	5	0	40	6	132	19	0	157	13	65	7	0	85	347
0800 - 0815	9	11	22	0	42	8	14	2	0	24	5	90	9	0	104	9	47	7	0	63	233
0815 - 0830	15	14	18	0	47	15	10	4	0	29	4	86	8	0	98	17	58	15	0	90	264
Total	69	51	96	0	216	76	52	18	0	146	21	432	51	0	504	48	234	37	0	319	1185
Approach %	31.94	23.61	44.44	0.00	-	52.05	35.62	12.33	0.00	-	4.17	85.71	10.12	0.00	-	15.05	73.35	11.60	0.00	-	
PHF	0.66	0.91	0.80	0.00	**0.83**	0.68	0.72	0.64	0.00	**0.69**	0.88	0.82	0.67	0.00	**0.80**	0.71	0.90	0.62	0.00	**0.89**	**0.85**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0730 - 0745	0	0	0	0	0	1	0	0	0	1	1	4	1	0	6	0	4	0	0	4	11
0745 - 0800	1	2	0	0	3	0	0	0	0	0	1	4	0	0	5	3	5	0	0	8	16
0800 - 0815	1	1	0	0	2	0	2	0	0	2	0	5	2	0	7	0	2	0	0	2	13
0815 - 0830	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
Total	4	3	0	0	7	1	2	0	0	3	2	16	3	0	21	3	13	1	0	17	48
Approach %	57.14	42.86	0.00	0.00	-	33.33	66.67	0.00	0.00	-	9.52	76.19	14.29	0.00	-	17.65	76.47	5.88	0.00	-	
PHF	0.50	0.38	0.00	0.00	**0.58**	0.25	0.25	0.00	0.00	**0.38**	0.50	0.80	0.38	0.00	**0.75**	0.25	0.65	0.25	0.00	**0.53**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	9	0	0	9	19
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	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.56	0.00	0.00	**0.56**	**0.53**

Peak Hour Turning Movement Count

Columbia, TN

Click here for Map

Marr Traffic DATA COLLECTION

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Thursday, July 14, 2022	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	25	12	19	0	56	15	14	13	0	42	9	100	29	0	138	31	147	22	0	200	436
1630 - 1645	26	17	14	0	57	19	12	13	0	44	12	117	32	0	161	22	133	18	0	173	435
1645 - 1700	37	21	24	0	82	23	18	12	0	53	9	89	22	0	120	15	130	12	0	157	412
1700 - 1715	37	17	16	0	70	29	24	8	0	61	15	89	23	0	127	21	133	9	0	163	421
Total	125	67	73	0	265	86	68	46	0	200	45	395	106	0	546	89	543	61	0	693	1704
Approach %	47.17	25.28	27.55	0.00	-	43.00	34.00	23.00	0.00	-	8.24	72.34	19.41	0.00	-	12.84	78.35	8.80	0.00	-	
PHF	0.84	0.80	0.76	0.00	**0.81**	0.74	0.71	0.88	0.00	**0.82**	0.75	0.84	0.83	0.00	**0.85**	0.72	0.92	0.69	0.00	**0.87**	**0.98**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
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
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	24	12	18	0	54	15	13	12	0	40	8	98	27	0	133	31	144	22	0	197	424
1630 - 1645	26	16	13	0	55	17	12	11	0	40	12	116	31	0	159	22	131	17	0	170	424
1645 - 1700	37	21	24	0	82	23	18	12	0	53	8	86	21	0	115	15	126	12	0	153	403
1700 - 1715	37	17	15	0	69	28	24	8	0	60	15	88	23	0	126	21	131	9	0	161	416
Total	124	66	70	0	260	83	67	43	0	193	43	388	102	0	533	89	532	60	0	681	1667
Approach %	47.69	25.38	26.92	0.00	-	43.01	34.72	22.28	0.00	-	8.07	72.80	19.14	0.00	-	13.07	78.12	8.81	0.00	-	
PHF	0.84	0.79	0.73	0.00	**0.79**	0.74	0.70	0.90	0.00	**0.80**	0.72	0.84	0.82	0.00	**0.84**	0.72	0.92	0.68	0.00	**0.86**	**0.98**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	1	0	1	0	2	0	1	0	0	1	1	1	2	0	4	0	3	0	0	3	10
1630 - 1645	0	1	1	0	2	2	0	1	0	3	0	1	1	0	2	0	2	1	0	3	10
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	4	0	0	4	8
1700 - 1715	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	4
Total	1	1	3	0	5	3	1	1	0	5	2	5	4	0	11	0	10	1	0	11	32
Approach %	20.00	20.00	60.00	0.00	-	60.00	20.00	20.00	0.00	-	18.18	45.45	36.36	0.00	-	0.00	90.91	9.09	0.00	-	
PHF	0.25	0.25	0.75	0.00	**0.63**	0.38	0.25	0.25	0.00	**0.42**	0.50	0.63	0.50	0.00	**0.69**	0.00	0.63	0.25	0.00	**0.69**	**0.80**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	1	0	0	1	5
Approach %	0.00	0.00	0.00	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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.50	0.00	**0.50**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	**0.25**	**0.63**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Columbia, TN

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Site 3 of 4
Sunnyside Ln
Cayce Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.591445°, -87.095206°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	6	11	25	0	42	13	5	3	0	21	2	91	9	0	102	6	57	8	0	71	236
0715 - 0730	13	16	16	0	45	18	7	3	0	28	4	110	15	0	129	6	61	7	0	74	276
0730 - 0745	19	13	30	0	62	29	18	7	0	54	7	129	16	0	152	9	71	8	0	88	356
0745 - 0800	27	15	26	0	68	25	10	5	0	40	7	137	19	0	163	16	71	7	0	94	365
Hourly Total	65	55	97	0	**217**	85	40	18	0	**143**	20	467	59	0	**546**	37	260	30	0	**327**	**1233**
0800 - 0815	10	12	22	0	44	8	16	2	0	26	5	98	11	0	114	9	50	7	0	66	250
0815 - 0830	17	14	18	0	49	15	10	4	0	29	4	94	8	0	106	17	64	16	0	97	281
0830 - 0845	14	12	17	0	43	36	9	7	0	52	3	101	13	0	117	15	50	5	0	70	282
0845 - 0900	13	13	35	0	61	27	9	5	0	41	3	100	9	0	112	16	61	15	0	92	306
Hourly Total	54	51	92	0	**197**	86	44	18	0	**148**	15	393	41	0	**449**	57	225	43	0	**325**	**1119**
Grand Total	119	106	189	0	**414**	171	84	36	0	**291**	35	860	100	0	**995**	94	485	73	0	**652**	**2352**
Approach %	28.74	25.60	45.65	0.00	-	58.76	28.87	12.37	0.00	-	3.52	86.43	10.05	0.00	-	14.42	74.39	11.20	0.00	-	
Intersection %	5.06	4.51	8.04	0.00	17.60	7.27	3.57	1.53	0.00	12.37	1.49	36.56	4.25	0.00	42.30	4.00	20.62	3.10	0.00	27.72	
PHF	0.68	0.90	0.80	0.00	**0.82**	0.66	0.75	0.64	0.00	**0.69**	0.82	0.84	0.71	0.00	**0.82**	0.75	0.90	0.59	0.00	**0.89**	**0.86**

1600 - 1800 (Weekday 2h Session) (07-14-2022)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	24	15	16	0	55	31	19	14	0	64	7	96	25	0	128	23	133	9	0	165	412
1615 - 1630	25	12	19	0	56	15	14	13	0	42	9	100	29	0	138	31	147	22	0	200	436
1630 - 1645	26	17	14	0	57	19	12	13	0	44	12	117	32	0	161	22	133	18	0	173	435
1645 - 1700	37	21	24	0	82	23	18	12	0	53	9	89	22	0	120	15	130	12	0	157	412
Hourly Total	112	65	73	0	**250**	88	63	52	0	**203**	37	402	108	0	**547**	91	543	61	0	**695**	**1695**
1700 - 1715	37	17	16	0	70	29	24	8	0	61	15	89	23	0	127	21	133	9	0	163	421
1715 - 1730	33	24	16	0	73	28	27	16	0	71	7	98	13	0	118	16	120	3	0	139	401
1730 - 1745	21	17	19	0	57	23	20	22	0	65	9	80	17	0	106	18	131	9	0	158	386
1745 - 1800	23	15	21	0	59	32	15	11	0	58	7	88	16	0	111	22	146	14	0	182	410
Hourly Total	114	73	72	0	**259**	112	86	57	0	**255**	38	355	69	0	**462**	77	530	35	0	**642**	**1618**
Grand Total	226	138	145	0	**509**	200	149	109	0	**458**	75	757	177	0	**1009**	168	1073	96	0	**1337**	**3313**
Approach %	44.40	27.11	28.49	0.00	-	43.67	32.53	23.80	0.00	-	7.43	75.02	17.54	0.00	-	12.57	80.25	7.18	0.00	-	
Intersection %	6.82	4.17	4.38	0.00	15.36	6.04	4.50	3.29	0.00	13.82	2.26	22.85	5.34	0.00	30.46	5.07	32.39	2.90	0.00	40.36	
PHF	0.84	0.80	0.76	0.00	**0.81**	0.74	0.71	0.88	0.00	**0.82**	0.75	0.84	0.83	0.00	**0.85**	0.72	0.92	0.69	0.00	**0.87**	**0.98**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 3 of 4
Sunnyside Ln
Cayce Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.591445°, -87.095206°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	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	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int 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	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Columbia, TN

Site 3 of 4
Sunnyside Ln
Cayce Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.591445°, -87.095206°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	6	11	25	0	42	13	5	3	0	21	2	89	9	0	100	5	54	8	0	67	230
0715 - 0730	13	16	16	0	45	18	7	3	0	28	3	102	12	0	117	6	58	7	0	71	261
0730 - 0745	19	13	30	0	62	28	18	7	0	53	6	124	15	0	145	9	64	8	0	81	341
0745 - 0800	26	13	26	0	65	25	10	5	0	40	6	132	19	0	157	13	65	7	0	85	347
Hourly Total	64	53	97	0	**214**	84	40	18	0	**142**	17	447	55	0	**519**	33	241	30	0	**304**	**1179**
0800 - 0815	9	11	22	0	42	8	14	2	0	24	5	90	9	0	104	9	47	7	0	63	233
0815 - 0830	15	14	18	0	47	15	10	4	0	29	4	86	8	0	98	17	58	15	0	90	264
0830 - 0845	13	12	16	0	41	35	8	6	0	49	3	97	13	0	113	14	44	5	0	63	266
0845 - 0900	11	11	33	0	55	27	9	5	0	41	3	95	7	0	105	15	56	14	0	85	286
Hourly Total	48	48	89	0	**185**	85	41	17	0	**143**	15	368	37	0	**420**	55	205	41	0	**301**	**1049**
Grand Total	112	101	186	0	**399**	169	81	35	0	**285**	32	815	92	0	**939**	88	446	71	0	**605**	**2228**
Approach %	28.07	25.31	46.62	0.00	-	59.30	28.42	12.28	0.00	-	3.41	86.79	9.80	0.00	-	14.55	73.72	11.74	0.00	-	
Intersection %	5.03	4.53	8.35	0.00	17.91	7.59	3.64	1.57	0.00	12.79	1.44	36.58	4.13	0.00	42.15	3.95	20.02	3.19	0.00	27.15	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	23	13	16	0	52	30	18	13	0	61	7	92	25	0	124	23	131	9	0	163	400
1615 - 1630	24	12	18	0	54	15	13	12	0	40	8	98	27	0	133	31	144	22	0	197	424
1630 - 1645	26	16	13	0	55	17	12	11	0	40	12	116	31	0	159	22	131	17	0	170	424
1645 - 1700	37	21	24	0	82	23	18	12	0	53	8	86	21	0	115	15	126	12	0	153	403
Hourly Total	110	62	71	0	**243**	85	61	48	0	**194**	35	392	104	0	**531**	91	532	60	0	**683**	**1651**
1700 - 1715	37	17	15	0	69	28	24	8	0	60	15	88	23	0	126	21	131	9	0	161	416
1715 - 1730	33	24	16	0	73	28	27	15	0	70	7	95	13	0	115	16	117	3	0	136	394
1730 - 1745	21	17	19	0	57	23	20	21	0	64	8	78	16	0	102	18	130	9	0	157	380
1745 - 1800	22	15	21	0	58	32	15	11	0	58	7	88	16	0	111	22	143	14	0	179	406
Hourly Total	113	73	71	0	**257**	111	86	55	0	**252**	37	349	68	0	**454**	77	521	35	0	**633**	**1596**
Grand Total	223	135	142	0	**500**	196	147	103	0	**446**	72	741	172	0	**985**	168	1053	95	0	**1316**	**3247**
Approach %	44.60	27.00	28.40	0.00	-	43.95	32.96	23.09	0.00	-	7.31	75.23	17.46	0.00	-	12.77	80.02	7.22	0.00	-	
Intersection %	6.87	4.16	4.37	0.00	15.40	6.04	4.53	3.17	0.00	13.74	2.22	22.82	5.30	0.00	30.34	5.17	32.43	2.93	0.00	40.53	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 3 of 4
Sunnyside Ln
Cayce Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.591445°, -87.095206°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	5	3	0	9	0	1	0	0	1	10
0730 - 0745	0	0	0	0	0	1	0	0	0	1	1	4	1	0	6	0	4	0	0	4	11
0745 - 0800	1	2	0	0	3	0	0	0	0	0	1	4	0	0	5	3	5	0	0	8	16
Hourly Total	1	2	0	0	**3**	1	0	0	0	**1**	3	14	4	0	**21**	4	11	0	0	**15**	**40**
0800 - 0815	1	1	0	0	2	0	2	0	0	2	0	5	2	0	7	0	2	0	0	2	13
0815 - 0830	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	2	1	0	3	8
0830 - 0845	1	0	1	0	2	1	1	1	0	3	0	3	0	0	3	1	2	0	0	3	11
0845 - 0900	2	2	2	0	6	0	0	0	0	0	0	4	1	0	5	1	3	1	0	5	16
Hourly Total	6	3	3	0	**12**	1	3	1	0	**5**	0	15	3	0	**18**	2	9	2	0	**13**	**48**
Grand Total	7	5	3	0	**15**	2	3	1	0	**6**	3	29	7	0	**39**	6	20	2	0	**28**	**88**
Approach %	46.67	33.33	20.00	0.00	-	33.33	50.00	16.67	0.00	-	7.69	74.36	17.95	0.00	-	21.43	71.43	7.14	0.00	-	
Intersection %	7.95	5.68	3.41	0.00	17.05	2.27	3.41	1.14	0.00	6.82	3.41	32.95	7.95	0.00	44.32	6.82	22.73	2.27	0.00	31.82	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	1	2	0	0	3	1	0	1	0	2	0	2	0	0	2	0	1	0	0	1	8
1615 - 1630	1	0	1	0	2	0	1	0	0	1	1	1	2	0	4	0	3	0	0	3	10
1630 - 1645	0	1	1	0	2	2	0	1	0	3	0	1	1	0	2	0	2	1	0	3	10
1645 - 1700	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4	0	4	0	0	4	8
Hourly Total	2	3	2	0	**7**	3	1	2	0	**6**	2	6	4	0	**12**	0	10	1	0	**11**	**36**
1700 - 1715	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	4
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	3	0	0	3	7
1730 - 1745	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	4
1745 - 1800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Hourly Total	1	0	1	0	**2**	1	0	1	0	**2**	1	6	0	0	**7**	0	8	0	0	**8**	**19**
Grand Total	3	3	3	0	**9**	4	1	3	0	**8**	3	12	4	0	**19**	0	18	1	0	**19**	**55**
Approach %	33.33	33.33	33.33	0.00	-	50.00	12.50	37.50	0.00	-	15.79	63.16	21.05	0.00	-	0.00	94.74	5.26	0.00	-	
Intersection %	5.45	5.45	5.45	0.00	16.36	7.27	1.82	5.45	0.00	14.55	5.45	21.82	7.27	0.00	34.55	0.00	32.73	1.82	0.00	34.55	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 3 of 4
Sunnyside Ln
Cayce Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Thursday, July 14, 2022

Lat/Long
35.591445°, -87.095206°

Weather
Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	6	0	0	**6**	0	8	0	0	**8**	**14**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	4	0	0	4	9
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	10	1	0	**11**	0	11	0	0	**11**	**22**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	16	1	0	**17**	0	19	0	0	**19**	**36**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	94.12	5.88	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	0.00	0.00	0.00	44.44	2.78	0.00	47.22	0.00	52.78	0.00	0.00	52.78	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Sunnyside Ln					Cayce Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4
1615 - 1630	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	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	1	2	0	**3**	0	4	0	0	**4**	0	1	0	0	**1**	**8**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	1	0	0	1	0	1	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	1	0	**1**	0	1	0	0	**1**	**3**
Grand Total	0	0	0	0	**0**	0	1	3	0	**4**	0	4	1	0	**5**	0	2	0	0	**2**	**11**
Approach %	0.00	0.00	0.00	0.00	-	0.00	25.00	75.00	0.00	-	0.00	80.00	20.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	9.09	27.27	0.00	36.36	0.00	36.36	9.09	0.00	45.45	0.00	18.18	0.00	0.00	18.18	

Pedestrian Count || All vehicles

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3 of 4
Sunnyside Ln
Cayce Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
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35.591445°, -87.095206°

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Partly Cloudy
81°F

0700 - 0900 (Weekday 2h Session) (07-14-2022)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Sunnyside Ln			Cayce Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (07-14-2022)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Sunnyside Ln			Cayce Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	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	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**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**	1	0	**1**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 7/14/2022	Sunnyside Ln Northbound			Cayce Ln Southbound			TN-243 Trotwood Ave (West) Eastbound			TN-243 Trotwood Ave (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	6	11	25	13	5	3	2	91	9	6	57	8	236
07:15 AM - 07:30 AM	13	16	16	18	7	3	4	110	15	6	61	7	276
07:30 AM - 07:45 AM	19	13	30	29	18	7	7	129	16	9	71	8	356
07:45 AM - 08:00 AM	27	15	26	25	10	5	7	137	19	16	71	7	365
08:00 AM - 08:15 AM	10	12	22	8	16	2	5	98	11	9	50	7	250
08:15 AM - 08:30 AM	17	14	18	15	10	4	4	94	8	17	64	16	281
08:30 AM - 08:45 AM	14	12	17	36	9	7	3	101	13	15	50	5	282
08:45 AM - 09:00 AM	13	13	35	27	9	5	3	100	9	16	61	15	306
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	24	15	16	31	19	14	7	96	25	23	133	9	412
04:15 PM - 04:30 PM	25	12	19	15	14	13	9	100	29	31	147	22	436
04:30 PM - 04:45 PM	26	17	14	19	12	13	12	117	32	22	133	18	435
04:45 PM - 05:00 PM	37	21	24	23	18	12	9	89	22	15	130	12	413
05:00 PM - 05:15 PM	37	17	16	29	24	8	15	89	23	21	133	9	421
05:15 PM - 05:30 PM	33	24	16	28	27	16	7	98	13	16	120	3	401
05:30 PM - 05:45 PM	21	17	19	23	20	22	9	80	17	18	131	9	386
05:45 PM - 06:00 PM	23	15	21	32	15	11	7	88	16	22	146	14	410
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Columbia, TN

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Marr Traffic DATA COLLECTION

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Tuesday, December 13, 2022	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	0	2	4	0	6	28	3	1	0	32	6	138	0	0	144	4	92	37	0	133	315
0730 - 0745	0	2	5	0	7	45	2	8	0	55	7	137	1	0	145	4	82	40	0	126	333
0745 - 0800	1	1	9	0	11	60	4	12	0	76	9	125	0	0	134	6	60	65	0	131	352
0800 - 0815	1	2	2	0	5	87	6	7	0	100	5	130	0	0	135	7	64	53	0	124	364
Total	2	7	20	0	29	220	15	28	0	263	27	530	1	0	558	21	298	195	0	514	1364
Approach %	6.90	24.14	68.97	0.00	-	83.65	5.70	10.65	0.00	-	4.84	94.98	0.18	0.00	-	4.09	57.98	37.94	0.00	-	
PHF	0.50	0.88	0.56	0.00	**0.66**	0.63	0.63	0.58	0.00	**0.66**	0.75	0.96	0.25	0.00	**0.96**	0.75	0.81	0.75	0.00	**0.97**	**0.94**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	0	1	4	0	5	27	3	1	0	31	6	136	0	0	142	3	89	35	0	127	305
0730 - 0745	0	2	5	0	7	44	2	6	0	52	6	132	1	0	139	3	76	38	0	117	315
0745 - 0800	1	1	7	0	9	56	3	12	0	71	9	124	0	0	133	6	57	63	0	126	339
0800 - 0815	1	2	2	0	5	85	6	7	0	98	5	126	0	0	131	7	61	53	0	121	355
Total	2	6	18	0	26	212	14	26	0	252	26	518	1	0	545	19	283	189	0	491	1314
Approach %	7.69	23.08	69.23	0.00	-	84.13	5.56	10.32	0.00	-	4.77	95.05	0.18	0.00	-	3.87	57.64	38.49	0.00	-	
PHF	0.50	0.75	0.64	0.00	**0.72**	0.62	0.58	0.54	0.00	**0.64**	0.72	0.95	0.25	0.00	**0.96**	0.68	0.79	0.75	0.00	**0.97**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	2	0	4	5
0730 - 0745	0	0	0	0	0	1	0	1	0	2	1	4	0	0	5	1	4	2	0	7	14
0745 - 0800	0	0	1	0	1	4	1	0	0	5	0	1	0	0	1	0	1	2	0	3	10
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	3	0	0	3	6
Total	0	0	1	0	1	6	1	1	0	8	1	8	0	0	9	2	9	6	0	17	35
Approach %	0.00	0.00	100.00	0.00	-	75.00	12.50	12.50	0.00	-	11.11	88.89	0.00	0.00	-	11.76	52.94	35.29	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.38	0.25	0.25	0.00	**0.40**	0.25	0.50	0.00	0.00	**0.45**	0.50	0.56	0.75	0.00	**0.61**	**0.63**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	5
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	1	0	2	2	0	1	0	3	0	4	0	0	4	0	6	0	0	6	15
Approach %	0.00	50.00	50.00	0.00	-	66.67	0.00	33.33	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.25	0.00	**0.50**	0.50	0.00	0.25	0.00	**0.75**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	**0.75**

Peak Hour Turning Movement Count

Columbia, TN

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Tuesday, December 13, 2022	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	2	8	9	0	19	32	8	11	0	51	4	101	0	0	105	24	167	21	0	212	387
1630 - 1645	3	12	20	0	35	42	6	15	0	63	7	93	1	0	101	23	161	20	0	204	403
1645 - 1700	3	11	19	0	33	27	11	7	0	45	2	89	1	0	92	30	165	29	0	224	394
1700 - 1715	2	9	21	0	32	26	5	8	0	39	4	96	2	0	102	24	128	23	0	175	348
Total	10	40	69	0	119	127	30	41	0	198	17	379	4	0	400	101	621	93	0	815	1532
Approach %	8.40	33.61	57.98	0.00	-	64.14	15.15	20.71	0.00	-	4.25	94.75	1.00	0.00	-	12.39	76.20	11.41	0.00	-	
PHF	0.83	0.83	0.82	0.00	**0.85**	0.76	0.68	0.68	0.00	**0.79**	0.61	0.94	0.50	0.00	**0.95**	0.84	0.93	0.80	0.00	**0.91**	**0.95**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
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
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	2	8	9	0	19	32	8	11	0	51	4	99	0	0	103	24	164	21	0	209	382
1630 - 1645	3	12	20	0	35	42	6	15	0	63	7	90	1	0	98	23	158	20	0	201	397
1645 - 1700	3	11	19	0	33	26	11	7	0	44	2	88	1	0	91	30	162	28	0	220	388
1700 - 1715	2	9	21	0	32	26	5	8	0	39	4	94	2	0	100	23	128	23	0	174	345
Total	10	40	69	0	119	126	30	41	0	197	17	371	4	0	392	100	612	92	0	804	1512
Approach %	8.40	33.61	57.98	0.00	-	63.96	15.23	20.81	0.00	-	4.34	94.64	1.02	0.00	-	12.44	76.12	11.44	0.00	-	
PHF	0.83	0.83	0.82	0.00	**0.85**	0.75	0.68	0.68	0.00	**0.78**	0.61	0.94	0.50	0.00	**0.95**	0.83	0.93	0.82	0.00	**0.91**	**0.95**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	9	1	0	10	12
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	-	0.00	90.00	10.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.25	0.00	**0.63**	**0.75**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	1	0	0	0	1	8
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	**0.75**	0.25	0.00	0.00	0.00	**0.25**	**1.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 4 of 4
Driveway
Rutherford Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Tuesday, December 13, 2022

Lat/Long
35.589641°, -87.097476°

Weather
Cloudy
50°F

0700 - 0900 (Weekday 2h Session) (12-13-2022)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	43	0	2	0	45	5	121	1	0	127	5	86	19	0	110	283
0715 - 0730	0	2	4	0	6	28	3	1	0	32	6	138	0	0	144	4	92	37	0	133	315
0730 - 0745	0	2	5	0	7	45	2	8	0	55	7	137	1	0	145	4	82	40	0	126	333
0745 - 0800	1	1	9	0	11	60	4	12	0	76	9	125	0	0	134	6	60	65	0	131	352
Hourly Total	1	5	19	0	**25**	176	9	23	0	**208**	27	521	2	0	**550**	19	320	161	0	**500**	**1283**
0800 - 0815	1	2	2	0	5	87	6	7	0	100	5	130	0	0	135	7	64	53	0	124	364
0815 - 0830	0	0	10	0	10	30	3	6	0	39	4	113	0	0	117	10	52	12	0	74	240
0830 - 0845	0	5	10	0	15	36	1	4	0	41	2	101	0	0	103	5	53	12	0	70	229
0845 - 0900	0	1	7	0	8	22	3	5	0	30	8	130	0	0	138	9	78	10	0	97	273
Hourly Total	1	8	29	0	**38**	175	13	22	0	**210**	19	474	0	0	**493**	31	247	87	0	**365**	**1106**
Grand Total	2	13	48	0	**63**	351	22	45	0	**418**	46	995	2	0	**1043**	50	567	248	0	**865**	**2389**
Approach %	3.17	20.63	76.19	0.00	-	83.97	5.26	10.77	0.00	-	4.41	95.40	0.19	0.00	-	5.78	65.55	28.67	0.00	-	
Intersection %	0.08	0.54	2.01	0.00	2.64	14.69	0.92	1.88	0.00	17.50	1.93	41.65	0.08	0.00	43.66	2.09	23.73	10.38	0.00	36.21	
PHF	0.50	0.88	0.56	0.00	**0.66**	0.63	0.63	0.58	0.00	**0.66**	0.75	0.96	0.25	0.00	**0.96**	0.75	0.81	0.75	0.00	**0.97**	**0.94**

1600 - 1800 (Weekday 2h Session) (12-13-2022)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	2	4	15	0	21	43	6	10	0	59	5	80	1	0	86	23	126	16	0	165	331
1615 - 1630	2	8	9	0	19	32	8	11	0	51	4	101	0	0	105	24	167	21	0	212	387
1630 - 1645	3	12	20	0	35	42	6	15	0	63	7	93	1	0	101	23	161	20	0	204	403
1645 - 1700	3	11	19	0	33	27	11	7	0	45	2	89	1	0	92	30	165	29	0	224	394
Hourly Total	10	35	63	0	**108**	144	31	43	0	**218**	18	363	3	0	**384**	100	619	86	0	**805**	**1515**
1700 - 1715	2	9	21	0	32	26	5	8	0	39	4	96	2	0	102	24	128	23	0	175	348
1715 - 1730	4	7	16	0	27	36	7	8	0	51	4	63	0	0	67	25	135	26	0	186	331
1730 - 1745	2	3	13	0	18	30	3	10	0	43	7	85	0	0	92	17	149	21	0	187	340
1745 - 1800	3	3	13	0	19	13	5	5	0	23	2	89	0	0	91	19	152	23	0	194	327
Hourly Total	11	22	63	0	**96**	105	20	31	0	**156**	17	333	2	0	**352**	85	564	93	0	**742**	**1346**
Grand Total	21	57	126	0	**204**	249	51	74	0	**374**	35	696	5	0	**736**	185	1183	179	0	**1547**	**2861**
Approach %	10.29	27.94	61.76	0.00	-	66.58	13.64	19.79	0.00	-	4.76	94.57	0.68	0.00	-	11.96	76.47	11.57	0.00	-	
Intersection %	0.73	1.99	4.40	0.00	7.13	8.70	1.78	2.59	0.00	13.07	1.22	24.33	0.17	0.00	25.73	6.47	41.35	6.26	0.00	54.07	
PHF	0.83	0.83	0.82	0.00	**0.85**	0.76	0.68	0.68	0.00	**0.79**	0.61	0.94	0.50	0.00	**0.95**	0.84	0.93	0.80	0.00	**0.91**	**0.95**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 4 of 4
Driveway
Rutherford Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Tuesday, December 13, 2022

Lat/Long
35.589641°, -87.097476°

Weather
Cloudy
50°F

0700 - 0900 (Weekday 2h Session) (12-13-2022)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	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	

1600 - 1800 (Weekday 2h Session) (12-13-2022)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int 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	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 4 of 4
Driveway
Rutherford Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Tuesday, December 13, 2022

Weather
Cloudy
50°F

Lat/Long
35.589641°, -87.097476°

0700 - 0900 (Weekday 2h Session) (12-13-2022)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	1	0	1	32	0	2	0	34	5	113	1	0	119	5	82	19	0	106	260
0715 - 0730	0	1	4	0	5	27	3	1	0	31	6	136	0	0	142	3	89	35	0	127	305
0730 - 0745	0	2	5	0	7	44	2	6	0	52	6	132	1	0	139	3	76	38	0	117	315
0745 - 0800	1	1	7	0	9	56	3	12	0	71	9	124	0	0	133	6	57	63	0	126	339
Hourly Total	1	4	17	0	**22**	159	8	21	0	**188**	26	505	2	0	**533**	17	304	155	0	**476**	**1219**
0800 - 0815	1	2	2	0	5	85	6	7	0	98	5	126	0	0	131	7	61	53	0	121	355
0815 - 0830	0	0	10	0	10	30	3	6	0	39	4	110	0	0	114	10	49	12	0	71	234
0830 - 0845	0	5	8	0	13	32	1	4	0	37	2	95	0	0	97	5	48	12	0	65	212
0845 - 0900	0	1	7	0	8	22	3	5	0	30	8	125	0	0	133	9	74	8	0	91	262
Hourly Total	1	8	27	0	**36**	169	13	22	0	**204**	19	456	0	0	**475**	31	232	85	0	**348**	**1063**
Grand Total	2	12	44	0	**58**	328	21	43	0	**392**	45	961	2	0	**1008**	48	536	240	0	**824**	**2282**
Approach %	3.45	20.69	75.86	0.00	-	83.67	5.36	10.97	0.00	-	4.46	95.34	0.20	0.00	-	5.83	65.05	29.13	0.00	-	
Intersection %	0.09	0.53	1.93	0.00	2.54	14.37	0.92	1.88	0.00	17.18	1.97	42.11	0.09	0.00	44.17	2.10	23.49	10.52	0.00	36.11	

1600 - 1800 (Weekday 2h Session) (12-13-2022)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	2	4	15	0	21	43	6	10	0	59	5	78	1	0	84	23	125	16	0	164	328
1615 - 1630	2	8	9	0	19	32	8	11	0	51	4	99	0	0	103	24	164	21	0	209	382
1630 - 1645	3	12	20	0	35	42	6	15	0	63	7	90	1	0	98	23	158	20	0	201	397
1645 - 1700	3	11	19	0	33	26	11	7	0	44	2	88	1	0	91	30	162	28	0	220	388
Hourly Total	10	35	63	0	**108**	143	31	43	0	**217**	18	355	3	0	**376**	100	609	85	0	**794**	**1495**
1700 - 1715	2	9	21	0	32	26	5	8	0	39	4	94	2	0	100	23	128	23	0	174	345
1715 - 1730	4	7	16	0	27	35	7	8	0	50	4	61	0	0	65	25	134	26	0	185	327
1730 - 1745	2	3	13	0	18	30	3	10	0	43	7	84	0	0	91	17	148	21	0	186	338
1745 - 1800	3	3	13	0	19	13	5	5	0	23	2	87	0	0	89	19	151	23	0	193	324
Hourly Total	11	22	63	0	**96**	104	20	31	0	**155**	17	326	2	0	**345**	84	561	93	0	**738**	**1334**
Grand Total	21	57	126	0	**204**	247	51	74	0	**372**	35	681	5	0	**721**	184	1170	178	0	**1532**	**2829**
Approach %	10.29	27.94	61.76	0.00	-	66.40	13.71	19.89	0.00	-	4.85	94.45	0.69	0.00	-	12.01	76.37	11.62	0.00	-	
Intersection %	0.74	2.01	4.45	0.00	7.21	8.73	1.80	2.62	0.00	13.15	1.24	24.07	0.18	0.00	25.49	6.50	41.36	6.29	0.00	54.15	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 4 of 4
Driveway
Rutherford Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Tuesday, December 13, 2022

Weather
Cloudy
50°F

Lat/Long
35.589641°, -87.097476°

0700 - 0900 (Weekday 2h Session) (12-13-2022)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	4	0	0	0	4	0	6	0	0	6	0	3	0	0	3	13
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	2	0	4	5
0730 - 0745	0	0	0	0	0	1	0	1	0	2	1	4	0	0	5	1	4	2	0	7	14
0745 - 0800	0	0	1	0	1	4	1	0	0	5	0	1	0	0	1	0	1	2	0	3	10
Hourly Total	0	0	1	0	**1**	9	1	1	0	**11**	1	12	0	0	**13**	2	9	6	0	**17**	**42**
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	3	0	0	3	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
0830 - 0845	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	4	0	0	4	9
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	2	0	6	10
Hourly Total	0	0	0	0	**0**	3	0	0	0	**3**	0	12	0	0	**12**	0	14	2	0	**16**	**31**
Grand Total	0	0	1	0	**1**	12	1	1	0	**14**	1	24	0	0	**25**	2	23	8	0	**33**	**73**
Approach %	0.00	0.00	100.00	0.00	-	85.71	7.14	7.14	0.00	-	4.00	96.00	0.00	0.00	-	6.06	69.70	24.24	0.00	-	
Intersection %	0.00	0.00	1.37	0.00	1.37	16.44	1.37	1.37	0.00	19.18	1.37	32.88	0.00	0.00	34.25	2.74	31.51	10.96	0.00	45.21	

1600 - 1800 (Weekday 2h Session) (12-13-2022)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int 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	0	0	0	0	0	3	0	0	3	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	10	1	0	**11**	**13**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	0	3	0	0	**3**	0	3	0	0	**3**	**7**
Grand Total	0	0	0	0	**0**	1	0	0	0	**1**	0	5	0	0	**5**	0	13	1	0	**14**	**20**
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	92.86	7.14	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	5.00	0.00	0.00	0.00	5.00	0.00	25.00	0.00	0.00	25.00	0.00	65.00	5.00	0.00	70.00	

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

Marr Traffic DATA COLLECTION

Columbia, TN

www.marrtraffic.com

Site 4 of 4
Driveway
Rutherford Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Tuesday, December 13, 2022

Lat/Long
35.589641°, -87.097476°

Weather
Cloudy
50°F

0700 - 0900 (Weekday 2h Session) (12-13-2022)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	7	0	0	0	7	0	2	0	0	2	0	1	0	0	1	10
0715 - 0730	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	5
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Hourly Total	0	1	1	0	**2**	8	0	1	0	**9**	0	4	0	0	**4**	0	7	0	0	**7**	**22**
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
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	2	0	2	2	0	0	0	2	0	3	0	0	3	0	1	0	0	1	8
0845 - 0900	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	2	0	**2**	3	0	0	0	**3**	0	6	0	0	**6**	0	1	0	0	**1**	**12**
Grand Total	0	1	3	0	**4**	11	0	1	0	**12**	0	10	0	0	**10**	0	8	0	0	**8**	**34**
Approach %	0.00	25.00	75.00	0.00	-	91.67	0.00	8.33	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	2.94	8.82	0.00	11.76	32.35	0.00	2.94	0.00	35.29	0.00	29.41	0.00	0.00	29.41	0.00	23.53	0.00	0.00	23.53	

1600 - 1800 (Weekday 2h Session) (12-13-2022)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Driveway					Rutherford Ln					TN-243 Trotwood Ave (West)					TN-243 Trotwood Ave (East)					
TIME	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	0	0	0	0	**0**	1	0	0	0	**1**	0	6	0	0	**6**	0	0	0	0	**0**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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**	1	0	0	0	**1**	**5**
Grand Total	0	0	0	0	**0**	1	0	0	0	**1**	0	10	0	0	**10**	1	0	0	0	**1**	**12**
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	8.33	0.00	0.00	0.00	8.33	0.00	83.33	0.00	0.00	83.33	8.33	0.00	0.00	0.00	8.33	

Pedestrian Count || All vehicles

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 4 of 4
Driveway
Rutherford Ln
TN-243 Trotwood Ave (West)
TN-243 Trotwood Ave (East)

Date
Tuesday, December 13, 2022

Weather
Cloudy
50°F

Lat/Long
35.589641°, -87.097476°

0700 - 0900 (Weekday 2h Session) (12-13-2022)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			Rutherford Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	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	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-13-2022)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Driveway			Rutherford Ln			TN-243 Trotwood Ave (West)			TN-243 Trotwood Ave (East)			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	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	-	
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	

Start Date: 12/13/2022	Driveway Northbound			Rutherford Ln Southbound			TN-243 Trotwood Ave (West) Eastbound			TN-243 Trotwood Ave (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	1	43	0	2	5	121	1	5	86	19	283
07:15 AM - 07:30 AM	0	2	4	28	3	1	6	138	0	4	92	37	315
07:30 AM - 07:45 AM	0	2	5	45	2	8	7	137	1	4	82	40	333
07:45 AM - 08:00 AM	1	1	9	60	4	12	9	125	0	6	60	65	352
08:00 AM - 08:15 AM	1	2	2	87	6	7	5	130	0	7	64	53	364
08:15 AM - 08:30 AM	0	0	10	30	3	6	4	113	0	10	52	12	240
08:30 AM - 08:45 AM	0	5	10	36	1	4	2	101	0	5	53	12	229
08:45 AM - 09:00 AM	0	1	7	22	3	5	8	130	0	9	78	10	273
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	2	4	15	43	6	10	5	80	1	23	126	16	331
04:15 PM - 04:30 PM	2	8	9	32	8	11	4	101	0	24	167	21	387
04:30 PM - 04:45 PM	3	12	20	42	6	15	7	93	1	23	161	20	403
04:45 PM - 05:00 PM	3	11	19	27	11	7	2	89	1	30	165	29	394
05:00 PM - 05:15 PM	2	9	21	26	5	8	4	96	2	24	128	23	348
05:15 PM - 05:30 PM	4	7	16	36	7	8	4	63	0	25	135	26	331
05:30 PM - 05:45 PM	2	3	13	30	3	10	7	85	0	17	149	21	340
05:45 PM - 06:00 PM	3	3	13	13	5	5	2	89	0	19	152	23	327
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Weather
Partly Cloudy
81°F

Lat/Long
35.589107°, -87.098139°

Click here for Map

0000 - 2400 (24h Session) (07-14-2022)
NB EB 15min

	Eastbound (Movement 5.1)				15min	60min
Time	Bikes	1-3	4-7	8-13	Total	Total
0000 - 0015	0	7	1	0	8	
0015 - 0030	0	2	0	0	2	
0030 - 0045	0	2	0	0	2	
0045 - 0100	0	2	0	0	2	14
0100 - 0115	0	2	0	0	2	
0115 - 0130	0	2	0	0	2	
0130 - 0145	0	4	0	0	4	
0145 - 0200	0	2	0	0	2	10
0200 - 0215	0	3	0	0	3	
0215 - 0230	0	5	1	1	7	
0230 - 0245	0	5	1	1	7	
0245 - 0300	0	1	0	0	1	18
0300 - 0315	0	2	0	0	2	
0315 - 0330	0	6	0	0	6	
0330 - 0345	0	10	0	2	12	
0345 - 0400	0	10	0	0	10	30
0400 - 0415	0	9	0	0	9	
0415 - 0430	0	12	0	0	12	
0430 - 0445	0	17	1	0	18	
0445 - 0500	0	32	0	0	32	71
0500 - 0515	0	28	0	0	28	
0515 - 0530	0	46	0	1	47	
0530 - 0545	0	34	4	0	38	
0545 - 0600	0	54	0	1	55	168
0600 - 0615	0	47	1	1	49	
0615 - 0630	0	82	4	0	86	
0630 - 0645	0	105	2	1	108	
0645 - 0700	0	101	2	0	103	346
0700 - 0715	0	86	1	0	87	
0715 - 0730	0	113	5	3	121	
0730 - 0745	0	132	3	1	136	
0745 - 0800	0	126	4	0	130	474
0800 - 0815	0	104	5	3	112	
0815 - 0830	0	84	3	4	91	
0830 - 0845	0	105	3	1	109	
0845 - 0900	0	99	5	1	105	417
0900 - 0915	0	91	5	0	96	
0915 - 0930	0	100	3	2	105	
0930 - 0945	0	97	2	0	99	
0945 - 1000	0	108	6	0	114	414
1000 - 1015	0	88	5	3	96	
1015 - 1030	0	95	8	0	103	
1030 - 1045	0	101	5	2	108	
1045 - 1100	0	97	4	4	105	412
1100 - 1115	0	94	8	3	105	
1115 - 1130	0	102	3	0	105	
1130 - 1145	0	106	1	2	109	
1145 - 1200	0	85	4	0	89	408
1200 - 1215	0	99	5	4	108	
1215 - 1230	0	93	4	1	98	
1230 - 1245	0	122	4	3	129	
1245 - 1300	0	130	5	1	136	471
1300 - 1315	0	86	3	2	91	
1315 - 1330	0	94	5	1	100	
1330 - 1345	0	111	6	1	118	
1345 - 1400	0	122	4	2	128	437
1400 - 1415	0	101	3	2	106	
1415 - 1430	0	90	4	2	96	
1430 - 1445	0	107	3	1	111	
1445 - 1500	0	106	3	0	109	422
1500 - 1515	0	88	4	2	94	
1515 - 1530	0	109	1	0	110	
1530 - 1545	0	114	3	2	119	
1545 - 1600	0	91	2	0	93	416
1600 - 1615	0	108	1	2	111	
1615 - 1630	0	109	3	1	113	
1630 - 1645	0	124	1	0	125	
1645 - 1700	0	102	4	1	107	456
1700 - 1715	0	104	2	0	106	
1715 - 1730	0	97	2	0	99	
1730 - 1745	0	91	3	1	95	
1745 - 1800	0	94	1	0	95	395
1800 - 1815	0	101	4	2	107	
1815 - 1830	0	93	2	0	95	
1830 - 1845	0	82	0	0	82	
1845 - 1900	0	81	1	0	82	366
1900 - 1915	0	75	0	0	75	
1915 - 1930	0	85	0	1	86	
1930 - 1945	0	71	1	1	73	
1945 - 2000	0	55	0	0	55	289
2000 - 2015	0	100	1	0	101	
2015 - 2030	0	67	0	0	67	
2030 - 2045	0	45	0	0	45	
2045 - 2100	0	57	0	0	57	270
2100 - 2115	0	58	0	0	58	
2115 - 2130	0	42	0	0	42	
2130 - 2145	0	29	0	0	29	
2145 - 2200	0	32	0	1	33	162
2200 - 2215	0	20	0	0	20	
2215 - 2230	0	13	0	0	13	
2230 - 2245	0	13	0	1	14	
2245 - 2300	0	19	0	0	19	66
2300 - 2315	0	8	0	0	8	
2315 - 2330	0	16	0	0	16	
2330 - 2345	0	7	0	1	8	
2345 - 0000	0	2	0	0	2	34

Session Total	0	6308	185	73	6566
Session Average	0.00	65.71	1.93	0.76	68.40
Session Percentage	0.00	96.07	2.82	1.11	

AM Peak Hour	-	0715 - 0815	0945 - 1045	0800 - 0900	0715 - 0815
AM Peak Volume	0	475	24	9	499

Noon Peak Hour	-	1200 - 1300	1015 - 1115	1000 - 1100	1200 - 1300
Noon Peak Volume	0	444	25	9	471

PM Peak Hour	-	1600 - 1700	1645 - 1745	1530 - 1630	1600 - 1700
PM Peak Volume	0	443	11	5	456

Bi-Directional Class Count || SB WB 15min

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Weather
Partly Cloudy
81°F

Lat/Long
35.589107°, -87.098139°

Click here for Map

0000 - 2400 (24h Session) (07-14-2022)
SB WB 15min

	Westbound (Movement 5.2)				15min	60min
Time	Bikes	1-3	4-7	8-13	Total	Total
0000 - 0015	0	14	0	0	14	
0015 - 0030	0	3	0	0	3	
0030 - 0045	0	17	0	0	17	
0045 - 0100	0	12	0	0	12	46
0100 - 0115	0	6	0	1	7	
0115 - 0130	0	2	0	0	2	
0130 - 0145	0	4	0	0	4	
0145 - 0200	0	5	0	0	5	18
0200 - 0215	0	10	0	2	12	
0215 - 0230	0	5	0	1	6	
0230 - 0245	0	3	0	0	3	
0245 - 0300	0	3	0	0	3	24
0300 - 0315	0	6	0	0	6	
0315 - 0330	0	5	0	1	6	
0330 - 0345	0	4	0	0	4	
0345 - 0400	0	3	0	0	3	19
0400 - 0415	0	6	0	0	6	
0415 - 0430	0	6	0	0	6	
0430 - 0445	0	7	0	0	7	
0445 - 0500	0	10	0	0	10	29
0500 - 0515	0	13	0	0	13	
0515 - 0530	0	19	1	1	21	
0530 - 0545	0	16	1	1	18	
0545 - 0600	0	26	1	0	27	79
0600 - 0615	0	34	2	2	38	
0615 - 0630	0	41	0	2	43	
0630 - 0645	0	39	5	2	46	
0645 - 0700	0	33	2	2	37	164
0700 - 0715	0	62	0	2	64	
0715 - 0730	0	59	1	2	62	
0730 - 0745	0	65	4	2	71	
0745 - 0800	0	69	6	1	76	273
0800 - 0815	0	44	1	1	46	
0815 - 0830	0	75	6	5	86	
0830 - 0845	0	58	3	3	64	
0845 - 0900	0	62	5	1	68	264
0900 - 0915	0	68	4	0	72	
0915 - 0930	0	91	7	4	102	
0930 - 0945	0	80	3	1	84	
0945 - 1000	0	72	5	0	77	335
1000 - 1015	0	71	2	4	77	
1015 - 1030	0	79	4	1	84	
1030 - 1045	0	99	8	1	108	
1045 - 1100	0	95	4	2	101	370
1100 - 1115	0	86	5	1	92	
1115 - 1130	0	96	4	2	102	
1130 - 1145	0	136	6	2	144	
1145 - 1200	0	119	2	1	122	460
1200 - 1215	0	114	2	1	117	
1215 - 1230	0	115	4	0	119	
1230 - 1245	0	102	2	2	106	
1245 - 1300	0	124	3	0	127	469
1300 - 1315	0	113	2	1	116	
1315 - 1330	0	121	1	0	122	
1330 - 1345	0	120	3	3	126	
1345 - 1400	0	120	4	1	125	489
1400 - 1415	0	99	5	0	104	
1415 - 1430	0	127	3	3	133	
1430 - 1445	0	146	3	1	150	
1445 - 1500	0	145	2	0	147	534
1500 - 1515	0	127	3	0	130	
1515 - 1530	0	148	2	0	150	
1530 - 1545	0	145	4	1	150	
1545 - 1600	0	126	5	2	133	563
1600 - 1615	0	148	1	0	149	
1615 - 1630	0	156	5	2	163	
1630 - 1645	0	173	2	0	175	
1645 - 1700	0	162	4	0	166	653
1700 - 1715	0	159	1	2	162	
1715 - 1730	0	169	3	0	172	
1730 - 1745	0	162	1	1	164	
1745 - 1800	0	167	2	0	169	667
1800 - 1815	0	156	2	0	158	
1815 - 1830	0	138	1	1	140	
1830 - 1845	0	128	1	0	129	
1845 - 1900	0	126	0	0	126	553
1900 - 1915	0	114	0	0	114	
1915 - 1930	0	128	1	0	129	
1930 - 1945	0	84	0	3	87	
1945 - 2000	0	95	0	0	95	425
2000 - 2015	1	83	2	0	86	
2015 - 2030	0	78	0	0	78	
2030 - 2045	0	63	1	2	66	
2045 - 2100	0	63	0	0	63	293
2100 - 2115	0	60	1	0	61	
2115 - 2130	0	46	0	1	47	
2130 - 2145	0	57	0	0	57	
2145 - 2200	0	51	0	0	51	216
2200 - 2215	0	42	0	1	43	
2215 - 2230	0	30	0	0	30	
2230 - 2245	0	25	0	1	26	
2245 - 2300	0	22	0	0	22	121
2300 - 2315	0	14	0	0	14	
2315 - 2330	0	13	0	0	13	
2330 - 2345	0	11	0	0	11	
2345 - 0000	0	7	0	0	7	45

Session Total	1	6860	168	80	7109
Session Average	0.01	71.46	1.75	0.83	74.05
Session Percentage	0.01	96.50	2.36	1.13	

AM Peak Hour	-	0945 - 1045	0830 - 0930	0745 - 0845	0945 - 1045
AM Peak Volume	0	321	19	10	346

Noon Peak Hour	-	1430 - 1530	1015 - 1115	1000 - 1100	1430 - 1530
Noon Peak Volume	0	566	21	8	577

PM Peak Hour	1915 - 2015	1630 - 1730	1530 - 1630	1530 - 1630	1630 - 1730
PM Peak Volume	1	663	15	5	675

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

Columbia, TN

Marr Traffic DATA COLLECTION
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Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Weather
Partly Cloudy
81°F

Lat/Long
35.589107°, -87.098139°

0000 - 2400 (24h Session) (07-14-2022)
Bi-Directional 15min

	Bi-Directional 15min				15min	60min
Time	Bikes	1-3	4-7	8-13	Total	Total
0000 - 0015	0	21	1	0	22	
0015 - 0030	0	5	0	0	5	
0030 - 0045	0	19	0	0	19	
0045 - 0100	0	14	0	0	14	60
0100 - 0115	0	8	0	1	9	
0115 - 0130	0	4	0	0	4	
0130 - 0145	0	8	0	0	8	
0145 - 0200	0	7	0	0	7	28
0200 - 0215	0	13	0	2	15	
0215 - 0230	0	10	1	2	13	
0230 - 0245	0	8	1	1	10	
0245 - 0300	0	4	0	0	4	42
0300 - 0315	0	8	0	0	8	
0315 - 0330	0	11	0	1	12	
0330 - 0345	0	14	0	2	16	
0345 - 0400	0	13	0	0	13	49
0400 - 0415	0	15	0	0	15	
0415 - 0430	0	18	0	0	18	
0430 - 0445	0	24	1	0	25	
0445 - 0500	0	42	0	0	42	100
0500 - 0515	0	41	0	0	41	
0515 - 0530	0	65	1	2	68	
0530 - 0545	0	50	5	1	56	
0545 - 0600	0	80	1	1	82	247
0600 - 0615	0	81	3	3	87	
0615 - 0630	0	123	4	2	129	
0630 - 0645	0	144	7	3	154	
0645 - 0700	0	134	4	2	140	510
0700 - 0715	0	148	1	2	151	
0715 - 0730	0	172	6	5	183	
0730 - 0745	0	197	7	3	207	
0745 - 0800	0	195	10	1	206	747
0800 - 0815	0	148	6	4	158	
0815 - 0830	0	159	9	9	177	
0830 - 0845	0	163	6	4	173	
0845 - 0900	0	161	10	2	173	681
0900 - 0915	0	159	9	0	168	
0915 - 0930	0	191	10	6	207	
0930 - 0945	0	177	5	1	183	
0945 - 1000	0	180	11	0	191	749
1000 - 1015	0	159	7	7	173	
1015 - 1030	0	174	12	1	187	
1030 - 1045	0	200	13	3	216	
1045 - 1100	0	192	8	6	206	782
1100 - 1115	0	180	13	4	197	
1115 - 1130	0	198	7	2	207	
1130 - 1145	0	242	7	4	253	
1145 - 1200	0	204	6	1	211	868
1200 - 1215	0	213	7	5	225	
1215 - 1230	0	208	8	1	217	
1230 - 1245	0	224	6	5	235	
1245 - 1300	0	254	8	1	263	940
1300 - 1315	0	199	5	3	207	
1315 - 1330	0	215	6	1	222	
1330 - 1345	0	231	9	4	244	
1345 - 1400	0	242	8	3	253	926
1400 - 1415	0	200	8	2	210	
1415 - 1430	0	217	7	5	229	
1430 - 1445	0	253	6	2	261	
1445 - 1500	0	251	5	0	256	956
1500 - 1515	0	215	7	2	224	
1515 - 1530	0	257	3	0	260	
1530 - 1545	0	259	7	3	269	
1545 - 1600	0	217	7	2	226	979
1600 - 1615	0	256	2	2	260	
1615 - 1630	0	265	8	3	276	
1630 - 1645	0	297	3	0	300	
1645 - 1700	0	264	8	1	273	1109
1700 - 1715	0	263	3	2	268	
1715 - 1730	0	266	5	0	271	
1730 - 1745	0	253	4	2	259	
1745 - 1800	0	261	3	0	264	1062
1800 - 1815	0	257	6	2	265	
1815 - 1830	0	231	3	1	235	
1830 - 1845	0	210	1	0	211	
1845 - 1900	0	207	1	0	208	919
1900 - 1915	0	189	0	0	189	
1915 - 1930	0	213	1	1	215	
1930 - 1945	0	155	1	4	160	
1945 - 2000	0	150	0	0	150	714
2000 - 2015	1	183	3	0	187	
2015 - 2030	0	145	0	0	145	
2030 - 2045	0	108	1	2	111	
2045 - 2100	0	120	0	0	120	563
2100 - 2115	0	118	1	0	119	
2115 - 2130	0	88	0	1	89	
2130 - 2145	0	86	0	0	86	
2145 - 2200	0	83	0	1	84	378
2200 - 2215	0	62	0	1	63	
2215 - 2230	0	43	0	0	43	
2230 - 2245	0	38	0	2	40	
2245 - 2300	0	41	0	0	41	187
2300 - 2315	0	22	0	0	22	
2315 - 2330	0	29	0	0	29	
2330 - 2345	0	18	0	1	19	
2345 - 0000	0	9	0	0	9	79

Session Total	1	13168	353	153	13675
Session Average	0.01	137.17	3.68	1.59	142.45
Session Percentage	0.01	96.29	2.58	1.12	

AM Peak Hour	-	0945 - 1045	0945 - 1045	0800 - 0900	0945 - 1045
AM Peak Volume	0	713	43	19	767

Noon Peak Hour	-	1445 - 1545	1015 - 1115	1000 - 1100	1445 - 1545
Noon Peak Volume	0	982	46	17	1009

PM Peak Hour	1915 - 2015	1630 - 1730	1500 - 1600	1530 - 1630	1615 - 1715
PM Peak Volume	1	1090	24	10	1117

Bi-Directional Class Count || Volume Summary 15min

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Weather
Partly Cloudy
81°F

Lat/Long
35.589107°, -87.098139°

0000 - 2400 (24h Session) (07-14-2022)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	8	14	**22**	
0015 - 0030	2	3	**5**	
0030 - 0045	2	17	**19**	
0045 - 0100	2	12	**14**	**60**
0100 - 0115	2	7	**9**	
0115 - 0130	2	2	**4**	
0130 - 0145	4	4	**8**	
0145 - 0200	2	5	**7**	**28**
0200 - 0215	3	12	**15**	
0215 - 0230	7	6	**13**	
0230 - 0245	7	3	**10**	
0245 - 0300	1	3	**4**	**42**
0300 - 0315	2	6	**8**	
0315 - 0330	6	6	**12**	
0330 - 0345	12	4	**16**	
0345 - 0400	10	3	**13**	**49**
0400 - 0415	9	6	**15**	
0415 - 0430	12	6	**18**	
0430 - 0445	18	7	**25**	
0445 - 0500	32	10	**42**	**100**
0500 - 0515	28	13	**41**	
0515 - 0530	47	21	**68**	
0530 - 0545	38	18	**56**	
0545 - 0600	55	27	**82**	**247**
0600 - 0615	49	38	**87**	
0615 - 0630	86	43	**129**	
0630 - 0645	108	46	**154**	
0645 - 0700	103	37	**140**	**510**
0700 - 0715	87	64	**151**	
0715 - 0730	121	62	**183**	
0730 - 0745	136	71	**207**	
0745 - 0800	130	76	**206**	**747**
0800 - 0815	112	46	**158**	
0815 - 0830	91	86	**177**	
0830 - 0845	109	64	**173**	
0845 - 0900	105	68	**173**	**681**
0900 - 0915	96	72	**168**	
0915 - 0930	105	102	**207**	
0930 - 0945	99	84	**183**	
0945 - 1000	114	77	**191**	**749**
1000 - 1015	96	77	**173**	
1015 - 1030	103	84	**187**	
1030 - 1045	108	108	**216**	
1045 - 1100	105	101	**206**	**782**
1100 - 1115	105	92	**197**	
1115 - 1130	105	102	**207**	
1130 - 1145	109	144	**253**	
1145 - 1200	89	122	**211**	**868**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	108	117	**225**	
1215 - 1230	98	119	**217**	
1230 - 1245	129	106	**235**	
1245 - 1300	136	127	**263**	**940**
1300 - 1315	91	116	**207**	
1315 - 1330	100	122	**222**	
1330 - 1345	118	126	**244**	
1345 - 1400	128	125	**253**	**926**
1400 - 1415	106	104	**210**	
1415 - 1430	96	133	**229**	
1430 - 1445	111	150	**261**	
1445 - 1500	109	147	**256**	**956**
1500 - 1515	94	130	**224**	
1515 - 1530	110	150	**260**	
1530 - 1545	119	150	**269**	
1545 - 1600	93	133	**226**	**979**
1600 - 1615	111	149	**260**	
1615 - 1630	113	163	**276**	
1630 - 1645	125	175	**300**	
1645 - 1700	107	166	**273**	**1109**
1700 - 1715	106	162	**268**	
1715 - 1730	99	172	**271**	
1730 - 1745	95	164	**259**	
1745 - 1800	95	169	**264**	**1062**
1800 - 1815	107	158	**265**	
1815 - 1830	95	140	**235**	
1830 - 1845	82	129	**211**	
1845 - 1900	82	126	**208**	**919**
1900 - 1915	75	114	**189**	
1915 - 1930	86	129	**215**	
1930 - 1945	73	87	**160**	
1945 - 2000	55	95	**150**	**714**
2000 - 2015	101	86	**187**	
2015 - 2030	67	78	**145**	
2030 - 2045	45	66	**111**	
2045 - 2100	57	63	**120**	**563**
2100 - 2115	58	61	**119**	
2115 - 2130	42	47	**89**	
2130 - 2145	29	57	**86**	
2145 - 2200	33	51	**84**	**378**
2200 - 2215	20	43	**63**	
2215 - 2230	13	30	**43**	
2230 - 2245	14	26	**40**	
2245 - 2300	19	22	**41**	**187**
2300 - 2315	8	14	**22**	
2315 - 2330	16	13	**29**	
2330 - 2345	8	11	**19**	
2345 - 0000	2	7	**9**	**79**

Session Total	6566	7109	**13675**
Session Average	68.40	74.05	**142.45**
Session Percentage	48.01	51.99	

Bi-Directional Class Count || NB EB 60min

Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Lat/Long
35.589107°, -87.098139°

Weather
Partly Cloudy
81°F

0000 - 2400 (24h Session) (07-14-2022)
NB EB 60min

	Eastbound (Movement 5.1)				
TIME	Bikes	1-3	4-7	8-13	Total
0000 - 0100	0	13	1	0	**14**
0100 - 0200	0	10	0	0	**10**
0200 - 0300	0	14	2	2	**18**
0300 - 0400	0	28	0	2	**30**
0400 - 0500	0	70	1	0	**71**
0500 - 0600	0	162	4	2	**168**
0600 - 0700	0	335	9	2	**346**
0700 - 0800	0	457	13	4	**474**
0800 - 0900	0	392	16	9	**417**
0900 - 1000	0	396	16	2	**414**
1000 - 1100	0	381	22	9	**412**
1100 - 1200	0	387	16	5	**408**
1200 - 1300	0	444	18	9	**471**
1300 - 1400	0	413	18	6	**437**
1400 - 1500	0	404	13	5	**422**
1500 - 1600	0	402	10	4	**416**
1600 - 1700	0	443	9	4	**456**
1700 - 1800	0	386	8	1	**395**
1800 - 1900	0	357	7	2	**366**
1900 - 2000	0	286	1	2	**289**
2000 - 2100	0	269	1	0	**270**
2100 - 2200	0	161	0	1	**162**
2200 - 2300	0	65	0	1	**66**
2300 - 2400	0	33	0	1	**34**

Session Total	0	6308	185	73	**6566**
Session Average	0.00	262.83	7.71	3.04	**273.58**
Session Percentage	0.00	96.07	2.82	1.11	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0800 - 0900	**0700 - 0800**
AM Peak Volume	0	457	16	9	**474**

Noon Peak Hour	-	1200 - 1300	1000 - 1100	1000 - 1100	**1200 - 1300**
Noon Peak Volume	0	444	22	9	**471**

PM Peak Hour	-	1600 - 1700	1500 - 1600	1500 - 1600	**1600 - 1700**
PM Peak Volume	0	443	10	4	**456**

Bi-Directional Class Count || SB WB 60min

Columbia, TN

Marr Traffic DATA COLLECTION

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Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Lat/Long
35.589107°, -87.098139°

Weather
Partly Cloudy
81°F

0000 - 2400 (24h Session) (07-14-2022)
SB WB 60min

	Westbound (Movement 5.2)				
TIME	Bikes	1-3	4-7	8-13	Total
0000 - 0100	0	46	0	0	**46**
0100 - 0200	0	17	0	1	**18**
0200 - 0300	0	21	0	3	**24**
0300 - 0400	0	18	0	1	**19**
0400 - 0500	0	29	0	0	**29**
0500 - 0600	0	74	3	2	**79**
0600 - 0700	0	147	9	8	**164**
0700 - 0800	0	255	11	7	**273**
0800 - 0900	0	239	15	10	**264**
0900 - 1000	0	311	19	5	**335**
1000 - 1100	0	344	18	8	**370**
1100 - 1200	0	437	17	6	**460**
1200 - 1300	0	455	11	3	**469**
1300 - 1400	0	474	10	5	**489**
1400 - 1500	0	517	13	4	**534**
1500 - 1600	0	546	14	3	**563**
1600 - 1700	0	639	12	2	**653**
1700 - 1800	0	657	7	3	**667**
1800 - 1900	0	548	4	1	**553**
1900 - 2000	0	421	1	3	**425**
2000 - 2100	1	287	3	2	**293**
2100 - 2200	0	214	1	1	**216**
2200 - 2300	0	119	0	2	**121**
2300 - 2400	0	45	0	0	**45**

Session Total	1	6860	168	80	**7109**
Session Average	0.04	285.83	7.00	3.33	**296.21**
Session Percentage	0.01	96.50	2.36	1.13	

AM Peak Hour	-	0900 - 1000	0900 - 1000	0800 - 0900	**0900 - 1000**
AM Peak Volume	0	311	19	10	**335**

Noon Peak Hour	-	1400 - 1500	1000 - 1100	1000 - 1100	**1400 - 1500**
Noon Peak Volume	0	517	18	8	**534**

PM Peak Hour	-	1700 - 1800	1500 - 1600	1500 - 1600	**1700 - 1800**
PM Peak Volume	0	657	14	3	**667**

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

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Lat/Long
35.589107°, -87.098139°

Weather
Partly Cloudy
81°F

0000 - 2400 (24h Session) (07-14-2022)
Bi-Directional 60min

	Bi-Directional 60min				
TIME	Bikes	1-3	4-7	8-13	Total
0000 - 0100	0	59	1	0	**60**
0100 - 0200	0	27	0	1	**28**
0200 - 0300	0	35	2	5	**42**
0300 - 0400	0	46	0	3	**49**
0400 - 0500	0	99	1	0	**100**
0500 - 0600	0	236	7	4	**247**
0600 - 0700	0	482	18	10	**510**
0700 - 0800	0	712	24	11	**747**
0800 - 0900	0	631	31	19	**681**
0900 - 1000	0	707	35	7	**749**
1000 - 1100	0	725	40	17	**782**
1100 - 1200	0	824	33	11	**868**
1200 - 1300	0	899	29	12	**940**
1300 - 1400	0	887	28	11	**926**
1400 - 1500	0	921	26	9	**956**
1500 - 1600	0	948	24	7	**979**
1600 - 1700	0	1082	21	6	**1109**
1700 - 1800	0	1043	15	4	**1062**
1800 - 1900	0	905	11	3	**919**
1900 - 2000	0	707	2	5	**714**
2000 - 2100	1	556	4	2	**563**
2100 - 2200	0	375	1	2	**378**
2200 - 2300	0	184	0	3	**187**
2300 - 2400	0	78	0	1	**79**

Session Total	1	13168	353	153	**13675**
Session Average	0.04	548.67	14.71	6.38	**569.79**
Session Percentage	0.01	96.29	2.58	1.12	

AM Peak Hour	-	0700 - 0800	0900 - 1000	0800 - 0900	**0900 - 1000**
AM Peak Volume	0	712	35	19	**749**

Noon Peak Hour	-	1400 - 1500	1000 - 1100	1000 - 1100	**1400 - 1500**
Noon Peak Volume	0	921	40	17	**956**

PM Peak Hour	-	1600 - 1700	1500 - 1600	1500 - 1600	**1600 - 1700**
PM Peak Volume	0	1082	24	7	**1109**

Bi-Directional Class Count || Volume Summary 60min

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Date
Thursday, July 14, 2022

Weather
Partly Cloudy
81°F

Lat/Long
35.589107°, -87.098139°

0000 - 2400 (24h Session) (07-14-2022)
Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	14	46	**60**
0100 - 0200	10	18	**28**
0200 - 0300	18	24	**42**
0300 - 0400	30	19	**49**
0400 - 0500	71	29	**100**
0500 - 0600	168	79	**247**
0600 - 0700	346	164	**510**
0700 - 0800	474	273	**747**
0800 - 0900	417	264	**681**
0900 - 1000	414	335	**749**
1000 - 1100	412	370	**782**
1100 - 1200	408	460	**868**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	471	469	**940**
1300 - 1400	437	489	**926**
1400 - 1500	422	534	**956**
1500 - 1600	416	563	**979**
1600 - 1700	456	653	**1109**
1700 - 1800	395	667	**1062**
1800 - 1900	366	553	**919**
1900 - 2000	289	425	**714**
2000 - 2100	270	293	**563**
2100 - 2200	162	216	**378**
2200 - 2300	66	121	**187**
2300 - 2400	34	45	**79**

Session Total	6566	7109	**13675**
Session Average	273.58	296.21	**569.79**
Session Percentage	48.01	51.99	

Bi-Directional Class Count || Graphical Analysis NB EB

Columbia, TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 5

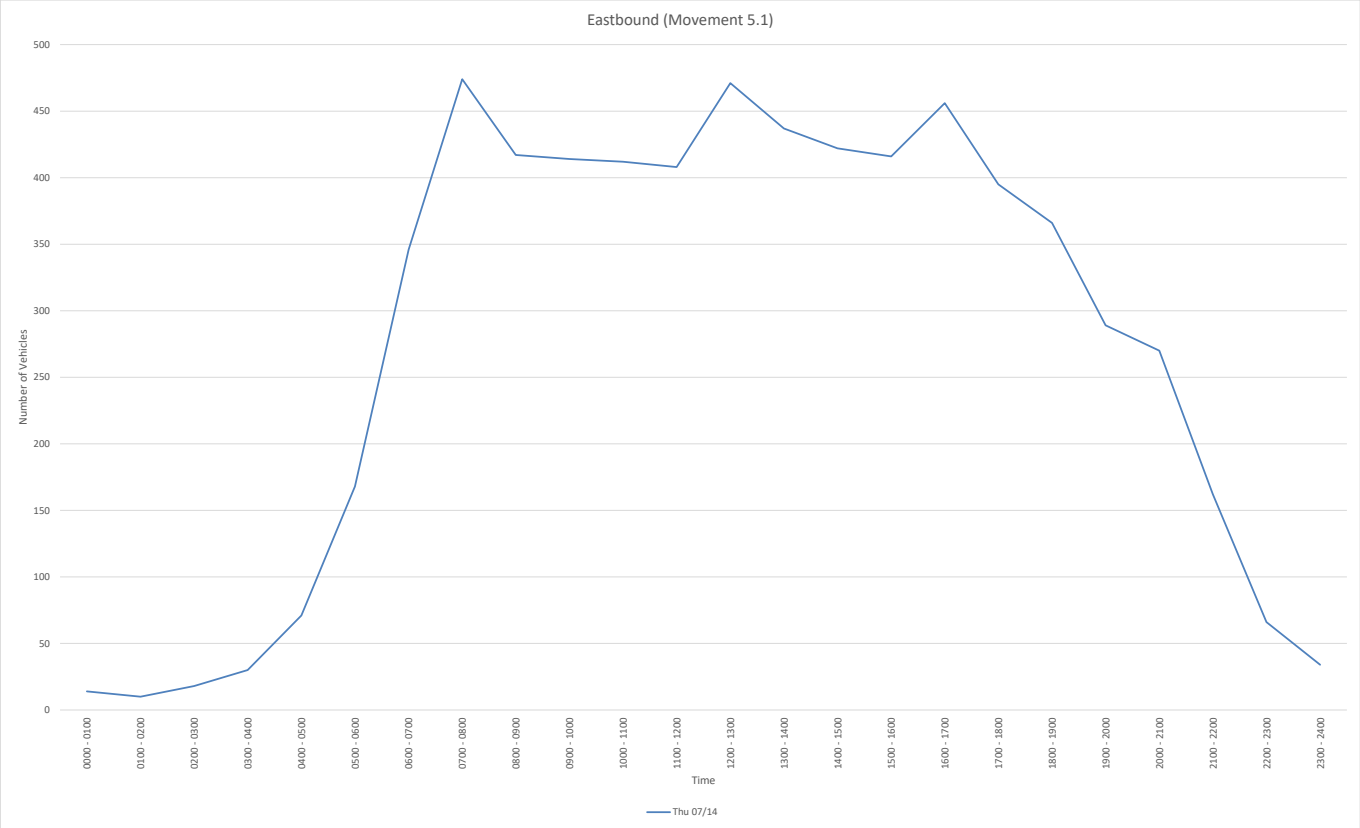
TN-243 Trotwood Ave,
west of Rutherford Ln

Lat/Long

35.589107°, -87.098139°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

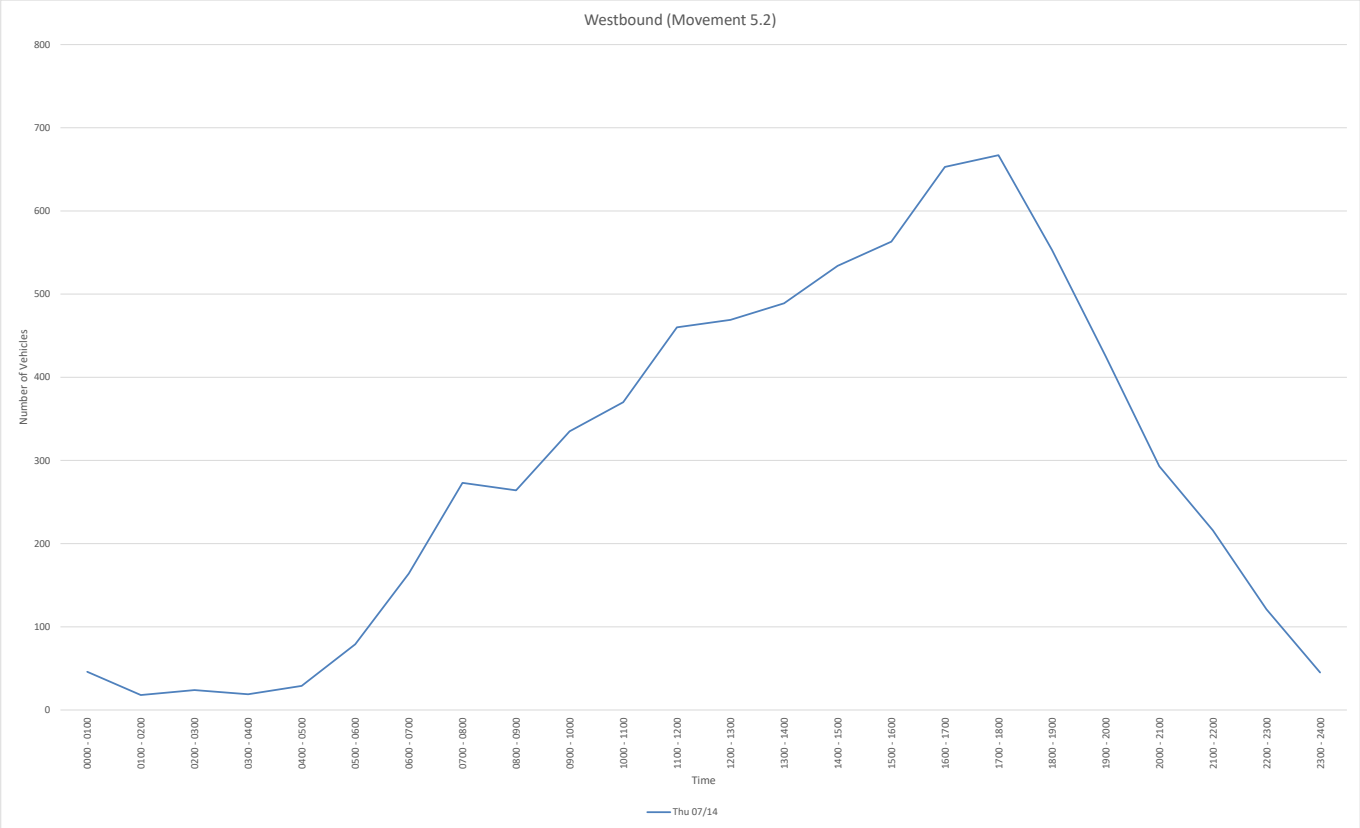
Columbia, TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
TN-243 Trotwood Ave,
west of Rutherford Ln

Lat/Long
35.589107°, -87.098139°

0000 - 2400 (Weekday 24h Session)
Graphical Analysis SB WB



EB
File Name:
Start Date: 7/14/2022
Start Time: 0
Site Code: 5
Station ID: 1
Location 1: TN-243 Trotwood Ave, west of Rutherford Ln
Location 2:

Date	Time	Bikes	1-3	4-7	8-13
7/14/2022	12:00 AM	0	7	1	0
7/14/2022	12:15 AM	0	2	0	0
7/14/2022	12:30 AM	0	2	0	0
7/14/2022	12:45 AM	0	2	0	0
7/14/2022	1:00 AM	0	2	0	0
7/14/2022	1:15 AM	0	2	0	0
7/14/2022	1:30 AM	0	4	0	0
7/14/2022	1:45 AM	0	2	0	0
7/14/2022	2:00 AM	0	3	0	0
7/14/2022	2:15 AM	0	5	1	1
7/14/2022	2:30 AM	0	5	1	1
7/14/2022	2:45 AM	0	1	0	0
7/14/2022	3:00 AM	0	2	0	0
7/14/2022	3:15 AM	0	6	0	0
7/14/2022	3:30 AM	0	10	0	2
7/14/2022	3:45 AM	0	10	0	0
7/14/2022	4:00 AM	0	9	0	0
7/14/2022	4:15 AM	0	12	0	0
7/14/2022	4:30 AM	0	17	1	0
7/14/2022	4:45 AM	0	32	0	0
7/14/2022	5:00 AM	0	28	0	0
7/14/2022	5:15 AM	0	46	0	1
7/14/2022	5:30 AM	0	34	4	0
7/14/2022	5:45 AM	0	54	0	1
7/14/2022	6:00 AM	0	47	1	1
7/14/2022	6:15 AM	0	82	4	0
7/14/2022	6:30 AM	0	105	2	1
7/14/2022	6:45 AM	0	101	2	0
7/14/2022	7:00 AM	0	86	1	0
7/14/2022	7:15 AM	0	113	5	3
7/14/2022	7:30 AM	0	132	3	1
7/14/2022	7:45 AM	0	126	4	0
7/14/2022	8:00 AM	0	104	5	3
7/14/2022	8:15 AM	0	84	3	4
7/14/2022	8:30 AM	0	105	3	1
7/14/2022	8:45 AM	0	99	5	1
7/14/2022	9:00 AM	0	91	5	0
7/14/2022	9:15 AM	0	100	3	2
7/14/2022	9:30 AM	0	97	2	0
7/14/2022	9:45 AM	0	108	6	0
7/14/2022	10:00 AM	0	88	5	3
7/14/2022	10:15 AM	0	95	8	0
7/14/2022	10:30 AM	0	101	5	2
7/14/2022	10:45 AM	0	97	4	4
7/14/2022	11:00 AM	0	94	8	3
7/14/2022	11:15 AM	0	102	3	0
7/14/2022	11:30 AM	0	106	1	2
7/14/2022	11:45 AM	0	85	4	0
7/14/2022	12:00 PM	0	99	5	4
7/14/2022	12:15 PM	0	93	4	1
7/14/2022	12:30 PM	0	122	4	3
7/14/2022	12:45 PM	0	130	5	1
7/14/2022	1:00 PM	0	86	3	2
7/14/2022	1:15 PM	0	94	5	1
7/14/2022	1:30 PM	0	111	6	1
7/14/2022	1:45 PM	0	122	4	2
7/14/2022	2:00 PM	0	101	3	2
7/14/2022	2:15 PM	0	90	4	2
7/14/2022	2:30 PM	0	107	3	1
7/14/2022	2:45 PM	0	106	3	0
7/14/2022	3:00 PM	0	88	4	2
7/14/2022	3:15 PM	0	109	1	0
7/14/2022	3:30 PM	0	114	3	2
7/14/2022	3:45 PM	0	91	2	0
7/14/2022	4:00 PM	0	108	1	2
7/14/2022	4:15 PM	0	109	3	1
7/14/2022	4:30 PM	0	124	1	0
7/14/2022	4:45 PM	0	102	4	1
7/14/2022	5:00 PM	0	104	2	0
7/14/2022	5:15 PM	0	97	2	0
7/14/2022	5:30 PM	0	91	3	1
7/14/2022	5:45 PM	0	94	1	0
7/14/2022	6:00 PM	0	101	4	2
7/14/2022	6:15 PM	0	93	2	0
7/14/2022	6:30 PM	0	82	0	0
7/14/2022	6:45 PM	0	81	1	0
7/14/2022	7:00 PM	0	75	0	0
7/14/2022	7:15 PM	0	85	0	1
7/14/2022	7:30 PM	0	71	1	1
7/14/2022	7:45 PM	0	55	0	0
7/14/2022	8:00 PM	0	100	1	0
7/14/2022	8:15 PM	0	67	0	0
7/14/2022	8:30 PM	0	45	0	0
7/14/2022	8:45 PM	0	57	0	0
7/14/2022	9:00 PM	0	58	0	0
7/14/2022	9:15 PM	0	42	0	0
7/14/2022	9:30 PM	0	29	0	0
7/14/2022	9:45 PM	0	32	0	1
7/14/2022	10:00 PM	0	20	0	0
7/14/2022	10:15 PM	0	13	0	0
7/14/2022	10:30 PM	0	13	0	1
7/14/2022	10:45 PM	0	19	0	0
7/14/2022	11:00 PM	0	8	0	0
7/14/2022	11:15 PM	0	16	0	0
7/14/2022	11:30 PM	0	7	0	1
7/14/2022	11:45 PM	0	2	0	0

WB
File Name:
Start Date: 7/14/2022
Start Time: 0
Site Code: 5
Station ID: 1
Location 1: TN-243 Trotwood Ave, west of Rutherford Ln
Location 2:

Date	Time	Bikes	1-3	4-7	8-13
7/14/2022	12:00 AM	0	14	0	0
7/14/2022	12:15 AM	0	3	0	0
7/14/2022	12:30 AM	0	17	0	0
7/14/2022	12:45 AM	0	12	0	0
7/14/2022	1:00 AM	0	6	0	1
7/14/2022	1:15 AM	0	2	0	0
7/14/2022	1:30 AM	0	4	0	0
7/14/2022	1:45 AM	0	5	0	0
7/14/2022	2:00 AM	0	10	0	2
7/14/2022	2:15 AM	0	5	0	1
7/14/2022	2:30 AM	0	3	0	0
7/14/2022	2:45 AM	0	3	0	0
7/14/2022	3:00 AM	0	6	0	0
7/14/2022	3:15 AM	0	5	0	1
7/14/2022	3:30 AM	0	4	0	0
7/14/2022	3:45 AM	0	3	0	0
7/14/2022	4:00 AM	0	6	0	0
7/14/2022	4:15 AM	0	6	0	0
7/14/2022	4:30 AM	0	7	0	0
7/14/2022	4:45 AM	0	10	0	0
7/14/2022	5:00 AM	0	13	0	0
7/14/2022	5:15 AM	0	19	1	1
7/14/2022	5:30 AM	0	16	1	1
7/14/2022	5:45 AM	0	26	1	0
7/14/2022	6:00 AM	0	34	2	2
7/14/2022	6:15 AM	0	41	0	2
7/14/2022	6:30 AM	0	39	5	2
7/14/2022	6:45 AM	0	33	2	2
7/14/2022	7:00 AM	0	62	0	2
7/14/2022	7:15 AM	0	59	1	2
7/14/2022	7:30 AM	0	65	4	2
7/14/2022	7:45 AM	0	69	6	1
7/14/2022	8:00 AM	0	44	1	1
7/14/2022	8:15 AM	0	75	6	5
7/14/2022	8:30 AM	0	58	3	3
7/14/2022	8:45 AM	0	62	5	1
7/14/2022	9:00 AM	0	68	4	0
7/14/2022	9:15 AM	0	91	7	4
7/14/2022	9:30 AM	0	80	3	1
7/14/2022	9:45 AM	0	72	5	0
7/14/2022	10:00 AM	0	71	2	4
7/14/2022	10:15 AM	0	79	4	1
7/14/2022	10:30 AM	0	99	8	1
7/14/2022	10:45 AM	0	95	4	2
7/14/2022	11:00 AM	0	86	5	1
7/14/2022	11:15 AM	0	96	4	2
7/14/2022	11:30 AM	0	136	6	2
7/14/2022	11:45 AM	0	119	2	1
7/14/2022	12:00 PM	0	114	2	1
7/14/2022	12:15 PM	0	115	4	0
7/14/2022	12:30 PM	0	102	2	2
7/14/2022	12:45 PM	0	124	3	0
7/14/2022	1:00 PM	0	113	2	1
7/14/2022	1:15 PM	0	121	1	0
7/14/2022	1:30 PM	0	120	3	3
7/14/2022	1:45 PM	0	120	4	1
7/14/2022	2:00 PM	0	99	5	0
7/14/2022	2:15 PM	0	127	3	3
7/14/2022	2:30 PM	0	146	3	1
7/14/2022	2:45 PM	0	145	2	0
7/14/2022	3:00 PM	0	127	3	0
7/14/2022	3:15 PM	0	148	2	0
7/14/2022	3:30 PM	0	145	4	1
7/14/2022	3:45 PM	0	126	5	2
7/14/2022	4:00 PM	0	148	1	0
7/14/2022	4:15 PM	0	156	5	2
7/14/2022	4:30 PM	0	173	2	0
7/14/2022	4:45 PM	0	162	4	0
7/14/2022	5:00 PM	0	159	1	2
7/14/2022	5:15 PM	0	169	3	0
7/14/2022	5:30 PM	0	162	1	1
7/14/2022	5:45 PM	0	167	2	0
7/14/2022	6:00 PM	0	156	2	0
7/14/2022	6:15 PM	0	138	1	1
7/14/2022	6:30 PM	0	128	1	0
7/14/2022	6:45 PM	0	126	0	0
7/14/2022	7:00 PM	0	114	0	0
7/14/2022	7:15 PM	0	128	1	0
7/14/2022	7:30 PM	0	84	0	3
7/14/2022	7:45 PM	0	95	0	0
7/14/2022	8:00 PM	1	83	2	0
7/14/2022	8:15 PM	0	78	0	0
7/14/2022	8:30 PM	0	63	1	2
7/14/2022	8:45 PM	0	63	0	0
7/14/2022	9:00 PM	0	60	1	0
7/14/2022	9:15 PM	0	46	0	1
7/14/2022	9:30 PM	0	57	0	0
7/14/2022	9:45 PM	0	51	0	0
7/14/2022	10:00 PM	0	42	0	1
7/14/2022	10:15 PM	0	30	0	0
7/14/2022	10:30 PM	0	25	0	1
7/14/2022	10:45 PM	0	22	0	0
7/14/2022	11:00 PM	0	14	0	0
7/14/2022	11:15 PM	0	13	0	0
7/14/2022	11:30 PM	0	11	0	0
7/14/2022	11:45 PM	0	7	0	0

EB
File Name:
Start Date: 7/14/2022
Start Time: 0
Site Code: 5
Station ID: 1
Location 1: TN-243 Trotwood Ave, west of Rutherford Ln
Location 2:

Date	Time	Bikes	1-3	4-7	8-13
7/14/2022	12:00 AM	0	13	1	0
7/14/2022	12:15 AM	0	8	0	0
7/14/2022	12:30 AM	0	8	0	0
7/14/2022	12:45 AM	0	10	0	0
7/14/2022	1:00 AM	0	10	0	0
7/14/2022	1:15 AM	0	11	0	0
7/14/2022	1:30 AM	0	14	1	1
7/14/2022	1:45 AM	0	15	2	2
7/14/2022	2:00 AM	0	14	2	2
7/14/2022	2:15 AM	0	13	2	2
7/14/2022	2:30 AM	0	14	1	1
7/14/2022	2:45 AM	0	19	0	2
7/14/2022	3:00 AM	0	28	0	2
7/14/2022	3:15 AM	0	35	0	2
7/14/2022	3:30 AM	0	41	0	2
7/14/2022	3:45 AM	0	48	1	0
7/14/2022	4:00 AM	0	70	1	0
7/14/2022	4:15 AM	0	89	1	0
7/14/2022	4:30 AM	0	123	1	1
7/14/2022	4:45 AM	0	140	4	1
7/14/2022	5:00 AM	0	162	4	2
7/14/2022	5:15 AM	0	181	5	3
7/14/2022	5:30 AM	0	217	9	2
7/14/2022	5:45 AM	0	288	7	3
7/14/2022	6:00 AM	0	335	9	2
7/14/2022	6:15 AM	0	374	9	1
7/14/2022	6:30 AM	0	405	10	4
7/14/2022	6:45 AM	0	432	11	4
7/14/2022	7:00 AM	0	457	13	4
7/14/2022	7:15 AM	0	475	17	7
7/14/2022	7:30 AM	0	446	15	8
7/14/2022	7:45 AM	0	419	15	8
7/14/2022	8:00 AM	0	392	16	9
7/14/2022	8:15 AM	0	379	16	6
7/14/2022	8:30 AM	0	395	16	4
7/14/2022	8:45 AM	0	387	15	3
7/14/2022	9:00 AM	0	396	16	2
7/14/2022	9:15 AM	0	393	16	5
7/14/2022	9:30 AM	0	388	21	3
7/14/2022	9:45 AM	0	392	24	5
7/14/2022	10:00 AM	0	381	22	9
7/14/2022	10:15 AM	0	387	25	9
7/14/2022	10:30 AM	0	394	20	9
7/14/2022	10:45 AM	0	399	16	9
7/14/2022	11:00 AM	0	387	16	5
7/14/2022	11:15 AM	0	392	13	6
7/14/2022	11:30 AM	0	383	14	7
7/14/2022	11:45 AM	0	399	17	8
7/14/2022	12:00 PM	0	444	18	9
7/14/2022	12:15 PM	0	431	16	7
7/14/2022	12:30 PM	0	432	17	7
7/14/2022	12:45 PM	0	421	19	5
7/14/2022	1:00 PM	0	413	18	6
7/14/2022	1:15 PM	0	428	18	6
7/14/2022	1:30 PM	0	424	17	7
7/14/2022	1:45 PM	0	420	14	7
7/14/2022	2:00 PM	0	404	13	5
7/14/2022	2:15 PM	0	391	14	5
7/14/2022	2:30 PM	0	410	11	3
7/14/2022	2:45 PM	0	417	11	4
7/14/2022	3:00 PM	0	402	10	4
7/14/2022	3:15 PM	0	422	7	4
7/14/2022	3:30 PM	0	422	9	5
7/14/2022	3:45 PM	0	432	7	3
7/14/2022	4:00 PM	0	443	9	4
7/14/2022	4:15 PM	0	439	10	2
7/14/2022	4:30 PM	0	427	9	1
7/14/2022	4:45 PM	0	394	11	2
7/14/2022	5:00 PM	0	386	8	1
7/14/2022	5:15 PM	0	383	10	3
7/14/2022	5:30 PM	0	379	10	3
7/14/2022	5:45 PM	0	370	7	2
7/14/2022	6:00 PM	0	357	7	2
7/14/2022	6:15 PM	0	331	3	0
7/14/2022	6:30 PM	0	323	1	1
7/14/2022	6:45 PM	0	312	2	2
7/14/2022	7:00 PM	0	286	1	2
7/14/2022	7:15 PM	0	311	2	2
7/14/2022	7:30 PM	0	293	2	1
7/14/2022	7:45 PM	0	267	1	0
7/14/2022	8:00 PM	0	269	1	0
7/14/2022	8:15 PM	0	227	0	0
7/14/2022	8:30 PM	0	202	0	0
7/14/2022	8:45 PM	0	186	0	0
7/14/2022	9:00 PM	0	161	0	1
7/14/2022	9:15 PM	0	123	0	1
7/14/2022	9:30 PM	0	94	0	1
7/14/2022	9:45 PM	0	78	0	2
7/14/2022	10:00 PM	0	65	0	1
7/14/2022	10:15 PM	0	53	0	1
7/14/2022	10:30 PM	0	56	0	1
7/14/2022	10:45 PM	0	50	0	1
7/14/2022	11:00 PM	0	33	0	1
7/14/2022	11:15 PM	0	25	0	1
7/14/2022	11:30 PM	0	9	0	1
7/14/2022	11:45 PM	0	2	0	0

WB
File Name:
Start Date: 7/14/2022
Start Time: 0
Site Code: 5
Station ID: 1
Location 1: TN-243 Trotwood Ave, west of Rutherford Ln
Location 2:

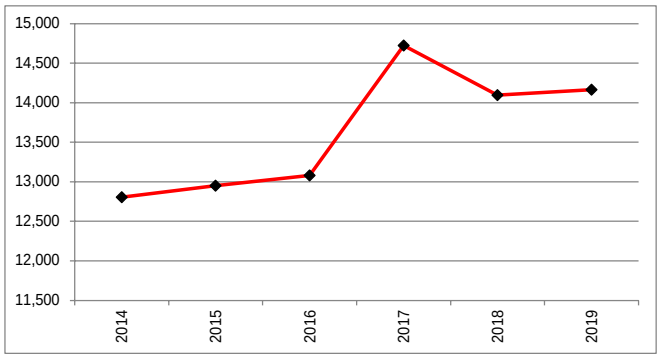
Date	Time	Bikes	1-3	4-7	8-13
7/14/2022	12:00 AM	0	46	0	0
7/14/2022	12:15 AM	0	38	0	1
7/14/2022	12:30 AM	0	37	0	1
7/14/2022	12:45 AM	0	24	0	1
7/14/2022	1:00 AM	0	17	0	1
7/14/2022	1:15 AM	0	21	0	2
7/14/2022	1:30 AM	0	24	0	3
7/14/2022	1:45 AM	0	23	0	3
7/14/2022	2:00 AM	0	21	0	3
7/14/2022	2:15 AM	0	17	0	1
7/14/2022	2:30 AM	0	17	0	1
7/14/2022	2:45 AM	0	18	0	1
7/14/2022	3:00 AM	0	18	0	1
7/14/2022	3:15 AM	0	18	0	1
7/14/2022	3:30 AM	0	19	0	0
7/14/2022	3:45 AM	0	22	0	0
7/14/2022	4:00 AM	0	29	0	0
7/14/2022	4:15 AM	0	36	0	0
7/14/2022	4:30 AM	0	49	1	1
7/14/2022	4:45 AM	0	58	2	2
7/14/2022	5:00 AM	0	74	3	2
7/14/2022	5:15 AM	0	95	5	4
7/14/2022	5:30 AM	0	117	4	5
7/14/2022	5:45 AM	0	140	8	6
7/14/2022	6:00 AM	0	147	9	8
7/14/2022	6:15 AM	0	175	7	8
7/14/2022	6:30 AM	0	193	8	8
7/14/2022	6:45 AM	0	219	7	8
7/14/2022	7:00 AM	0	255	11	7
7/14/2022	7:15 AM	0	237	12	6
7/14/2022	7:30 AM	0	253	17	9
7/14/2022	7:45 AM	0	246	16	10
7/14/2022	8:00 AM	0	239	15	10
7/14/2022	8:15 AM	0	263	18	9
7/14/2022	8:30 AM	0	279	19	8
7/14/2022	8:45 AM	0	301	19	6
7/14/2022	9:00 AM	0	311	19	5
7/14/2022	9:15 AM	0	314	17	9
7/14/2022	9:30 AM	0	302	14	6
7/14/2022	9:45 AM	0	321	19	6
7/14/2022	10:00 AM	0	344	18	8
7/14/2022	10:15 AM	0	359	21	5
7/14/2022	10:30 AM	0	376	21	6
7/14/2022	10:45 AM	0	413	19	7
7/14/2022	11:00 AM	0	437	17	6
7/14/2022	11:15 AM	0	465	14	6
7/14/2022	11:30 AM	0	484	14	4
7/14/2022	11:45 AM	0	450	10	4
7/14/2022	12:00 PM	0	455	11	3
7/14/2022	12:15 PM	0	454	11	3
7/14/2022	12:30 PM	0	460	8	3
7/14/2022	12:45 PM	0	478	9	4
7/14/2022	1:00 PM	0	474	10	5
7/14/2022	1:15 PM	0	460	13	4
7/14/2022	1:30 PM	0	466	15	7
7/14/2022	1:45 PM	0	492	15	5
7/14/2022	2:00 PM	0	517	13	4
7/14/2022	2:15 PM	0	545	11	4
7/14/2022	2:30 PM	0	566	10	1
7/14/2022	2:45 PM	0	565	11	1
7/14/2022	3:00 PM	0	546	14	3
7/14/2022	3:15 PM	0	567	12	3
7/14/2022	3:30 PM	0	575	15	5
7/14/2022	3:45 PM	0	603	13	4
7/14/2022	4:00 PM	0	639	12	2
7/14/2022	4:15 PM	0	650	12	4
7/14/2022	4:30 PM	0	663	10	2
7/14/2022	4:45 PM	0	652	9	3
7/14/2022	5:00 PM	0	657	7	3
7/14/2022	5:15 PM	0	654	8	1
7/14/2022	5:30 PM	0	623	6	2
7/14/2022	5:45 PM	0	589	6	1
7/14/2022	6:00 PM	0	548	4	1
7/14/2022	6:15 PM	0	506	2	1
7/14/2022	6:30 PM	0	496	2	0
7/14/2022	6:45 PM	0	452	1	3
7/14/2022	7:00 PM	0	421	1	3
7/14/2022	7:15 PM	1	390	3	3
7/14/2022	7:30 PM	1	340	2	3
7/14/2022	7:45 PM	1	319	3	2
7/14/2022	8:00 PM	1	287	3	2
7/14/2022	8:15 PM	0	264	2	2
7/14/2022	8:30 PM	0	232	2	3
7/14/2022	8:45 PM	0	226	1	1
7/14/2022	9:00 PM	0	214	1	1
7/14/2022	9:15 PM	0	196	0	2
7/14/2022	9:30 PM	0	180	0	1
7/14/2022	9:45 PM	0	148	0	2
7/14/2022	10:00 PM	0	119	0	2
7/14/2022	10:15 PM	0	91	0	1
7/14/2022	10:30 PM	0	74	0	1
7/14/2022	10:45 PM	0	60	0	0
7/14/2022	11:00 PM	0	45	0	0
7/14/2022	11:15 PM	0	31	0	0
7/14/2022	11:30 PM	0	18	0	0
7/14/2022	11:45 PM	0	7	0	0

Volume Development

Growth Rate Calculations - Trotwood & Foster Subdivision

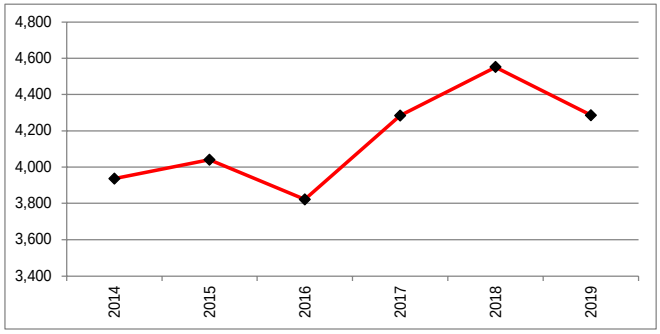
Station	60000167		
Route	Trotwood Avenue		
Location	SW of Sunnyside Lane		
Count Type	Count Year	AADT	Annual Growth Rate
Estimated	2014	12,804	
Actual	2015	12,949	1.1%
Estimated	2016	13,078	1.0%
Actual	2017	14,724	12.6%
Actual	2018	14,095	-4.3%
Actual	2019	14,164	0.5%

	AADT
5 Year Growth Rate	2.0%
Average 1 Year Growth Rate	2.2%
Most Recent Actual Count Growth Rate	0.5%



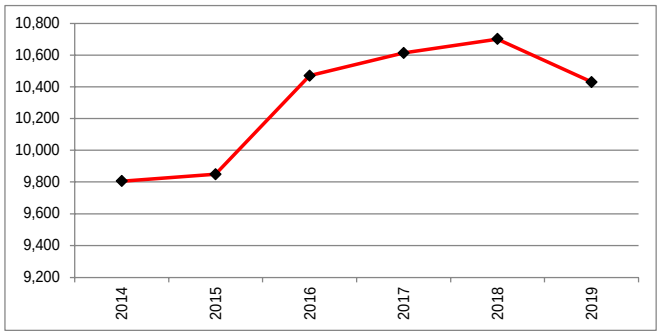
Station	6000019441		
Route	Sunnyside Lane		
Location	N of Harris Street		
Count Type	Count Year	AADT	Annual Growth Rate
Actual	2014	3,936	
Actual	2015	4,040	2.6%
Estimated	2016	3,822	-5.4%
Actual	2017	4,284	12.1%
Actual	2018	4,552	6.3%
Actual	2019	4,286	-5.8%

	AADT
5 Year Growth Rate	1.7%
Average 1 Year Growth Rate	1.9%
Most Recent Actual Count Growth Rate	-5.8%



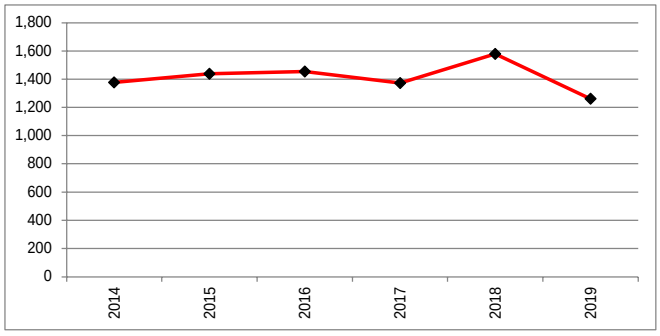
Station	60000234		
Route	Trotwood Avenue		
Location	S of Foster Lane		
Count Type	Count Year	AADT	Annual Growth Rate
Actual	2014	9,806	
Actual	2015	9,849	0.4%
Actual	2016	10,470	6.3%
Actual	2017	10,613	1.4%
Actual	2018	10,702	0.8%
Actual	2019	10,431	-2.5%

	AADT
5 Year Growth Rate	1.2%
Average 1 Year Growth Rate	1.3%
Most Recent Actual Count Growth Rate	-2.5%



Station	60000190		
Route	Greymere Manor Road		
Location	N of Mere Drive		
Count Type	Count Year	AADT	Annual Growth Rate
Actual	2014	1,377	
Actual	2015	1,438	4.4%
Estimated	2016	1,453	1.0%
Estimated	2017	1,373	-5.5%
Actual	2018	1,579	15.0%
Actual	2019	1,261	-20.1%

	AADT
5 Year Growth Rate	-1.7%
Average 1 Year Growth Rate	-1.0%
Most Recent Actual Count Growth Rate	-20.1%



INTERSECTION VOLUME WORKSHEET

INTERSECTION 1

Trotwood Avenue at Cayce Lane / Sunnyside Lane

AM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Sunnyside Lane Northbound				Cayce Lane Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	23	458	54	0	51	256	38	0	73	54	96	0	77	54	18	1252
Summer AM Adjustment Factor	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	
Adjusted 2022 AM Volumes	0	32	632	75	0	70	353	52	0	101	75	132	0	106	75	25	1728
Existing Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy Vehicles	0	2	26	3	0	3	22	1	0	4	3	0	0	1	2	0	
Heavy Vehicle %	2	9	6	6	2	6	9	3	2	5	6	2	2	2	4	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	3	59	7	0	7	33	5	0	9	7	12	0	10	7	2	161
Sunnyside Gas Station	0	0	22	9	0	0	-19	0	0	50	9	0	0	4	4	0	79
No-Build 2025 AM Volumes	0	35	713	91	0	77	367	57	0	160	91	144	0	120	86	27	1968
Project Traffic																	
Trip Distribution IN						10%	50%								5%		
Trip Distribution OUT			50%								5%	10%					
Project Trips	0	0	34	0	0	2	12	0	0	0	3	7	0	0	1	0	59
Project Trips (unbalanced)	0	0	34	0	0	2	12	0	0	0	3	7	0	0	1	0	59
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	34	0	0	2	12	0	0	0	3	7	0	0	1	0	59
Build 2025 AM Volumes	0	35	747	91	0	79	379	57	0	160	94	151	0	120	87	27	2027
% from Existing	0.0%	66.2%	61.3%	59.7%	0.0%	64.2%	67.5%	66.2%	0.0%	45.7%	57.7%	63.4%	0.0%	64.0%	62.4%	67.1%	61.8%
% from Background Growth	0.0%	33.8%	34.1%	40.3%	0.0%	33.2%	29.3%	33.8%	0.0%	54.3%	39.1%	32.0%	0.0%	36.0%	36.4%	32.9%	35.3%
% from Project Trips	0.0%	0.0%	4.6%	0.0%	0.0%	2.5%	3.2%	0.0%	0.0%	0.0%	3.2%	4.6%	0.0%	0.0%	1.2%	0.0%	2.9%

PM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Sunnyside Lane Northbound				Cayce Lane Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	45	395	106	0	89	543	61	0	125	67	73	0	86	68	46	1704
Summer PM Adjustment Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
Adjusted 2022 PM Volumes	0	48	423	113	0	95	581	65	0	134	72	78	0	92	73	49	1823
Existing Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Conflicting Pedestrians	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
Heavy Vehicles	0	2	7	4	0	0	11	1	0	1	1	3	0	3	1	3	
Heavy Vehicle %	2	4	2	4	2	2	2	2	2	2	2	4	2	3	2	7	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	4	39	11	0	9	54	6	0	12	7	7	0	9	7	5	170
Sunnyside Gas Station	0	0	18	7	0	0	-16	0	0	42	7	0	0	4	4	0	66
No-Build 2025 PM Volumes	0	52	480	131	0	104	619	71	0	188	86	85	0	105	84	54	2059
Project Traffic																	
Trip Distribution IN						10%	50%								5%		
Trip Distribution OUT			50%								5%	10%					
Project Trips	0	0	23	0	0	8	39	0	0	0	2	5	0	0	4	0	81
Project Trips (unbalanced)	0	0	23	0	0	8	39	0	0	0	2	5	0	0	4	0	81
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	23	0	0	8	39	0	0	0	2	5	0	0	4	0	81
Build 2025 PM Volumes	0	52	503	131	0	112	658	71	0	188	88	90	0	105	88	54	2140
% from Existing	0.0%	86.3%	78.6%	80.7%	0.0%	79.3%	82.5%	85.6%	0.0%	66.6%	76.4%	81.0%	0.0%	81.9%	77.5%	84.8%	79.6%
% from Background Growth	0.0%	13.7%	16.8%	19.3%	0.0%	13.6%	11.6%	14.4%	0.0%	33.4%	21.3%	13.4%	0.0%	18.1%	18.0%	15.2%	16.6%
% from Project Trips	0.0%	0.0%	4.6%	0.0%	0.0%	7.1%	5.9%	0.0%	0.0%	0.0%	2.3%	5.5%	0.0%	0.0%	4.6%	0.0%	3.8%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 2

Trotwood Avenue at Rutherford Lane

AM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Driveway Northbound				Rutherford Lane Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	27	530	1	0	21	298	195	0	2	7	20	0	220	15	28	1364
Summer AM Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adjusted 2022 AM Volumes	0	27	530	1	0	21	298	195	0	2	7	20	0	220	15	28	1364
Existing Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy Vehicles	0	1	12	0	0	2	15	6	0	0	1	2	0	8	1	2	
Heavy Vehicle %	2	4	2	2	2	10	5	3	2	2	14	10	2	4	7	7	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	3	49	0	0	2	28	18	0	0	1	2	0	20	1	3	127
Sunnyside Gas Station	0	0	31	0	0	0	31	0	0	0	0	0	0	0	0	0	62
No-Build 2025 AM Volumes	0	30	610	1	0	23	357	213	0	2	8	22	0	240	16	31	1553
Project Traffic																	
Trip Distribution IN							50%									5%	
Trip Distribution OUT		5%	50%														
Project Trips	0	3	34	0	0	0	12	0	0	0	0	0	0	0	0	1	50
Project Trips (unbalanced)	0	3	34	0	0	0	12	0	0	0	0	0	0	0	0	1	50
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	3	34	0	0	0	12	0	0	0	0	0	0	0	0	1	50
Build 2025 AM Volumes	0	33	644	1	0	23	369	213	0	2	8	22	0	240	16	32	1603
% from Existing	0.0%	81.8%	82.3%	100.0%	0.0%	91.3%	80.8%	91.5%	0.0%	100.0%	87.5%	90.9%	0.0%	91.7%	93.8%	87.5%	85.1%
% from Background Growth	0.0%	9.1%	12.4%	0.0%	0.0%	8.7%	16.0%	8.5%	0.0%	0.0%	12.5%	9.1%	0.0%	8.3%	6.3%	9.4%	11.8%
% from Project Trips	0.0%	9.1%	5.3%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	3.1%

PM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Driveway Northbound				Rutherford Lane Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	17	379	4	0	101	621	93	0	10	40	69	0	127	30	41	1532
Summer PM Adjustment Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adjusted 2022 PM Volumes	0	17	379	4	0	101	621	93	0	10	40	69	0	127	30	41	1532
Existing Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Heavy Vehicles	0	0	8	0	0	1	9	1	0	0	0	0	0	1	0	0	
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	2	35	0	0	9	58	9	0	1	4	6	0	12	3	4	143
Sunnyside Gas Station	0	0	25	0	0	0	26	0	0	0	0	0	0	0	0	0	51
No-Build 2025 PM Volumes	0	19	439	4	0	110	705	102	0	11	44	75	0	139	33	45	1726
Project Traffic																	
Trip Distribution IN							50%									5%	
Trip Distribution OUT		5%	50%														
Project Trips	0	2	23	0	0	0	39	0	0	0	0	0	0	0	0	4	68
Project Trips (unbalanced)	0	2	23	0	0	0	39	0	0	0	0	0	0	0	0	4	68
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	2	23	0	0	0	39	0	0	0	0	0	0	0	0	4	68
Build 2025 PM Volumes	0	21	462	4	0	110	744	102	0	11	44	75	0	139	33	49	1794
% from Existing	0.0%	81.0%	82.0%	100.0%	0.0%	91.8%	83.5%	91.2%	0.0%	90.9%	90.9%	92.0%	0.0%	91.4%	90.9%	83.7%	85.4%
% from Background Growth	0.0%	9.5%	13.0%	0.0%	0.0%	8.2%	11.3%	8.8%	0.0%	9.1%	9.1%	8.0%	0.0%	8.6%	9.1%	8.2%	10.8%
% from Project Trips	0.0%	9.5%	5.0%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%	3.8%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 3

Trotwood Avenue at Old Sunnyside Lane

AM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Old Sunnyside Lane Northbound				- Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	0	441	41	0	9	204	0	0	23	0	25					743
Summer AM Adjustment Factor	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	
Adjusted 2022 AM Volumes	0	0	609	57	0	12	282	0	0	32	0	35	0	0	0	0	1025
Existing Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0					
Heavy Vehicles	0	0	23	1	0	0	18	0	0	0	0	0					
Heavy Vehicle %	2	2	5	2	2	2	9	2	2	2	2	2	2	2	2	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	0	57	5	0	1	26	0	0	3	0	3	0	0	0	0	95
Sunnyside Gas Station	0	0	31	0	0	0	31	0	0	0	0	0					62
No-Build 2025 AM Volumes	0	0	697	62	0	13	339	0	0	35	0	38	0	0	0	0	1182
Project Traffic																	
Trip Distribution IN						10%	45%										
Trip Distribution OUT			45%									10%					
Project Trips	0	0	31	0	0	2	11	0	0	0	0	7	0	0	0	0	51
Project Trips (unbalanced)	0	0	31	0	0	2	11	0	0	0	0	7	0	0	0	0	51
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	31	0	0	2	11	0	0	0	0	7	0	0	0	0	51
Build 2025 AM Volumes	0	0	728	62	0	15	350	0	0	35	0	45	0	0	0	0	1233
% from Existing	0.0%	0.0%	60.6%	66.6%	0.0%	58.4%	58.4%	0.0%	0.0%	66.2%	0.0%	56.2%	0.0%	0.0%	0.0%	0.0%	60.2%
% from Background Growth	0.0%	0.0%	35.1%	33.4%	0.0%	28.7%	38.5%	0.0%	0.0%	33.8%	0.0%	28.1%	0.0%	0.0%	0.0%	0.0%	35.6%
% from Project Trips	0.0%	0.0%	4.3%	0.0%	0.0%	13.0%	3.1%	0.0%	0.0%	0.0%	0.0%	15.7%	0.0%	0.0%	0.0%	0.0%	4.1%

PM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Old Sunnyside Lane Northbound				- Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	0	314	18	0	21	509	0	0	42	0	18					922
Summer PM Adjustment Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
Adjusted 2022 PM Volumes	0	0	336	19	0	22	545	0	0	45	0	19	0	0	0	0	987
Existing Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0					
Heavy Vehicles	0	0	7	0	0	0	9	0	0	0	0	0					
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	0	31	2	0	2	51	0	0	4	0	2	0	0	0	0	92
Sunnyside Gas Station	0	0	25	0	0	0	26	0	0	0	0	0					51
No-Build 2025 PM Volumes	0	0	392	21	0	24	622	0	0	49	0	21	0	0	0	0	1130
Project Traffic																	
Trip Distribution IN						10%	45%										
Trip Distribution OUT			45%									10%					
Project Trips	0	0	21	0	0	8	35	0	0	0	0	5	0	0	0	0	69
Project Trips (unbalanced)	0	0	21	0	0	8	35	0	0	0	0	5	0	0	0	0	69
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	21	0	0	8	35	0	0	0	0	5	0	0	0	0	69
Build 2025 PM Volumes	0	0	413	21	0	32	657	0	0	49	0	26	0	0	0	0	1199
% from Existing	0.0%	0.0%	76.0%	84.7%	0.0%	64.7%	77.5%	0.0%	0.0%	85.8%	0.0%	68.5%	0.0%	0.0%	0.0%	0.0%	76.9%
% from Background Growth	0.0%	0.0%	18.9%	15.3%	0.0%	10.7%	17.2%	0.0%	0.0%	14.2%	0.0%	12.4%	0.0%	0.0%	0.0%	0.0%	17.3%
% from Project Trips	0.0%	0.0%	5.1%	0.0%	0.0%	24.6%	5.3%	0.0%	0.0%	0.0%	0.0%	19.0%	0.0%	0.0%	0.0%	0.0%	5.8%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 4

Trotwood Avenue at Foster Lane

AM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Foster Lane Northbound				- Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	0	479	0	0	0	224	0	0	0	0	0					703
Summer AM Adjustment Factor	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	
Adjusted 2022 AM Volumes	0	0	661	0	0	0	309	0	0	0	0	0	0	0	0	0	970
Existing Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0					
Heavy Vehicles	0	0	24	0	0	0	18	0	0	0	0	0					
Heavy Vehicle %	2	2	5	2	2	2	8	2	2	2	2	2	2	2	2	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	0	61	0	0	0	29	0	0	0	0	0	0	0	0	0	90
Sunnyside Gas Station	0	0	31	0	0	0	31	0	0	0	0	0					62
No-Build 2025 AM Volumes	0	0	753	0	0	0	369	0	0	0	0	0	0	0	0	0	1122
Project Traffic																	
Trip Distribution IN				30%		45%											
Trip Distribution OUT										30%		45%					
Project Trips	0	0	0	7	0	11	0	0	0	20	0	31	0	0	0	0	69
Project Trips (unbalanced)	0	0	0	7	0	11	0	0	0	20	0	31	0	0	0	0	69
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	0	7	0	11	0	0	0	20	0	31	0	0	0	0	69
Build 2025 AM Volumes	0	0	753	7	0	11	369	0	0	20	0	31	0	0	0	0	1191
% from Existing	0.0%	0.0%	63.6%	0.0%	0.0%	0.0%	60.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	59.0%
% from Background Growth	0.0%	0.0%	36.4%	0.0%	0.0%	0.0%	39.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.2%
% from Project Trips	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	5.8%

PM PEAK HOUR

	Trotwood Avenue Eastbound				Trotwood Avenue Westbound				Foster Lane Northbound				- Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes	0	0	342	0	0	0	543	0	0	0	0	0					885
Summer PM Adjustment Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
Adjusted 2022 PM Volumes	0	0	366	0	0	0	581	0	0	0	0	0	0	0	0	0	947
Existing Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Conflicting Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0					
Heavy Vehicles	0	0	11	0	0	0	12	0	0	0	0	0					
Heavy Vehicle %	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	0	34	0	0	0	54	0	0	0	0	0	0	0	0	0	88
Sunnyside Gas Station	0	0	25	0	0	0	26	0	0	0	0	0					51
No-Build 2025 PM Volumes	0	0	425	0	0	0	661	0	0	0	0	0	0	0	0	0	1086
Project Traffic																	
Trip Distribution IN				30%		45%											
Trip Distribution OUT										30%		45%					
Project Trips	0	0	0	23	0	35	0	0	0	14	0	21	0	0	0	0	93
Project Trips (unbalanced)	0	0	0	23	0	35	0	0	0	14	0	21	0	0	0	0	93
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	0	23	0	35	0	0	0	14	0	21	0	0	0	0	93
Build 2025 PM Volumes	0	0	425	23	0	35	661	0	0	14	0	21	0	0	0	0	1179
% from Existing	0.0%	0.0%	80.5%	0.0%	0.0%	0.0%	82.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.1%
% from Background Growth	0.0%	0.0%	19.5%	0.0%	0.0%	0.0%	17.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%
% from Project Trips	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	7.9%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 5

Foster Lane at Driveway A

AM PEAK HOUR

	- Eastbound				Driveway A Westbound				Foster Lane Northbound				Foster Lane Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes																	0
Summer AM Adjustment Factor	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	1.38	
Adjusted 2022 AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Conflicting Pedestrians																	
Heavy Vehicles																	
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyside Gas Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No-Build 2025 AM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic																	
Trip Distribution IN														75%			
Trip Distribution OUT								75%									
Project Trips	0	0	0	0	0	0	0	51	0	0	0	0	0	18	0	0	69
Project Trips (unbalanced)	0	0	0	0	0	0	0	51	0	0	0	0	0	18	0	0	69
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	0	0	0	0	0	51	0	0	0	0	0	18	0	0	69
Build 2025 AM Volumes	0	0	0	0	0	0	0	51	0	0	0	0	0	18	0	0	69
% from Existing	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%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	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%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%

PM PEAK HOUR

	- Eastbound				Driveway A Westbound				Foster Lane Northbound				Foster Lane Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2022 AM Volumes																	0
Summer PM Adjustment Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	
Adjusted 2022 PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Conflicting Pedestrians																	
Heavy Vehicles																	
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Background Traffic																	
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Growth Factor	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	1.093	
Growth Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sunnyside Gas Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No-Build 2025 PM Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic																	
Trip Distribution IN														75%			
Trip Distribution OUT								75%									
Project Trips	0	0	0	0	0	0	0	35	0	0	0	0	0	58	0	0	93
Project Trips (unbalanced)	0	0	0	0	0	0	0	35	0	0	0	0	0	58	0	0	93
Balancing Adjustment																	
Pass-By Adjustment																	
Project Trips	0	0	0	0	0	0	0	35	0	0	0	0	0	58	0	0	93
Build 2025 PM Volumes	0	0	0	0	0	0	0	35	0	0	0	0	0	58	0	0	93
% from Existing	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%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	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%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%

Synchro Reports

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	753	7	11	369	20	31
Future Vol, veh/h	753	7	11	369	20	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	240	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	2	2	8	2	2
Mvmt Flow	856	8	13	419	23	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	864	0	1305	860
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	779	-	177	356
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	779	-	174	356
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	779	-
HCM Lane V/C Ratio	0.23	-	-	0.016	-
HCM Control Delay (s)	23.5	-	-	9.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

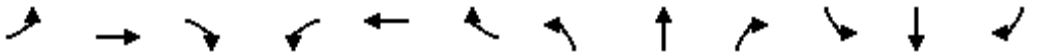
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	425	23	35	661	14	21
Future Vol, veh/h	425	23	35	661	14	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	240	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	434	23	36	674	14	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	1192	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	746	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1104	-	207	612
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1104	-	200	612
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	336	-	-	1104	-
HCM Lane V/C Ratio	0.106	-	-	0.032	-
HCM Control Delay (s)	17	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	632	75	70	353	52	101	75	132	106	75	25
Future Volume (veh/h)	32	632	75	70	353	52	101	75	132	106	75	25
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	1767	1811	1811	1811	1767	1856	1826	1811	1870	1870	1841	1870
Adj Flow Rate, veh/h	37	735	87	81	410	60	117	87	153	123	87	29
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	9	6	6	6	9	3	5	6	2	2	4	2
Cap, veh/h	444	806	95	464	821	120	324	97	170	218	219	73
Arrive On Green	0.06	1.00	1.00	0.04	0.55	0.55	0.07	0.16	0.16	0.07	0.17	0.17
Sat Flow, veh/h	1682	1589	188	1725	1506	220	1739	589	1036	1781	1321	440
Grp Volume(v), veh/h	37	0	822	81	0	470	117	0	240	123	0	116
Grp Sat Flow(s),veh/h/ln	1682	0	1777	1725	0	1727	1739	0	1625	1781	0	1761
Q Serve(g_s), s	1.1	0.0	0.0	2.4	0.0	18.7	6.1	0.0	15.9	6.2	0.0	6.5
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.4	0.0	18.7	6.1	0.0	15.9	6.2	0.0	6.5
Prop In Lane	1.00		0.11	1.00		0.13	1.00		0.64	1.00		0.25
Lane Grp Cap(c), veh/h	444	0	901	464	0	942	324	0	267	218	0	293
V/C Ratio(X)	0.08	0.00	0.91	0.17	0.00	0.50	0.36	0.00	0.90	0.56	0.00	0.40
Avail Cap(c_a), veh/h	599	0	901	557	0	942	397	0	288	290	0	312
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.00	0.81	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	11.8	0.0	15.6	34.6	0.0	45.1	35.6	0.0	40.9
Incr Delay (d2), s/veh	0.0	0.0	12.7	0.1	0.0	1.9	0.3	0.0	26.3	0.8	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	0.4	0.0	3.2	0.9	0.0	7.2	2.6	0.0	8.3	2.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	12.7	11.8	0.0	17.5	34.9	0.0	71.4	36.5	0.0	41.3
LnGrp LOS	B	A	B	B	A	B	C	A	E	D	A	D
Approach Vol, veh/h		859			551			357			239	
Approach Delay, s/veh		12.7			16.7			59.4			38.8	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	61.8	12.6	23.6	7.9	66.0	12.4	23.8
Change Period (Y+Rc), s	7.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	44.0	12.5	19.5	13.5	44.0	12.5	19.5
Max Q Clear Time (g_c+I1), s	4.4	2.0	8.2	17.9	3.1	20.7	8.1	8.5
Green Ext Time (p_c), s	0.0	14.4	0.0	0.1	0.0	5.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	530	1	21	298	195	2	7	20	220	15	28
Future Volume (veh/h)	27	530	1	21	298	195	2	7	20	220	15	28
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	1841	1870	1870	1752	1826	1856	1870	1693	1752	1841	1796	1796
Adj Flow Rate, veh/h	29	564	1	22	317	207	2	7	21	234	16	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	2	2	10	5	3	2	14	10	4	7	7
Cap, veh/h	660	1191	2	484	653	427	87	264	289	324	109	204
Arrive On Green	0.03	0.64	0.64	0.04	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	1866	3	1668	1031	673	241	1361	1485	1360	559	1048
Grp Volume(v), veh/h	29	0	565	22	0	524	9	0	21	234	0	46
Grp Sat Flow(s),veh/h/ln	1753	0	1870	1668	0	1705	1602	0	1485	1360	0	1608
Q Serve(g_s), s	0.6	0.0	17.2	0.5	0.0	0.0	0.0	0.0	1.3	18.5	0.0	2.6
Cycle Q Clear(g_c), s	0.6	0.0	17.2	0.5	0.0	0.0	0.5	0.0	1.3	19.0	0.0	2.6
Prop In Lane	1.00		0.00	1.00		0.40	0.22		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	660	0	1193	484	0	1080	351	0	289	324	0	312
V/C Ratio(X)	0.04	0.00	0.47	0.05	0.00	0.49	0.03	0.00	0.07	0.72	0.00	0.15
Avail Cap(c_a), veh/h	892	0	1193	712	0	1080	509	0	439	461	0	475
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.89	0.00	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	10.3	7.7	0.0	0.0	35.9	0.0	36.2	43.6	0.0	36.8
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	1.3	0.0	0.1
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	0.0	6.5	0.2	0.0	0.4	0.2	0.0	0.5	6.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.0	11.7	7.7	0.0	1.4	35.9	0.0	36.3	44.9	0.0	36.8
LnGrp LOS	A	A	B	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		594			546			30			280	
Approach Delay, s/veh		11.4			1.6			36.1			43.6	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	75.7		26.9	6.9	76.2		26.9				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	17.5	44.0		32.5	17.5	44.0		32.5				
Max Q Clear Time (g_c+I1), s	2.6	2.0		3.3	2.5	19.2		21.0				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.0	6.8		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

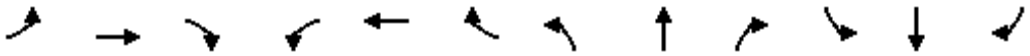
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	609	57	12	282	32	35
Future Vol, veh/h	609	57	12	282	32	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	2	2	9	2	2
Mvmt Flow	700	66	14	324	37	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	766	0	1085	733
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	847	-	240	421
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	847	-	235	421
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	698	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	306	-	-	847	-
HCM Lane V/C Ratio	0.252	-	-	0.016	-
HCM Control Delay (s)	20.7	-	-	9.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	423	113	95	581	65	134	72	78	92	73	49
Future Volume (veh/h)	48	423	113	95	581	65	134	72	78	92	73	49
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	1841	1870	1841	1870	1870	1870	1870	1870	1841	1856	1870	1796
Adj Flow Rate, veh/h	49	432	115	97	593	66	137	73	80	94	74	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	2	4	2	2	2	2	2	4	3	2	7
Cap, veh/h	417	807	215	630	996	111	244	93	101	208	94	63
Arrive On Green	0.07	1.00	1.00	0.04	0.60	0.60	0.09	0.11	0.11	0.06	0.09	0.09
Sat Flow, veh/h	1753	1423	379	1781	1653	184	1781	816	894	1767	1041	703
Grp Volume(v), veh/h	49	0	547	97	0	659	137	0	153	94	0	124
Grp Sat Flow(s),veh/h/ln	1753	0	1802	1781	0	1837	1781	0	1709	1767	0	1744
Q Serve(g_s), s	1.2	0.0	0.0	2.5	0.0	24.5	7.5	0.0	9.6	5.2	0.0	7.7
Cycle Q Clear(g_c), s	1.2	0.0	0.0	2.5	0.0	24.5	7.5	0.0	9.6	5.2	0.0	7.7
Prop In Lane	1.00		0.21	1.00		0.10	1.00		0.52	1.00		0.40
Lane Grp Cap(c), veh/h	417	0	1022	630	0	1107	244	0	194	208	0	157
V/C Ratio(X)	0.12	0.00	0.53	0.15	0.00	0.60	0.56	0.00	0.79	0.45	0.00	0.79
Avail Cap(c_a), veh/h	571	0	1022	723	0	1107	294	0	303	299	0	309
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.00	0.92	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	8.8	0.0	13.5	40.7	0.0	47.5	42.0	0.0	49.0
Incr Delay (d2), s/veh	0.0	0.0	1.8	0.0	0.0	2.4	0.8	0.0	3.0	0.6	0.0	3.3
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	0.4	0.0	0.5	0.9	0.0	9.5	3.3	0.0	4.2	2.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	1.8	8.9	0.0	15.9	41.5	0.0	50.5	42.6	0.0	52.4
LnGrp LOS	B	A	A	A	A	B	D	A	D	D	A	D
Approach Vol, veh/h		596			756			290			218	
Approach Delay, s/veh		2.6			15.0			46.2			48.1	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	68.4	11.4	18.0	8.4	72.3	13.9	15.4
Change Period (Y+Rc), s	7.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	44.0	12.5	19.5	13.5	44.0	12.5	19.5
Max Q Clear Time (g_c+I1), s	4.5	2.0	7.2	11.6	3.2	26.5	9.5	9.7
Green Ext Time (p_c), s	0.0	7.8	0.0	0.3	0.0	7.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	379	4	101	621	93	10	40	69	127	30	41
Future Volume (veh/h)	17	379	4	101	621	93	10	40	69	127	30	41
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	18	399	4	106	654	98	11	42	73	134	32	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	570	1223	12	701	1090	163	72	234	237	224	108	145
Arrive On Green	0.02	0.66	0.66	0.09	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	1848	19	1781	1589	238	216	1565	1585	1277	723	972
Grp Volume(v), veh/h	18	0	403	106	0	752	53	0	73	134	0	75
Grp Sat Flow(s),veh/h/ln	1781	0	1867	1781	0	1827	1781	0	1585	1277	0	1695
Q Serve(g_s), s	0.4	0.0	10.2	2.1	0.0	0.0	0.0	0.0	4.5	11.3	0.0	4.3
Cycle Q Clear(g_c), s	0.4	0.0	10.2	2.1	0.0	0.0	2.7	0.0	4.5	14.0	0.0	4.3
Prop In Lane	1.00		0.01	1.00		0.13	0.21		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	570	0	1235	701	0	1254	305	0	237	224	0	253
V/C Ratio(X)	0.03	0.00	0.33	0.15	0.00	0.60	0.17	0.00	0.31	0.60	0.00	0.30
Avail Cap(c_a), veh/h	819	0	1235	907	0	1254	557	0	468	411	0	501
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.78	0.00	0.78	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	0.0	8.0	5.3	0.0	0.0	41.0	0.0	41.7	47.1	0.0	41.6
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.0	0.0	1.7	0.1	0.0	0.3	0.9	0.0	0.2
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	0.1	0.0	3.7	0.6	0.0	0.6	1.3	0.0	1.8	3.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.7	0.0	8.7	5.4	0.0	1.7	41.1	0.0	42.0	48.0	0.0	41.9
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		421			858			126			209	
Approach Delay, s/veh		8.6			2.1			41.6			45.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	81.5		21.9	9.3	78.8		21.9				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	17.5	44.0		32.5	17.5	44.0		32.5				
Max Q Clear Time (g_c+I1), s	2.4	2.0		6.5	4.1	12.2		16.0				
Green Ext Time (p_c), s	0.0	12.4		0.3	0.1	4.8		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

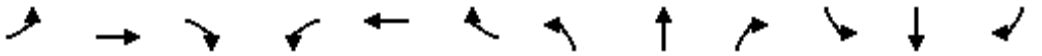
Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	336	19	22	545	45	19
Future Vol, veh/h	336	19	22	545	45	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	346	20	23	562	46	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	366	0	964	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1193	-	283	688
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1193	-	275	688
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	528	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	335	-	-	1193	-
HCM Lane V/C Ratio	0.197	-	-	0.019	-
HCM Control Delay (s)	18.4	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	713	91	77	367	57	160	91	144	120	86	27
Future Volume (veh/h)	35	713	91	77	367	57	160	91	144	120	86	27
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	1767	1811	1811	1811	1767	1856	1826	1811	1870	1870	1841	1870
Adj Flow Rate, veh/h	41	829	106	90	427	66	186	106	167	140	100	31
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	9	6	6	6	9	3	5	6	2	2	4	2
Cap, veh/h	402	762	97	139	779	120	356	112	177	226	207	64
Arrive On Green	0.06	0.97	0.97	0.04	0.52	0.52	0.11	0.18	0.18	0.08	0.15	0.15
Sat Flow, veh/h	1682	1574	201	1725	1494	231	1739	633	998	1781	1348	418
Grp Volume(v), veh/h	41	0	935	90	0	493	186	0	273	140	0	131
Grp Sat Flow(s),veh/h/ln	1682	0	1775	1725	0	1725	1739	0	1631	1781	0	1766
Q Serve(g_s), s	1.3	0.0	53.2	2.9	0.0	21.1	9.7	0.0	18.2	7.2	0.0	7.5
Cycle Q Clear(g_c), s	1.3	0.0	53.2	2.9	0.0	21.1	9.7	0.0	18.2	7.2	0.0	7.5
Prop In Lane	1.00		0.11	1.00		0.13	1.00		0.61	1.00		0.24
Lane Grp Cap(c), veh/h	402	0	859	139	0	899	356	0	289	226	0	271
V/C Ratio(X)	0.10	0.00	1.09	0.65	0.00	0.55	0.52	0.00	0.94	0.62	0.00	0.48
Avail Cap(c_a), veh/h	554	0	859	230	0	899	368	0	289	281	0	313
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.00	0.74	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	1.8	25.9	0.0	17.6	33.9	0.0	44.7	36.1	0.0	42.6
Incr Delay (d2), s/veh	0.0	0.0	53.9	1.9	0.0	2.4	0.5	0.0	37.7	1.0	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	0.5	0.0	13.5	1.1	0.0	8.2	4.1	0.0	10.2	3.1	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	55.6	27.8	0.0	20.0	34.4	0.0	82.4	37.1	0.0	43.1
LnGrp LOS	B	A	F	C	A	C	C	A	F	D	A	D
Approach Vol, veh/h		976			583			459			271	
Approach Delay, s/veh		53.9			21.2			63.0			40.0	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	59.2	13.6	25.0	8.1	63.4	16.2	22.4
Change Period (Y+Rc), s	7.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	44.0	12.5	19.5	13.5	44.0	12.5	19.5
Max Q Clear Time (g_c+I1), s	4.9	55.2	9.2	20.2	3.3	23.1	11.7	9.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	45.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	610	1	23	357	213	2	8	22	240	16	31
Future Volume (veh/h)	30	610	1	23	357	213	2	8	22	240	16	31
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	1841	1870	1870	1752	1826	1856	1870	1693	1752	1841	1796	1796
Adj Flow Rate, veh/h	32	649	1	24	380	227	2	9	23	255	17	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	2	2	10	5	3	2	14	10	4	7	7
Cap, veh/h	608	1157	2	410	659	394	78	303	313	345	115	224
Arrive On Green	0.03	0.62	0.62	0.05	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1753	1867	3	1668	1071	640	187	1434	1485	1355	546	1060
Grp Volume(v), veh/h	32	0	650	24	0	607	11	0	23	255	0	50
Grp Sat Flow(s),veh/h/ln	1753	0	1870	1668	0	1711	1621	0	1485	1355	0	1606
Q Serve(g_s), s	0.7	0.0	22.3	0.6	0.0	0.0	0.0	0.0	1.4	20.2	0.0	2.8
Cycle Q Clear(g_c), s	0.7	0.0	22.3	0.6	0.0	0.0	0.6	0.0	1.4	20.8	0.0	2.8
Prop In Lane	1.00		0.00	1.00		0.37	0.18		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	608	0	1159	410	0	1052	381	0	313	345	0	339
V/C Ratio(X)	0.05	0.00	0.56	0.06	0.00	0.58	0.03	0.00	0.07	0.74	0.00	0.15
Avail Cap(c_a), veh/h	837	0	1159	636	0	1052	514	0	439	459	0	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.84	0.00	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	0.0	12.2	9.3	0.0	0.0	34.5	0.0	34.8	42.7	0.0	35.3
Incr Delay (d2), s/veh	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	2.7	0.0	0.1
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	0.0	8.7	0.2	0.0	0.6	0.2	0.0	0.5	6.9	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.0	14.1	9.3	0.0	1.9	34.5	0.0	34.8	45.4	0.0	35.4
LnGrp LOS	A	A	B	A	A	A	C	A	C	D	A	D
Approach Vol, veh/h		682			631			34			305	
Approach Delay, s/veh		13.8			2.2			34.7			43.7	
Approach LOS		B			A			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	73.7		28.7	7.1	74.2		28.7				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	17.5	44.0		32.5	17.5	44.0		32.5				
Max Q Clear Time (g_c+I1), s	2.7	2.0		3.4	2.6	24.3		22.8				
Green Ext Time (p_c), s	0.0	9.2		0.1	0.0	7.3		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		15.3	
HCM 6th LOS		B	

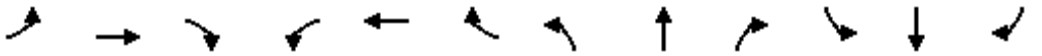
Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	62	13	339	35	38
Future Vol, veh/h	697	62	13	339	35	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	2	2	9	2	2
Mvmt Flow	801	71	15	390	40	44

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	872	0	1257	837
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	773	-	189	367
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	773	-	184	367
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	-	-	773	-
HCM Lane V/C Ratio	0.337	-	-	0.019	-
HCM Control Delay (s)	26.6	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	480	131	104	619	71	188	86	85	105	84	54
Future Volume (veh/h)	52	480	131	104	619	71	188	86	85	105	84	54
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	1841	1870	1841	1870	1870	1870	1870	1870	1841	1856	1870	1796
Adj Flow Rate, veh/h	53	490	134	106	632	72	192	88	87	107	86	55
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	2	4	2	2	2	2	2	4	3	2	7
Cap, veh/h	347	752	206	569	934	106	289	122	121	241	106	68
Arrive On Green	0.07	1.00	1.00	0.04	0.57	0.57	0.11	0.14	0.14	0.07	0.10	0.10
Sat Flow, veh/h	1753	1414	387	1781	1649	188	1781	863	853	1767	1066	682
Grp Volume(v), veh/h	53	0	624	106	0	704	192	0	175	107	0	141
Grp Sat Flow(s),veh/h/ln	1753	0	1800	1781	0	1836	1781	0	1717	1767	0	1748
Q Serve(g_s), s	1.5	0.0	0.0	3.0	0.0	29.6	10.2	0.0	10.7	5.9	0.0	8.7
Cycle Q Clear(g_c), s	1.5	0.0	0.0	3.0	0.0	29.6	10.2	0.0	10.7	5.9	0.0	8.7
Prop In Lane	1.00		0.21	1.00		0.10	1.00		0.50	1.00		0.39
Lane Grp Cap(c), veh/h	347	0	958	569	0	1040	289	0	243	241	0	174
V/C Ratio(X)	0.15	0.00	0.65	0.19	0.00	0.68	0.66	0.00	0.72	0.44	0.00	0.81
Avail Cap(c_a), veh/h	498	0	958	661	0	1040	294	0	304	319	0	310
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.90	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	10.5	0.0	16.8	37.3	0.0	45.1	40.6	0.0	48.5
Incr Delay (d2), s/veh	0.1	0.0	3.1	0.1	0.0	3.5	4.3	0.0	4.0	0.5	0.0	3.4
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	0.5	0.0	0.8	1.1	0.0	12.1	4.7	0.0	4.8	2.6	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	0.0	3.1	10.6	0.0	20.3	41.6	0.0	49.2	41.1	0.0	51.9
LnGrp LOS	B	A	A	B	A	C	D	A	D	D	A	D
Approach Vol, veh/h		677			810			367			248	
Approach Delay, s/veh		3.9			19.0			45.2			47.2	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	64.5	12.1	21.1	8.5	68.3	16.7	16.5
Change Period (Y+Rc), s	7.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	44.0	12.5	19.5	13.5	44.0	12.5	19.5
Max Q Clear Time (g_c+I1), s	5.0	2.0	7.9	12.7	3.5	31.6	12.2	10.7
Green Ext Time (p_c), s	0.0	9.4	0.0	0.3	0.0	6.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	439	4	110	705	102	11	44	75	139	33	45
Future Volume (veh/h)	19	439	4	110	705	102	11	44	75	139	33	45
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	20	462	4	116	742	107	12	46	79	146	35	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	1201	10	637	1074	155	75	252	256	236	117	157
Arrive On Green	0.02	0.65	0.65	0.09	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1851	16	1781	1598	230	222	1555	1585	1266	724	972
Grp Volume(v), veh/h	20	0	466	116	0	849	58	0	79	146	0	82
Grp Sat Flow(s),veh/h/ln	1781	0	1867	1781	0	1829	1777	0	1585	1266	0	1695
Q Serve(g_s), s	0.4	0.0	12.9	2.4	0.0	0.0	0.0	0.0	4.8	12.4	0.0	4.7
Cycle Q Clear(g_c), s	0.4	0.0	12.9	2.4	0.0	0.0	3.0	0.0	4.8	15.4	0.0	4.7
Prop In Lane	1.00		0.01	1.00		0.13	0.21		1.00	1.00		0.57
Lane Grp Cap(c), veh/h	524	0	1211	637	0	1229	327	0	256	236	0	274
V/C Ratio(X)	0.04	0.00	0.38	0.18	0.00	0.69	0.18	0.00	0.31	0.62	0.00	0.30
Avail Cap(c_a), veh/h	770	0	1211	842	0	1229	557	0	468	406	0	501
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.68	0.00	0.68	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	0.0	9.1	6.1	0.0	0.0	39.9	0.0	40.7	46.5	0.0	40.6
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	2.2	0.1	0.0	0.3	1.0	0.0	0.2
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	0.1	0.0	4.8	0.7	0.0	0.7	1.4	0.0	1.9	3.9	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	0.0	10.0	6.1	0.0	2.2	40.0	0.0	40.9	47.5	0.0	40.8
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		486			965			137			228	
Approach Delay, s/veh		9.8			2.7			40.5			45.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	79.9		23.3	9.4	77.3		23.3				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	17.5	44.0		32.5	17.5	44.0		32.5				
Max Q Clear Time (g_c+I1), s	2.4	2.0		6.8	4.4	14.9		17.4				
Green Ext Time (p_c), s	0.0	15.2		0.3	0.1	5.6		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

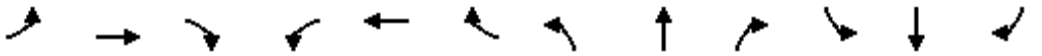
Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	392	21	24	622	49	21
Future Vol, veh/h	392	21	24	622	49	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	404	22	25	641	51	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	426	0	1106	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	691	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1133	-	233	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	497	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1133	-	225	637
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	480	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	279	-	-	1133	-
HCM Lane V/C Ratio	0.259	-	-	0.022	-
HCM Control Delay (s)	22.3	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	747	91	79	379	57	160	94	151	120	87	27
Future Volume (veh/h)	35	747	91	79	379	57	160	94	151	120	87	27
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	1767	1811	1811	1811	1767	1856	1826	1811	1870	1870	1841	1870
Adj Flow Rate, veh/h	41	869	106	92	441	66	186	109	176	140	101	31
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	9	6	6	6	9	3	5	6	2	2	4	2
Cap, veh/h	392	766	93	139	783	117	355	111	178	216	207	64
Arrive On Green	0.06	0.97	0.97	0.04	0.52	0.52	0.11	0.18	0.18	0.08	0.15	0.15
Sat Flow, veh/h	1682	1583	193	1725	1501	225	1739	623	1007	1781	1351	415
Grp Volume(v), veh/h	41	0	975	92	0	507	186	0	285	140	0	132
Grp Sat Flow(s),veh/h/ln	1682	0	1776	1725	0	1726	1739	0	1630	1781	0	1766
Q Serve(g_s), s	1.3	0.0	53.2	2.9	0.0	21.9	9.7	0.0	19.2	7.2	0.0	7.5
Cycle Q Clear(g_c), s	1.3	0.0	53.2	2.9	0.0	21.9	9.7	0.0	19.2	7.2	0.0	7.5
Prop In Lane	1.00		0.11	1.00		0.13	1.00		0.62	1.00		0.23
Lane Grp Cap(c), veh/h	392	0	859	139	0	900	355	0	289	216	0	271
V/C Ratio(X)	0.10	0.00	1.13	0.66	0.00	0.56	0.52	0.00	0.99	0.65	0.00	0.49
Avail Cap(c_a), veh/h	544	0	859	230	0	900	367	0	289	271	0	313
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.00	0.72	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	1.8	25.9	0.0	17.8	33.9	0.0	45.1	36.1	0.0	42.6
Incr Delay (d2), s/veh	0.0	0.0	71.3	2.0	0.0	2.5	0.5	0.0	48.9	1.7	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	0.5	0.0	17.7	1.1	0.0	8.6	4.1	0.0	11.5	3.2	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	73.0	27.9	0.0	20.4	34.5	0.0	94.1	37.8	0.0	43.1
LnGrp LOS	B	A	F	C	A	C	C	A	F	D	A	D
Approach Vol, veh/h		1016			599			471			272	
Approach Delay, s/veh		70.7			21.5			70.5			40.4	
Approach LOS		E			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	59.2	13.6	25.0	8.1	63.4	16.2	22.4
Change Period (Y+Rc), s	7.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	44.0	12.5	19.5	13.5	44.0	12.5	19.5
Max Q Clear Time (g_c+I1), s	4.9	55.2	9.2	21.2	3.3	23.9	11.7	9.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	644	1	23	369	213	2	8	22	240	16	32
Future Volume (veh/h)	33	644	1	23	369	213	2	8	22	240	16	32
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	1841	1870	1870	1752	1826	1856	1870	1693	1752	1841	1796	1796
Adj Flow Rate, veh/h	35	685	1	24	393	227	2	9	23	255	17	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	2	2	10	5	3	2	14	10	4	7	7
Cap, veh/h	603	1157	2	388	666	385	78	303	313	345	113	226
Arrive On Green	0.03	0.62	0.62	0.05	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1753	1867	3	1668	1086	627	187	1434	1485	1355	535	1069
Grp Volume(v), veh/h	35	0	686	24	0	620	11	0	23	255	0	51
Grp Sat Flow(s),veh/h/ln	1753	0	1870	1668	0	1713	1621	0	1485	1355	0	1604
Q Serve(g_s), s	0.8	0.0	24.2	0.6	0.0	0.0	0.0	0.0	1.4	20.2	0.0	2.9
Cycle Q Clear(g_c), s	0.8	0.0	24.2	0.6	0.0	0.0	0.6	0.0	1.4	20.8	0.0	2.9
Prop In Lane	1.00		0.00	1.00		0.37	0.18		1.00	1.00		0.67
Lane Grp Cap(c), veh/h	603	0	1159	388	0	1051	381	0	313	345	0	339
V/C Ratio(X)	0.06	0.00	0.59	0.06	0.00	0.59	0.03	0.00	0.07	0.74	0.00	0.15
Avail Cap(c_a), veh/h	830	0	1159	614	0	1051	514	0	439	459	0	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.83	0.00	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	0.0	12.6	9.7	0.0	0.0	34.5	0.0	34.8	42.7	0.0	35.4
Incr Delay (d2), s/veh	0.0	0.0	2.2	0.0	0.0	2.0	0.0	0.0	0.0	2.7	0.0	0.1
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	0.0	9.5	0.2	0.0	0.6	0.2	0.0	0.5	6.9	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.1	0.0	14.8	9.7	0.0	2.0	34.5	0.0	34.8	45.4	0.0	35.4
LnGrp LOS	A	A	B	A	A	A	C	A	C	D	A	D
Approach Vol, veh/h		721			644			34			306	
Approach Delay, s/veh		14.4			2.3			34.7			43.7	
Approach LOS		B			A			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	73.5		28.7	7.1	74.2		28.7				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	17.5	44.0		32.5	17.5	44.0		32.5				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.4	2.6	26.2		22.8				
Green Ext Time (p_c), s	0.0	9.5		0.1	0.0	7.3		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	728	62	15	350	35	45
Future Vol, veh/h	728	62	15	350	35	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	2	2	9	2	2
Mvmt Flow	837	71	17	402	40	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	908	0	1309	873
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	436	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	750	-	176	349
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	750	-	171	349
Mov Cap-2 Maneuver	-	-	-	-	171	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	29
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	240	-	-	750	-
HCM Lane V/C Ratio	0.383	-	-	0.023	-
HCM Control Delay (s)	29	-	-	9.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	753	7	11	369	20	31
Future Vol, veh/h	753	7	11	369	20	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	2	2	8	2	2
Mvmt Flow	856	8	13	419	23	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	864	0	1305	860
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	445	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	779	-	177	356
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	779	-	173	356
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	779	-
HCM Lane V/C Ratio	0.23	-	-	0.016	-
HCM Control Delay (s)	23.5	-	-	9.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

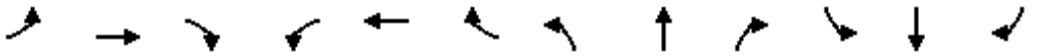
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	51	0	0	18	0
Future Vol, veh/h	0	51	0	0	18	0
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	0	0	20	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	40	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	972	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	972	-	-	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	503	131	112	658	71	188	88	90	105	88	54
Future Volume (veh/h)	52	503	131	112	658	71	188	88	90	105	88	54
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	1841	1870	1841	1870	1870	1870	1870	1870	1841	1856	1870	1796
Adj Flow Rate, veh/h	53	513	134	114	671	72	192	90	92	107	90	55
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	2	4	2	2	2	2	2	4	3	2	7
Cap, veh/h	319	754	197	561	937	101	289	122	124	237	111	68
Arrive On Green	0.07	1.00	1.00	0.05	0.56	0.56	0.11	0.14	0.14	0.07	0.10	0.10
Sat Flow, veh/h	1753	1429	373	1781	1660	178	1781	848	867	1767	1087	664
Grp Volume(v), veh/h	53	0	647	114	0	743	192	0	182	107	0	145
Grp Sat Flow(s),veh/h/ln	1753	0	1803	1781	0	1838	1781	0	1714	1767	0	1751
Q Serve(g_s), s	1.5	0.0	0.0	3.2	0.0	32.5	10.2	0.0	11.2	5.9	0.0	8.9
Cycle Q Clear(g_c), s	1.5	0.0	0.0	3.2	0.0	32.5	10.2	0.0	11.2	5.9	0.0	8.9
Prop In Lane	1.00		0.21	1.00		0.10	1.00		0.51	1.00		0.38
Lane Grp Cap(c), veh/h	319	0	951	561	0	1038	289	0	246	237	0	178
V/C Ratio(X)	0.17	0.00	0.68	0.20	0.00	0.72	0.67	0.00	0.74	0.45	0.00	0.81
Avail Cap(c_a), veh/h	470	0	951	649	0	1038	294	0	304	316	0	310
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.00	0.89	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	10.7	0.0	17.5	37.1	0.0	45.1	40.5	0.0	48.4
Incr Delay (d2), s/veh	0.1	0.0	3.5	0.1	0.0	4.2	4.4	0.0	5.2	0.5	0.0	3.4
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	0.5	0.0	0.9	1.2	0.0	13.4	4.7	0.0	5.1	2.6	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	3.5	10.7	0.0	21.7	41.5	0.0	50.4	41.0	0.0	51.8
LnGrp LOS	B	A	A	B	A	C	D	A	D	D	A	D
Approach Vol, veh/h		700			857			374			252	
Approach Delay, s/veh		4.3			20.3			45.8			47.2	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	64.0	12.1	21.3	8.5	68.1	16.7	16.7
Change Period (Y+Rc), s	7.5	6.0	4.5	5.5	4.5	6.0	4.5	5.5
Max Green Setting (Gmax), s	10.5	44.0	12.5	19.5	13.5	44.0	12.5	19.5
Max Q Clear Time (g_c+I1), s	5.2	2.0	7.9	13.2	3.5	34.5	12.2	10.9
Green Ext Time (p_c), s	0.0	9.9	0.0	0.3	0.0	5.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	462	4	110	744	102	11	44	75	139	33	49
Future Volume (veh/h)	21	462	4	110	744	102	11	44	75	139	33	49
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	22	486	4	116	783	107	12	46	79	146	35	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	1201	10	619	1080	148	75	252	257	237	110	163
Arrive On Green	0.02	0.65	0.65	0.09	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1781	1852	15	1781	1611	220	222	1554	1585	1266	679	1009
Grp Volume(v), veh/h	22	0	490	116	0	890	58	0	79	146	0	87
Grp Sat Flow(s),veh/h/ln	1781	0	1868	1781	0	1831	1775	0	1585	1266	0	1689
Q Serve(g_s), s	0.5	0.0	13.8	2.4	0.0	0.0	0.0	0.0	4.8	12.4	0.0	5.0
Cycle Q Clear(g_c), s	0.5	0.0	13.8	2.4	0.0	0.0	3.0	0.0	4.8	15.4	0.0	5.0
Prop In Lane	1.00		0.01	1.00		0.12	0.21		1.00	1.00		0.60
Lane Grp Cap(c), veh/h	510	0	1211	619	0	1227	327	0	257	237	0	273
V/C Ratio(X)	0.04	0.00	0.40	0.19	0.00	0.73	0.18	0.00	0.31	0.62	0.00	0.32
Avail Cap(c_a), veh/h	754	0	1211	823	0	1227	556	0	468	406	0	499
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.64	0.00	0.64	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.0	0.0	9.2	6.2	0.0	0.0	39.9	0.0	40.7	46.5	0.0	40.7
Incr Delay (d2), s/veh	0.0	0.0	1.0	0.0	0.0	2.4	0.1	0.0	0.2	1.0	0.0	0.2
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	0.1	0.0	5.1	0.7	0.0	0.8	1.4	0.0	1.9	3.9	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	0.0	10.2	6.3	0.0	2.4	40.0	0.0	40.9	47.5	0.0	41.0
LnGrp LOS	A	A	B	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		512			1006			137			233	
Approach Delay, s/veh		10.0			2.9			40.5			45.1	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	79.7		23.3	9.4	77.3		23.3				
Change Period (Y+Rc), s	4.5	6.0		5.5	4.5	6.0		5.5				
Max Green Setting (Gmax), s	2.5	44.0		32.5	17.5	44.0		32.5				
Max Q Clear Time (g_c+I1), s	2.5	2.0		6.8	4.4	15.8		17.4				
Green Ext Time (p_c), s	0.0	16.4		0.3	0.1	5.9		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		12.8	
HCM 6th LOS		B	

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	413	21	32	657	49	26
Future Vol, veh/h	413	21	32	657	49	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	426	22	33	677	51	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	448	0	1180	437
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	743	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1112	-	210	620
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	200	620
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	447	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	24.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	261	-	-	1112	-
HCM Lane V/C Ratio	0.296	-	-	0.03	-
HCM Control Delay (s)	24.5	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	425	23	35	661	14	21
Future Vol, veh/h	425	23	35	661	14	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	434	23	36	674	14	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	457	0	1192	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	746	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1104	-	207	612
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1104	-	196	612
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	445	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	1104	-
HCM Lane V/C Ratio	0.108	-	-	0.032	-
HCM Control Delay (s)	17.2	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	35	0	0	58	0
Future Vol, veh/h	0	35	0	0	58	0
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	0	0	64	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	128	-	-	-	-	-
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	866	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	866	-	-	-	-	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

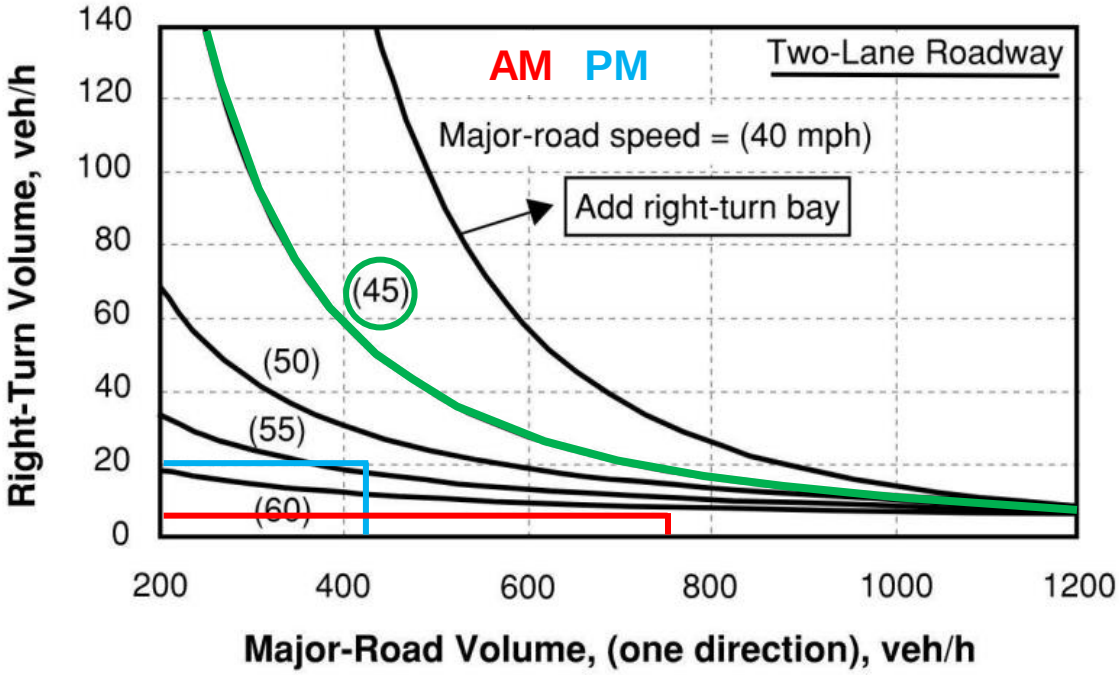
Turn Lane Warrants

TDOT Geometric Design Criteria

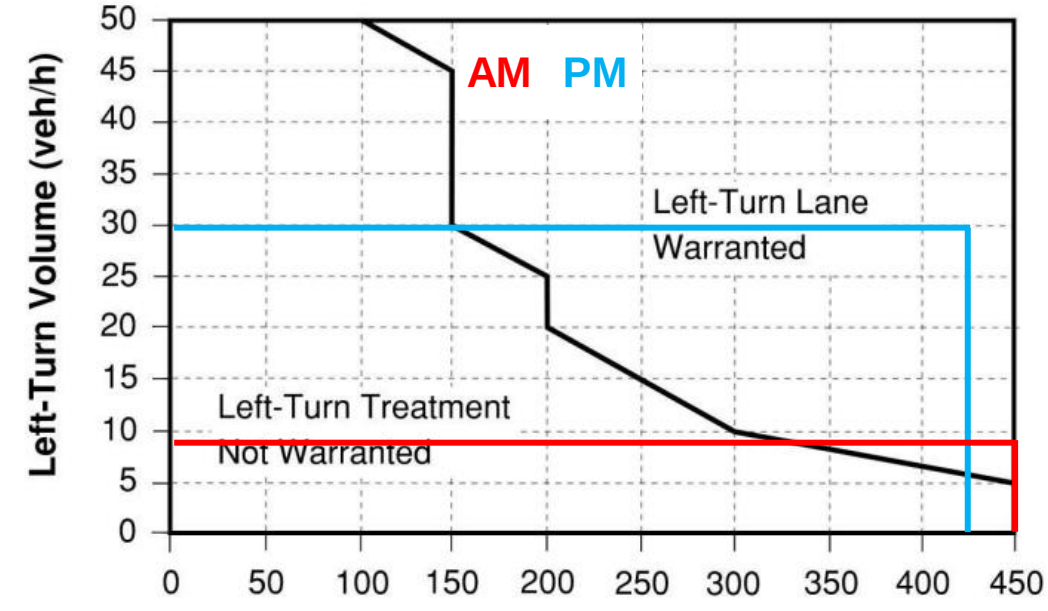
Trotwood Avenue at Foster Lane (Intersection 4)

Build 2025 Conditions

EBR Turn Lane Not Warranted



WBL Turn Lane Warranted



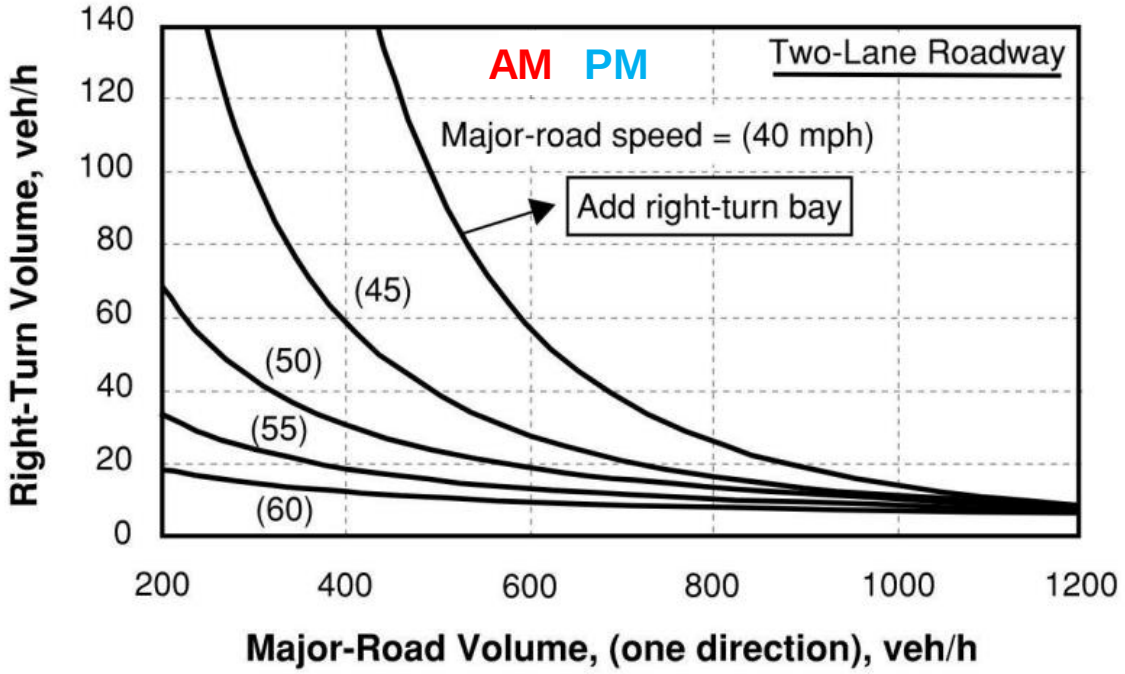
(a) Three-Leg Intersections

TDOT Geometric Design Criteria

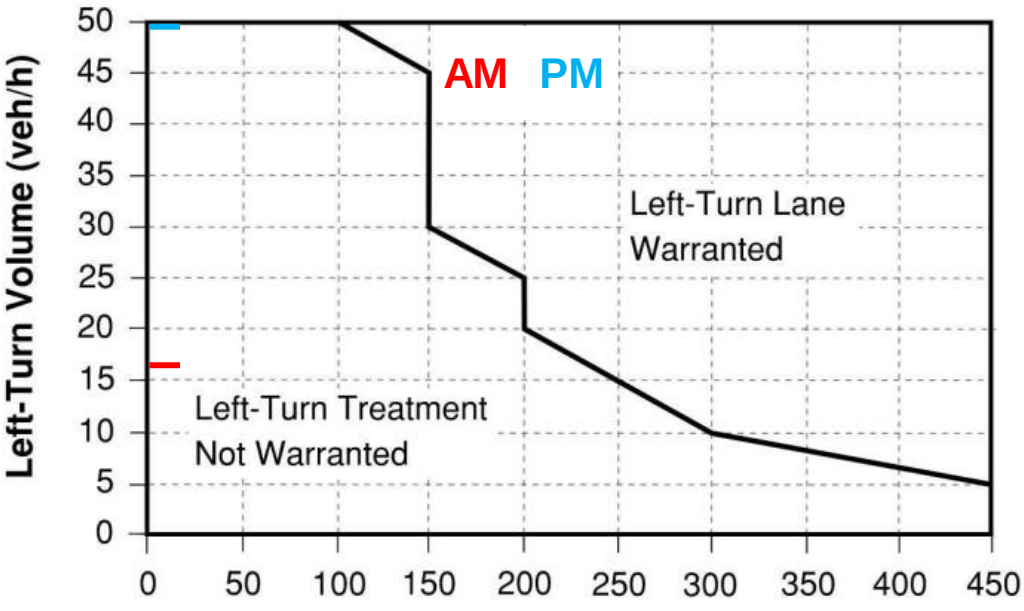
Foster Lane at Site Driveway A (Intersection 5)

Build 2025 Conditions

No NBR Turn Volume – NBR Turn Lane Not Warranted



No conflicting NB Volume - SBL Turn Lane Not Warranted



(a) Three-Leg Intersections

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

17 April 2024

Nathan McVey
111 Southeast Parkway Ct
Franklin, TN 37065

RE: Trotwood & Foster Lane; Map 112, Parcel 18.03

Nathan,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced development. Improvements to existing infrastructure may be necessary to satisfactorily convey the additional sanitary sewer flow from the proposed subject development. Any extension to the existing sewer infrastructure will be initiated by the owner/developer, reviewed by our department and approved by the State of Tennessee. The project must be advanced in accordance with local, state and federal rules, regulations and policies. Funding and construction of those improvements will remain the responsibility of the owner/developer. New customers will be required to pay all fees applicable at the time of connection. Any Final Plat approval and Dedication are both subject to installation and function, as determined by our Department. No detailed design plan for an extension of the sewer has been proposed at this time.

The preferred sanitary sewer route is via gravity with connection near Morgan Meadows. This connection is either to the sanitary sewer of Morgan Meadows or to the proposed sewer from the Old Zion development, depending upon total proposed flow from the basin. This route is an alternative to a Pump Station that pumps to Rockland Dr.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

CPWS

May 17, 2024
Ms. Allison Corolla El
T-Square Engineering
1329 West Main Street
Franklin, TN 37064
Sent via email: allison.corolla@t2-eng.com
RE: Water Availability Letter
Trotwood Subdivision – 124 Units
Trotwood Ave
Tax Map 112, Parcel 18.03
Columbia, Maury County, TN

Dear Ms. Corolla:

Columbia Power and Water Systems ("the Utility"/CPWS) is a municipal corporation authorized to provide water services in accordance with State law. CPWS has adopted rules, regulations, and standard operation procedures, prescribing the conditions under which CPWS will furnish water service. In addition, certain State laws delegate authority to the Tennessee Department of Environment and Conservation, various Planning Commissions and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies, water service will be made available on a first-come, first-served basis, subject to availability of all CPWS furnished equipment and materials appropriate for the development and provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development consists of 124 units. CPWS has evaluated the projected water demands for the proposed residential development in the water system hydraulic model and is able to meet a fire-flow capacity of 1,000 gpm at 20 psi while maintaining the existing level of service and pressures in this portion of the distribution system. CPWS can provide water for the proposed development according to the following requirements:

- Domestic waterline connections will be made to the existing 12-inch water main located on Trotwood and the existing 8-inch water main on Holly Berry Drive.

All of the above requirements are to be constructed and paid for by the Applicant and dedicated to CPWS once complete up to and including the meter. No construction of CPWS infrastructure shall be initiated until final construction plans have been approved by TDEC and all parties have fully executed a water service agreement.

Once you have received this Water Availability Letter, next steps in the process to obtain water service from CPWS are as follows:

- Provide site base CAD files in DWG format, including roads, lot lines, existing and proposed contours, and other existing and proposed utilities, for use in development of water construction drawings.
- Remit to CPWS new water service fees:

New Water Service Fee: $1,500 + $370 per SFU (124 SFUs)	$47,380.00

- CPWS will then develop water construction drawings and submit to TDEC for approval. Upon approval by TDEC and payment of meter and impact fees by the applicant, applicant may then schedule a pre-construction meeting with CPWS. Pre-construction meeting will not be scheduled until fees are paid in full or surety is provided in lieu of full payment. Final meter and impact fees are subject to change based on final design and meter size determination. Meter fees are subject to change based on market costs at time of purchase. Meters will not be set until meter and impact fees are paid.

Meter Fee: $540 per 3/4" meter (124 meters)	$66,960.00
Impact Fee: $4,500 per 3/4" meter (124 meters)	$558,000.00
Total Meter and Impact Fees Due =	**$624,960.00**

- After the pre-construction meeting, CPWS will then issue a formal notice to proceed. No construction of CPWS infrastructure may take place prior to the pre-construction meeting.
- Applicant is then required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure.

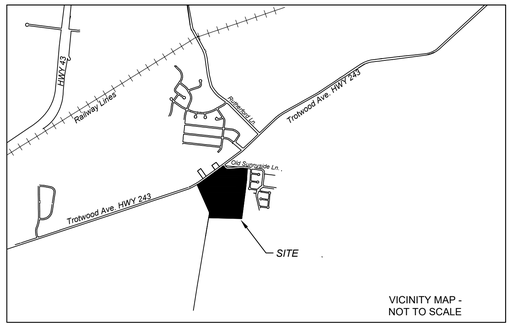
If you have any questions, please feel free to contact me at 423-774-0349 or eric.king@inflodesign.com. This letter is valid for one-hundred twenty (120) days from the date of this letter.

Sincerely,



Eric King, P.E.
Inflo Design Group, LLC
on behalf of Columbia Power and Water Systems

cc: Jonathan Hardin, CPWS
File 24-019



VICINITY MAP -
NOT TO SCALE

UTILITY DISCLAIMER:

Gresham Smith/Land surveyor does not guarantee accuracy of underground utility locations. Underground utilities shall not be relied upon without verification from proper utility authority having jurisdiction. Gresham Smith has not physically located the underground utilities, above grade and underground utilities shown were taken from visible appurtenances at the site, public records and /or maps prepared by others. Gresham Smith makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. Gresham Smith further does not warrant that the underground utilities are in the exact location indicated. Therefore reliance upon size and location of utilities shown shall be done so with this circumstance considered. Detailed verification of existence, location and depth must be made prior to any decisions relative thereto are made. Availability and cost of service should be confirmed with the appropriate utility authority. In Tennessee, it is a requirement, per "The Underground Utility Damage Prevention Act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) or more than then (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. TENNESSEE ONE CALL 811.

GENERAL NOTES

1. The property described and depicted hereon is **a portion** of the property described in the Commitment for Title Insurance issued by Fidelity National Title Insurance Company Commitment Number 20220860CTN with a Commitment Date of April 25, 2022 at 8:00 A.M.; and Commitment Number 20220859CTN with a Commitment Date of May 4,2022 at 8:00 a.m., and that all easements, covenants and restrictions referenced in said title commitment or apparent from a physical inspection of the site or otherwise known to me have been located hereon or otherwise noted as not located on said portion.
2. Said described property is located within an area having a Zone Designation X (areas determined to be outside the 0.2% annual chance floodplain) by the Federal Emergency Management Agency (FEMA), on Flood Insurance Rate Map No. 47119C0280E, with an effective date of April 16, 2007 for Community No. 475423 & 470123, in Maury County, State of Tennessee, which is the most current Flood Insurance Rate Map available at the time of survey.
3. No title opinion is expressed or implied.
4. The lines of the adjoiner's indicated hereon have not been surveyed and have been graphically depicted from a compilation of record data and GIS data.
5. This survey has been signed, sealed and dated digitally.
6. Utility lines shown hereon shall be considered approximate.
7. A portion of Old Sunnyside Lane was observed within the deeded subject property with no formal dedication or easement document known to Surveyor. Recovered monuments, possession, and adjacent plat right-of-ways indicate a 60' width, as shown hereon.
8. A portion of Foster Lane was observed along deeded subject property. Surveyor is uncertain if this is public right-of-way. Deed to parcel 17.00 (Record Book 2758, Page 851) calls for a 30' width. Prescriptive rights may exist.
9. A right-of-way width of 60' was assumed for Trotwood avenue (SR 243), based on recovered monuments and existing possession. No plans where available from TDOT at time of survey.

PARCEL DATA TABLE

PARCEL ID	OWNER	ADDRESS	LEGAL REFERENCE
MAP 112, PARCEL 18	KATHLEEN M. RODGERS	6031 TROTWOOD AVE, TN 38401	RECORD BOOK 2174, PAGE 1417, R.O.M.C.,TN
MAP 112, PARCEL 018.04	JAMES AND STACY GORE	0 TROTWOOD AVE, TN 38401	RECORD BOOK 2768, PAGE 163, R.O.M.C.,TN
MAP 112, PARCEL 018.05	KATHLEEN M. RODGERS	0 TROTWOOD AVE, TN 38401	RECORD BOOK 2768, PAGE 165, R.O.M.C.,TN
MAP 112, PARCEL 018.03	JAMES AND STACY GORE	0 TROTWOOD AVE, TN 38401	RECORD BOOK 2387, PAGE 455, R.O.M.C.,TN

PARCEL 18 TRACT 1	*449,744.274 SQ/FT*	*10.324 AC*
PARCEL 18 TRACT 1 REMNANT	*11,977.451 SQ/FT*	*0.275 AC*
PARCEL 18 TRACT 2	*329,822.723 SQ/FT*	*7.567 AC*
PARCEL 18 TRACT 2 REMNANT	*9,474.556 SQ/FT*	*0.217 AC*
PARCEL 18.03 TRACT I	*1,951,579.498 SQ/FT*	*44.802 AC*
PARCEL 18.04 TRACT II	*38,993.582 SQ/FT*	*0.895 AC*
PARCEL 18.05 (EXCLUDED FROM TITLE)	*108,084.002 SQ/FT*	*2.481 AC*

LEGEND

Benchmark		Water Meter	
(Set) 1/2" Diameter Rebar with Gresham Smith Cap		Water Valve	
(Found) Property Corner		Fire Hydrant	
Property Line		Sewer Manhole	
Adjacent Property Line		Sewer Clean-Out	
Easement Line		Power Pole	
—W—	Water Line	Guy Wire	
—SAN—	Sewer Line	Light Pole	
—G—	Gas Line	Mailbox	Mailbox
—OHE—	Overhead Electric Line	—x—x—	Fence (chainlink/woven wire)
—UGE—	Underground Electric Line	—o—o—o—o—	Fence (wood rail / privacy)
—UGF—	Underground Fiber Line	—o—	Sign - single post
	Electric Pull Box / Telephone Pedestal	—o—o	Sign - double post

SCHEDULE B, PART II
Exceptions from Fidelity National Title Insurance Company
Commitment No. 20220860CTN
Commitment Date: April 35, 2022, at 08:00AM

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met. **NONE KNOWN TO SURVEYOR AT TIME OF SURVEY.**
2. Rights or claims of parties in possession not shown by the public records. **RIGHTS OR CLAIMS NOT A SURVEY MATTER.**
3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. **IMPROVEMENTS EXIST ALONG AN NEAR PROPERTY LINES AS SHOWN HEREON.**
4. Easements, or claims of easements, not shown by the public records. **SEE GENERAL NOTE NO. 7.**
5. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records. **NOT A SURVEY MATTER.**
6. Taxes or special assessments which are not shown as existing liens by the public records. **NOT A SURVEY MATTER.**
7. If improvements are completed after January 1 of any year, and the law, pursuant to TCA 67-5-509 and TCA 67-5-603, requires supplemental assessment for the year in which improvements are completed, the company assumes no liability for taxes assessed by correction or supplemental assessment. **NOT A SURVEY MATTER.**
8. Taxes for the year 2021, a lien due and payable, and now delinquent. **NOT A SURVEY MATTER.**
9. Application for Greenbelt assessment - Agricultural of record in Book R2177, Page 653, in the Register's Office for Maury County, Tennessee. NOTE: The land has been classified as Greenbelt for assessment, levy and collection purposes and may be subjected to substantial rollback taxes as defined in Tennessee Code Annotated, Section 67-5-1001. **NOT A SURVEY MATTER.**
10. 150' TVA easement of record in Book 469, Page 388, in the Register's Office for Maury County, Tennessee. **DOCUMENT NOT PROVIDED TO SURVEYOR.**
11. Title to all oil, gas, minerals and gravel within and underlying the premises together with all mining rights and other rights, privileges, and immunities relating thereto, including but not limited to mineral rights as referenced in Book 469, page 388, in the Register's Office for Maury County, Tennessee. **SUBSURFACE RIGHTS ARE NOT A SURVEY MATTER.**
12. 60 feet right of Way of Old Sunnyside Lane. **AFFECTS SUBJECT PROPERTY, NO FORMAL DEDICATION DOCUMENT PROVIDED TO OR FOUND BY SURVEYOR.**
13. Acreage content of the subject property is not hereby insured. Reference to acreage is left in the description merely for convenience in identifying the tract. **ACREAGE AS SHOWN HEREON.**
14. No insurance is offered to title to that portion of the premises embraced within the bounds of any roads, streets, or highways. **ROAD, STREETS, HIGHWAYS AND TRAVELED WAYS AS SHOWN HEREON.**

DESCRIPTION PER COMMITMENT NO. 20220860CTN

Land situated in Maury County, Tennessee:

Tract 1:

Being and lying in the 9th Civil District of Maury County, Tennessee and lying East of Trotwood Avenue and North and South of old Sunnyside Lane, and being more particularly described as follows:
Beginning at an iron pin found in the intersection of the East R.O.W. of Trotwood Avenue and in the North of old Sunnyside Lane; said iron pin found being the Northwest corner of Celia Ridley and the Southwest corner of Tillman Knox; thence leaving said road with South boundary of Knox, South 82 degrees, 27 minutes, 43 seconds East for a distance of 171.74 feet to an iron pin set; said iron pin set being the true point of beginning, and the Northwest corner of the tract being described;
thence continuing with Knox, South 82 degrees, 27 minutes, 43 seconds East, passing an iron pin found and the Southeast corner of Knox, and the Southwest corner of TVA at 307.41 feet, in all a distance of 705.51 feet to a point in old Sunnyside lane; said point being the Northeast corner of the tract being described;
thence leaving said road, South 03 degrees, 33 minutes, 39 seconds West passing an iron pin set and the Northwest corner of hunters glen section 1 subdivision, lot 14 at 24.08 feet, and an iron pin found at 130.67 feet, in all a distance of 210.86 feet to an iron pin found; said iron pin found being the Southwest corner of lot 13 and Northwest corner of lot 12 of said subdivision;
thence with lots 12-9, South 03 degrees, 28 minutes, 28 seconds West for a distance of 264.98 feet to an iron pin found;
thence South 07 degrees, 34 minutes, 20 seconds West for a distance of 52.00 feet to an iron pin found; said iron pin found being the Southwest corner of lot 9, and Northwest corner of lot 8;
thence with lots 8 and 7, South 07 degrees, 49 minutes, 28 seconds West for a distance of 159.55 feet to an iron pin found; said iron pin found being the Southeast corner of the tract being described, the Southwest corner of lot 7, Northwest corner of lot 6, and the Northeast corner of Campbell Ridley;
thence with North boundary of Ridley, South 79 degrees, 10 minutes, 20 seconds West for a distance of 562.64 feet to an iron pin set; said iron pin set being the Southwest corner of the tract being described;
thence with a new Ridley division line, North 05 degrees, 45 minutes, 40 seconds West for a distance of 887.29 feet to the true point of beginning and containing 11.35 acres as surveyed by Kenneth Carroll, RLS Tennessee license number 1335, November 7, 2011. Being a portion of the same property conveyed to Kathleen M. Rogers, an unmarried by Warranty Deed from Celia James Ridley, an unmarried person and Campbell P. Ridley, Jr. of record in Book R2174, page 1417, Register's Office for Maury County, Tennessee, dated December 20, 2011 and recorded on December 30, 2011.

Tract 2:
Being and lying in the 9th Civil District of Maury County, Tennessee and lying East of and adjacent to Trotwood Avenue and North and South of Old Sunnyside lane, and being more particularly described as follows:

Beginning at an iron pin found in the intersection of the East R.O.W. of Trotwood Avenue and in the North of Old Sunnyside Lane; said iron pin found being the Northwest corner of the tract being described and the Southwest corner of Tillman Knox;
thence leaving said road with South boundary of Knox, South 82 degrees,27 minutes,43 seconds East for a distance of 171.74 feet to an iron pin set; said iron pin set being the Northeast corner of the tract being described;
thence leaving Knox with a new Ridley division line, South 05 degrees, 45 minutes, 40 seconds East for a distance of 887.29 feet to an iron pin set; said iron pin set being the Southeast corner of the tract being described, and the North boundary of Campbell Ridley; thence leaving said division line with North boundary of Campbell Ridley, South 79 degrees 10 minutes 20 seconds West for a distance of 170.07 feet to an iron pin set; thence North 39 degrees, 24 minutes, 06 seconds West for a distance of 250.84 feet to an iron pin set;
thence North 25 degrees, 35 minutes, 04 seconds West for a distance of 118.14 feet to an iron pin set;
thence North 43 degrees, 31 minutes, 44 seconds West for a distance of 68.58 feet to an iron pin set; thence North 65 degrees 23 minutes 45 seconds West for a distance of 438.35 feet to an iron pin set on the East R.O.W. of Trotwood Avenue; said iron pin set being the Southwest corner of the tract being described, and the Northwest corner of Ridley;
thence with East of said road, North 54 degrees 19 minutes 40 seconds East for a distance of 693.95 feet to the point of beginning and containing 9.00 acres as surveyed by Kenneth Carroll, RLS Tennessee license number 1335, November 7, 2011.

Being a portion of the same property conveyed to Kathy M. Rogers, an unmarried person by Warranty Deed from Celia James Ridley, an unmarried person and Campbell P. Ridley, Jr. of record in Book R2174, page 1402, Register's Office for Maury County, Tennessee, dated December 2-0, 2011 and recorded on December 30, 2011.

DESCRIPTION PER COMMITMENT NO. 20220859CTN

Tract I:

Being and lying in the Ninth Civil District of Maury County, Tennessee and lying southeast of and adjacent to Trotwood Avenue, and the east of and adjacent to Foster Lane, being more particularly described as follows:

Beginning at a point in the intersection of the center of Foster Lane and the South right-of-way of Trotwood Avenue; said point being the Western most Northwest corner of the tract being described, and the Northeast corner of Dobual Spring Creek Partners; thence with South right-of-way of Trotwood Avenue, North 58 degrees 05 minutes 48 seconds East for a distance of 117.93 feet;
thence North 55 degrees 0 minutes 00 seconds East for a distance of 96.57 feet;
thence North 54 degrees 16 minutes 31 seconds East for a distance of 128.36 feet;
thence North 54 degrees 03 minutes 18 seconds East for a distance of 159.93 feet;
thence North 53 degrees 48 minutes 18 seconds East for a distance of 90.80 feet to a iron pin found; said iron pin found being the Northern most Northwest corner of the tract being described, and the Southwest corner of Kathleen Rogers;
thence leaving said road with Rogers, South 65 degrees 23 minutes 45 seconds East for a distance of 438.37 feet to a iron pin found;
thence South 43 degrees 30 minutes 58 seconds East for a distance of 68.54 feet to a iron pin found;
thence South 25 degrees 35 minutes 04seconds East for a distance of 118.14 feet to a iron pin found;
thence South 39 degrees 24 minutes 06 seconds East for a distance of 250.84 feet to a iron pin found;
thence North 79 degrees 10 minutes 51 seconds East for a distance of 170.07 feet to a iron pin found;
thence North 79 degrees 10 minutes 51 seconds East, passing the center of a TVA Line at 175.46 feet, in all a distance of 562.94 feet to a iron pin found; said iron pin found being the Northeast corner of the tract being described, the Southeast corner of Rogers, and the Southwest corner of Lot 7 and the Northwest corner of Lot 6 of Hunters Glen SubdivisionSection 1;
thence with Lot 6, South 07 degrees 32 minutes 54 seconds West for a distance of 79.95 feet to a iron pin found; said iron pin found being the Southwest corner of Lot 6, and the Northwest corner of lot 5;
thence with Lot 5, South 07 degrees 31 minutes 24 seconds West for a distance of 147.83 feet to a iron pin found; said iron pin found being the Southwest corner of lot 5, and the Northwest corner of Lot 73 of Hunters Glen Subdivision, Section 2;
thence with Lot 73, South 07 degrees 31 minutes 24 seconds West for a distance of 124.98 feet to a iron pin found on the North right-of-way of Holly Berry Drive; said iron pin found being the Southwest corner of Lot 73;
thence crossing Holly Berry Drive, South 07 degrees 31minutes 24 seconds West for a distance of 40.01 feet to a iron pin found on the South right-of-way of said road; said iron pin found being the Northwest corner of Lot 78 of Hunters Glenn Subdivision Section 2;
thence with lot 78, South 07 degrees 31 minutes 24 seconds West for a distance of 110.02 feet to a iron pin found; said iron pin found being the Southwest corner of Lot 78, and the Northwest corner of lot 79;
thence with lot 79, South 07 degrees 31 minutes 24 seconds West for a distance of 110.00 feet to a iron pin found; said iron pin found being the Southwest corner of lot 79, and the Northwest corner of Lot 80;
thence with Lot 80, South 07 degrees 33 minutes 00 seconds West for a distance of 110.26 feet to a iron pin found; said iron pin found being the Southwest corner of Lot 80, and the Northern most Northwest corner of McBroom Family Partnership;
thence with McBroom Family Partnership, South 07 degrees 29 minutes 46 seconds West for a distance of 567.43 feet to a iron pin found; said iron pin found being the Southeast corner of the tract being described;
thence continuing with McBroom, North 87degrees 40 minutes 39 seconds West , passing the center of a TVA line at 384.70 feet, in all a distance of 1256.56 feet to a iron pin found in the center of Foster Lane; said iron pin found being the Southwest corner of the tract being described, the western most Northwest corner of McBroom Family Partnership, and the east boundary of Dobual Spring Creek Partners;
thence with center of Foster Lane and east boundary of Dobual Spring Creek Partners, North 07 degrees 49 minutes 54 seconds East for a distance of 190.70 feet to a point;
thence North 09 degrees 42 minutes 36 seconds West for a distance of 66.95 feet to a point;
thence North 23 degrees 30 minutes 49 seconds West for a distance of 146.94 feet to a point;
thence North 24 degrees 07 minutes 57 seconds West for a distance of 234.02 feet to a point;
thence North 24 degrees 19 minutes 52 seconds West for a distance of 516.42 feet to a point,
thence North 24 degrees 15 minutes 55 seconds West for a distance of 127.83 feet to a point;
thence North 19 degrees 32 minutes 05 seconds West for a distance of 98.88 feet to the point of beginning and containing 47.33 acres as surveyed by Kenneth Carroll, R.L.S. Tennessee License Number 1335, August 3, 2016.

Less and except that portion of the above property conveyed to Kathy M. Rogers by the Quitclaim Deed of record in Book R2768, Page 165, in the Register's Office Maury County, Tennessee.

Being a portion of the same property conveyed to James Gore and wife, Stacy Gore, by the Warranty Deed of record in Book R2387, Page 455, in the Register's Office for Maury County, Tennessee.

Tract II:

A tract of land located in Maury County, Tennessee. Being a portion of the Kathleen Rogers property as recorded in Deed Book R2174, page 1402 and 1417, Maury County, Tennessee, and being more particularly described as follows.

Beginning at an iron pin found with RLS No. 1335 cap at the Northwest corner of Kathleen Rogers property as recorded in Deed Book R2174, page 1402 and 1417, said point being the Northeast corner of James and Stacy Gore as recorded in Deed Book R2387, page 455;
Thence with the South margin of Trotwood Avenue, North 54 degrees 20 minutes 56 seconds East a distance of 217.26' to an iron pin set;
Thence severing the property of Kathleen Rogers, South 33 degrees 28 minutes 06 seconds East a distance of 357.15' to an iron pin set;
Thence with the east line of James and Stacy Gore as recorded in Deed Book R2387, page 455, North 65 degrees 21 minutes 41 seconds West a distance of 410.91' which is the point of beginning, having an area of 38,768.9 square feet, 0.89 acres.

Being the same property conveyed to James Gore and Stacy Gore, husband and wife, by the Quitclaim Deed of record in Book R2768, page 163, in the Register's Office for Maury County, Tennessee.

GPS NOTE

1. GPS field procedure-Real-Time Kinematic with Online Position User Service
2. Relative Positional Precision= <0.07 feet between tested pairs
3. Dates of Survey-06/17/22 thru 07/08/22
4. Horizontal Datum-Nad-83 (2011), Epoch-2010
   Vertical Datum-NAVD 88 (Geoid computed)
5. Fixed Control Stations- DJ9560 TN36 TDOT DISTRICT 36 CORS ARP
   DM3531 TN30 TDOT DISTRICT 30 CORS ARP
   DM4145 TN39 TDOT DISTRICT 39 CORS ARP
6. Geoid Model-Geoid 18
7. Combined Grid Factor- 0.9999910
   GPS observations were scaled by the inverse factor to achieve ground distances.

SCHEDULE B, PART II
Exceptions from Fidelity National Title Insurance Company
Commitment No. 20220859CTN
Commitment Date: May 04, 2022, at 08:00AM

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met. **NONE KNOWN TO SURVEYOR AT TIME OF SURVEY. SEE GENERAL NOTE NO. 7 & 8.**
2. Rights or claims of parties in possession not shown by the public records. **RIGHTS OR CLAIMS NOT A SURVEY MATTER.**
3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. **IMPROVEMENTS EXIST ALONG AN NEAR PROPERTY LINES AS SHOWN HEREON.**
4. Easements, or claims of easements, not shown by the public records. **SEE GENERAL NOTE NO. 7 & 8.**
5. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records. **NOT A SURVEY MATTER.**
6. Taxes or special assessments which are not shown as existing liens by the public records. **NOT A SURVEY MATTER.**
7. If improvements are completed after January 1 of any year, and the law, pursuant to TCA 67-5-509 and TCA 67-5-603, requires supplemental assessment for the year in which improvements are completed, the company assumes no liability for taxes assessed by correction or supplemental assessment. **NOT A SURVEY MATTER.**
8. Taxes for the year 2021, a lien due and payable, and now delinquent. **NOT A SURVEY MATTER.**
9. Taxes for the year 2022, a lien not yet due and payable. **NOT A SURVEY MATTER.**
10. Application for Greenbelt assessment - Agricultural of record in Book R2392, Page 218, in theRegister's Office for Maury County, Tennessee. **NOT A SURVEY MATTER.**
11. 150' TVA line right-of-way as referenced in the Warranty Deed of record in Book R2387, Page 455, in the Register's Office for Maury County, Tennessee. **AFFECTS SUBJECT PROPERTY, AS SHOWN HEREON.**
12. Acreage content of the subject property is not hereby insured. Reference to acreage is left in the description merely for convenience in identifying the tract. **AS SHOWN HEREON.**

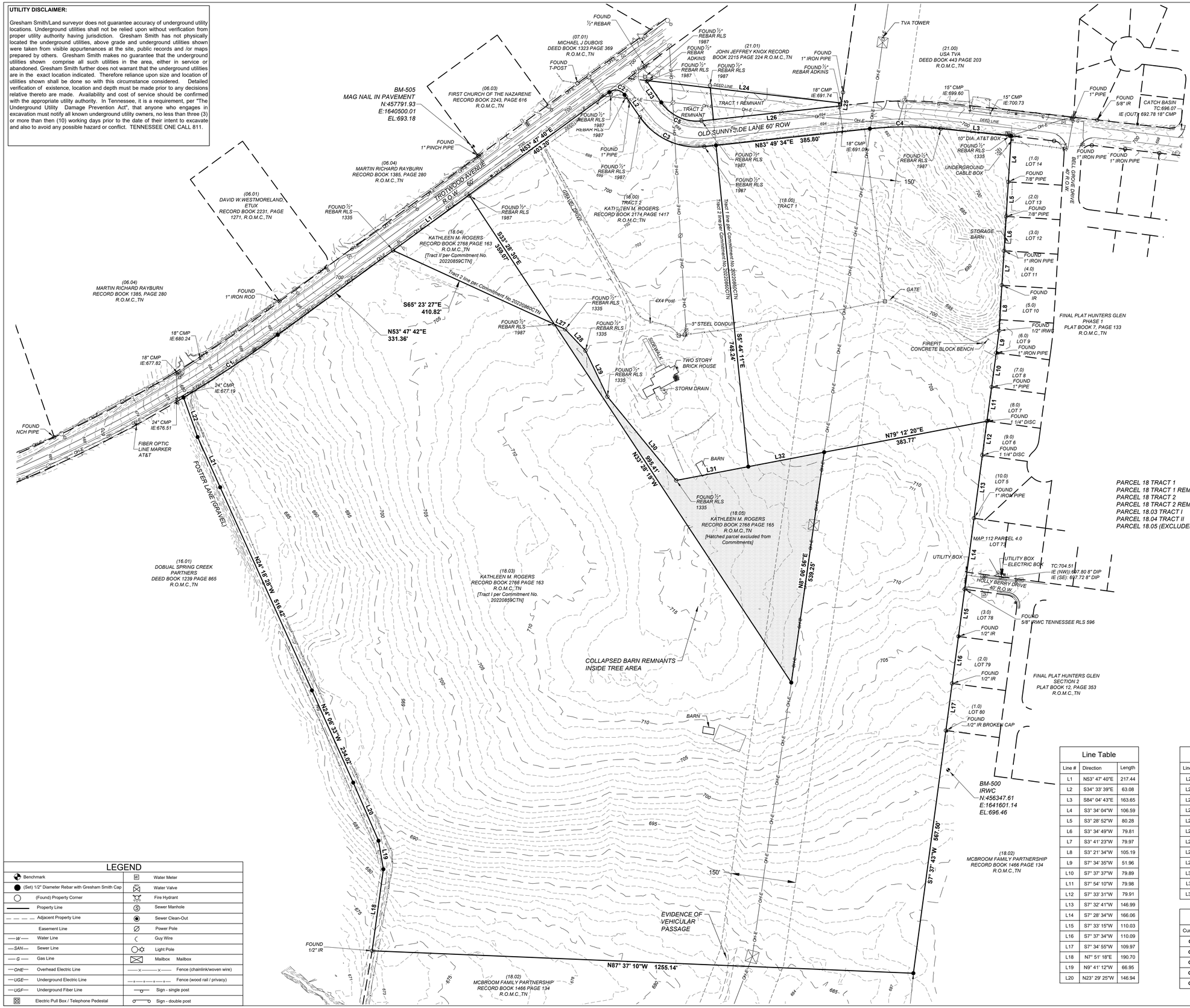
TABLE A - ITEM NOTES

Item 1-	Found or set, as shown on survey. No corners were set along the proposed partition(s).
Item 2 -	Current parcel addresses as shown in table on survey.
Item 3 -	See General Note 2
Item 4 -	As shown hereon.
Item 5-	As shown hereon. Contours shown at 1 foot intervals based on field run and lidar data provided by Precision Products. Relative to NAVD 88 (Geoid 18 computed).
Item 6(a)-	No Zoning Report provided at time of survey.
Item 8-	Substantial features as shown hereon.
Item 11a-	Underground utilities shown per field markings and observed evidence. Minimal utility markings were witnessed at time of survey. See utility disclaimer as shown hereon.
Item 13-	Adjoining owners as shown within graphic portion of this work. Information taken from *Real Estate Assessment Data* acquired from the State of Tennessee Comptroller of the Treasury
Item 14-	Subject properties exist at multiple intersecting streets, as shown hereon.
Item 15-	See Item 5.
Item 16-	At the time of survey, no active construction was being conducted.
Item 17-	No information was provided to this surveyor concerning proposed changes in street right of way lines.
Item 18 -	No offsite easements were provided to surveyor.

To: ••••••

UTILITY DISCLAIMER:

Gresham Smith/Land surveyor does not guarantee accuracy of underground utility locations. Underground utilities shall not be relied upon without verification from proper utility authority having jurisdiction. Gresham Smith has not physically located the underground utilities, above grade and underground utilities shown were taken from visible appurtenances at the site, public records and /or maps prepared by others. Gresham Smith makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. Gresham Smith further does not warrant that the underground utilities are in the exact location indicated. Therefore reliance upon size and location of utilities shown shall be done so with this circumstance considered. Detailed verification of existence, location and depth must be made prior to any decisions relative thereto are made. Availability and cost of service should be confirmed with the appropriate utility authority. In Tennessee, it is a requirement, per "The Underground Utility Damage Prevention Act", that anyone who engages in excavation must notify all known underground utility owners, no less than three (3) or more than then (10) working days prior to the date of their intent to excavate and also to avoid any possible hazard or conflict. TENNESSEE ONE CALL 811.



NORTH

Source of North
Tennessee State Plane
Coordinate System
(NAD 83)

100' 0 100' 200'
GRAPHIC SCALE

1 Inch = 100 Feet

PARCEL 18 TRACT 1	449,744.274 SQ/FT	10.324 AC
PARCEL 18 TRACT 1 REMNANT	11,977.451 SQ/FT	0.275 AC
PARCEL 18 TRACT 2	329,622.723 SQ/FT	7.567 AC
PARCEL 18 TRACT 2 REMNANT	9,474.556 SQ/FT	0.217 AC
PARCEL 18.03 TRACT I	1,951,579.498 SQ/FT	44.802 AC
PARCEL 18.04 TRACT II	38,993.582 SQ/FT	0.895 AC
PARCEL 18.05 (EXCLUDED FROM TITLE)	108,084.002 SQ/FT	2.481 AC

Line Table

Line #	Direction	Length
L1	N53° 47' 40"E	217.44
L2	S34° 33' 39"E	63.08
L3	S84° 04' 43"E	163.65
L4	S3° 34' 04"W	106.59
L5	S3° 28' 52"W	80.28
L6	S3° 34' 49"W	79.81
L7	S3° 41' 23"W	79.97
L8	S3° 21' 34"W	105.19
L9	S7° 34' 35"W	51.96
L10	S7° 37' 37"W	79.89
L11	S7° 54' 10"W	79.98
L12	S7° 33' 31"W	79.91
L13	S7° 32' 41"W	146.99
L14	S7° 28' 34"W	166.06
L15	S7° 33' 15"W	110.03
L16	S7° 37' 34"W	110.09
L17	S7° 34' 55"W	109.97
L18	N7° 51' 18"E	190.70
L19	N9° 41' 12"W	66.95
L20	N23° 29' 25"W	146.94

Line Table

Line #	Direction	Length
L21	N24° 14' 31"W	127.83
L22	N19° 30' 41"W	96.90
L23	N34° 33' 39"W	61.95
L24	S83° 25' 17"E	455.64
L25	S8° 03' 36"W	6.45
L26	S83° 49' 34"W	325.36
L27	S65° 07' 32"E	27.54
L28	S43° 29' 42"E	68.55
L29	S25° 30' 57"E	118.20
L30	S39° 23' 09"E	250.83
L31	N79° 12' 20"E	170.07
L32	N79° 12' 20"E	178.98

Curve Table

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	262.22	2945.00	5°06'06"	N56° 20' 45"E	262.13
C2	39.99	25.00	91°38'41"	S80° 23' 00"E	35.86
C3	172.06	160.00	61°36'50"	S65° 25' 12"E	163.89
C4	164.87	770.00	12°16'06"	N89° 57' 37"E	164.56
C5	107.54	100.00	61°36'50"	N65° 25' 12"W	102.43

LEGEND

Benchmark	Water Meter
(Set) 1/2" Diameter Rebar with Gresham Smith Cap	Water Valve
(Found) Property Corner	Fire Hydrant
Property Line	Sewer Manhole
Adjacent Property Line	Sewer Clean-Out
Easement Line	Power Pole
—W— Water Line	Guy Wire
—SAN— Sewer Line	Light Pole
—G— Gas Line	Mailbox Mailbox
—OHE— Overhead Electric Line	Fence (chainlink/woven wire)
—UGE— Underground Electric Line	Fence (wood rail / privacy)
—UGF— Underground Fiber Line	Sign - single post
Electric Pull Box / Telephone Pedestal	Sign - double post

Gresham Smith

GreshamSmith.com

222 Second Avenue South
Suite 1400
Nashville, TN 37201

615.770.8100

TROTWOOD GROVE

BEING PARCELS 18.00, 18.03, 18.04 & 18.05 OF TAX MAP 112

9TH CIVIL DISTRICT
COLUMBIA, MAURY COUNTY, TENNESSEE

CHRISTOPHER LYLE GOETZ
REGISTERED LAND SURVEYOR
AGRICULTURE
OWNER
7/22/2022
TENNESSEE NO. 2660

PRELIMINARY FOR REVIEW ONLY

Christopher Lyle Goetz, TN RLS 2660
Survey Manager, Gresham Smith
[P] chris.goetz@greshamsmith.com

Revision

No.	Date	Description

ALTA/NSPS LAND TITLE SURVEY

2 of 2

Project Number: 45709.01
JULY 22, 2022

This Line Is 3 Inches When Printed Full Size

\\global.gspidata\nfrna_nf08\45709\01\Survey\Gp\CAD\45790.01_V-Survey.dwg - Chris Goetz - 7/22/2022 5:00:36 PM

This instrument prepared by:
Bradley Arant Boult Cummings LLP
1221 Broadway, Suite 2400
Nashville, Tennessee 37203

DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS & RESTRICTIONS OF TROTWOOD & FOSTER

THIS DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS & RESTRICTIONS (the "Declaration") is executed this ____ day of _____, 2024, by BRIGHTLAND HOMES OF TENNESSEE, LLC, a Delaware limited liability company (the "Declarant").

WITNESSETH:

WHEREAS**,** the Declarant is the owner of certain real property located in Maury County, Tennessee, more particularly described on Exhibit A attached hereto and incorporated herein by reference, and desires to create thereon a residential development to be known as Trotwood & Foster (the "Development") for the mutual benefit of the future residents of the Development; and

WHEREAS, Declarant desires to provide for the protection and preservation of the values, amenities, desirability and attractiveness of the Development; and

WHEREAS, it is in the best interest of the Declarant, as well as to the mutual benefit, interest and advantage of each and every person or other entity hereafter acquiring any of the property within the Development that certain covenants, conditions, easements, assessments, liens and restrictions governing and regulating the use and occupancy of the same be established, fixed, set forth and declared to be covenants running with the land which shall be binding on all parties having or acquiring in the future any right, title or interest in and to all or any portion of the Development, and which shall inure to the benefit of each present and future owner; and

WHEREAS, Declarant further desires to establish for Declarant's benefit and for the mutual benefit, interest and advantage of each and every person or other entity hereafter acquiring any of the property within the Development, certain rights, easements, privileges, obligations, restrictions, covenants, liens, assessments, and regulations governing the use and occupancy of the Development and the maintenance, protection and administration of the common use facilities thereof, all of which are declared to be in furtherance of a plan to promote and protect the operative aspects of residency or occupancy in the Development and on all portions thereof, and are intended to be covenants running with the land which shall be binding on all parties having or acquiring in the future any right, title or interest in and to all or any portion of the Development, and which shall inure to the benefit of each present and future owner; and

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WHEREAS, the Declarant has caused, or will cause, to be incorporated under the laws of the State of Tennessee a non-profit corporation having as its members owners of Lots (as defined hereinafter) within the Development for the purpose of exercising the aforementioned functions.

NOW, THEREFORE, Declarant, as legal title holder of the Development, as owner of the above-referenced Lots, for the purposes set forth above, declares as follows:

ARTICLE I
DEFINITIONS

The following words when used in this Declaration, or any amendment hereto, shall have the following meanings:

1. "Annual Assessments" shall mean and refer to the assessments described in Article V.

2. "Assessments" shall mean and refer to any Annual Assessments, Special Assessments, supplemental landscape assessments, or any other charges by the Association against one or more Lots owned by an Owner together with costs of enforcement and reasonable attorneys' fees incurred by the Association in connection therewith, and shall additionally include, to the extent authorized by the provisions herein, interest thereon.

3. "Association" shall mean and refer to [_____], a not-for-profit corporation to be organized and existing under the laws of the State of Tennessee, its successors and assigns.

4. "Board of Directors" shall mean and refer to the Board of Directors of the Association.

5. "By-Laws" shall mean and refer to the By-Laws of the Association attached hereto as Exhibit B and made a part hereof as the same may be amended from time to time.

6. "Committee" shall mean the Architectural Control Committee established pursuant to Article V hereof.

7. "Common Areas" shall mean and refer to all facilities within the Development used in common by the Owners, including without limitation, all recreational facilities, entranceway, gates, boundary walls and fences, median areas, drainage facilities, entrance ways and signs, any playground areas, and any areas lying within or adjacent to the roads which are desirable for the Association to maintain and landscape. The Common Areas shall be owned by the Association in fee or for a term of years, but for the non-exclusive use, benefit and enjoyment of the Owners

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subject to the provisions of this Declaration, and will be shown as Common Areas on the Plat of the Development placed of record now and/or in the future.

8. "Declaration" shall mean and refer to this Declaration of Protective Covenants, Conditions and Restrictions applicable to the Development and which shall be recorded in the Office of the Register of Deeds for Maury County, Tennessee.

9. "Declarant" shall mean and refer to Brightland Homes of Tennessee, LLC, a Delaware limited liability company, having its principal place of business at 3815 South Capital of Texas Highway, Suite 275, Austin, Texas 78704, and its successors and assigns.

10. "Development" shall mean and refer to the property as shown on Exhibit A hereto and incorporated herein by reference, and shall be deemed to incorporate any future property annexed under this Declaration.

11. "Engineer" shall mean the architect or engineer engaged by Declarant and identified on the Plat.

12. "Improvements" shall mean any building, building addition, outbuilding, garage, detached structure, swimming pool, recreational facility, driveway, parking area, walkway, wall, fence, or utility service, or such other improvement or structure constructed or located upon all or any portion of the Development. It is intended that this definition of "Improvements" be broad in scope and is intended to encompass any man-made alteration of the condition of the Lot or Common Areas from and after the date of this Declaration.

13. "Lot" shall mean and refer to any plot of land within the Development to be used for single family residential purposes and so designated on the Plat.

14. "Majority of Owners" shall mean and refer to the holders of more than fifty (50%) percent of the total Votes of the Members.

15. "Member" shall mean and refer to any person or persons who shall be an Owner, and as such, shall be a Member of the Association. "Class A Members" shall mean and refer to any Owner, other than the Declarant, and "Class B Member" shall mean the Declarant or its successors and assigns.

16. "Mortgage" shall mean and refer to any holder of a first priority deed of trust encumbering one or more Lots.

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17. "Owner" shall mean and refer to the record owner, whether one or more persons or entities, of the fee interest in any Lot within the Development, excluding however those parties having such interest merely as a security interest for the performance of an obligation.

18. “Plat” shall mean and refer to the Final Plat of Trotwood & Foster, of record in the Register's Office for Maury County, Tennessee, as the same may be amended or supplemented from time to time, and any additional property later annexed thereto.

19. “Person” shall mean and refer to a natural person, as well as a corporation, partnership, firm, association, trust or other legal entity. The use of the masculine pronoun shall include the neuter and feminine, and the use of the singular shall include the plural where the context so requires.

20. "Plans" shall mean the detailed plans prepared for construction of any Improvement which shall comply with the provisions of Article V, Section 4 hereof.

21. "Special Assessments" shall mean additional assessments of Owners made from time to time by the Board of Directors pursuant to Article IV, Section 2.

22. “Vote” or "Votes" shall mean the vote or votes in the affairs of the Association to which each Member is entitled unless stated otherwise in this document.

ARTICLE II
PROPERTY SUBJECT TO THIS DECLARATION

1. Definition of Property Subject to this Declaration. The real property located in Maury County, Tennessee, more particularly described on Exhibit A attached hereto and incorporated herein by references, is and shall be held, transferred, sold, conveyed and occupied subject to this Declaration. The Lots and Common Areas shown on the Plat are made subject to this Declaration. The Declarant, as the legal title holder in fee of the Development, hereby submits and subjects the Development to the provisions of this Declaration and By-Laws. The covenants, conditions and restrictions contained herein shall constitute covenants running with the land and shall be binding on all parties now owning or hereafter having or acquiring any right, title or interest in any Lots or any portion of the Development, and shall inure to the benefit of each Owner hereof. Every Person hereafter acquiring a Lot or any portion of the Development, by acceptance of a deed thereof, shall accept such interest subject to the terms and conditions of this Declaration, and by acceptance of the same shall be deemed to have consented to and be bound by the covenants, conditions and restrictions of this Declaration.

ARTICLE III
ASSOCIATION MEMBERSHIP AND VOTING RIGHTS

1. Members. Every person who is an Owner of record of a fee interest in any Lot which is included in the Development shall be a Member of the Association. Membership in the Association is appurtenant to and may not be separated from ownership of any Lot.

2. Classes of Membership. The Association shall have two classes of membership:

a. Class A Members shall be all Owners of lots, except for the Declarant, prior to the termination of the Class B Membership. If, however, Declarant owns one or more Lots upon or after the termination of its Class B Membership, then Declarant shall become a Class A Member.

b. The Class B Member shall be the Declarant, its successors or assigns. The Class B Membership shall terminate and cease upon specific written termination by Declarant or its successor or assignee (its successor or assignee may include any Builder(s) owning more than 10 lots in the Development), or the last to occur of (i) Declarant ceasing to be an owner of any lots within the Development and (ii) fifteen years from the date hereof.

3. Voting and Voting Rights. The voting rights of the Members shall be appurtenant to their ownership of Lots. The two Classes of Members shall have the following voting rights:

a. The Class B Member shall have control over the Development until all Lots are sold. Each Class A Member shall be entitled to cast one vote for each Lot owned by such Member. When two or more persons hold an interest (other than a leasehold or security interest) in a Lot, all such Persons shall be Members, but the Votes attributable to such Lot shall be exercised by one of such Persons as proxy and nominee for all such Members and in no event shall more than one Member be entitled to cast the Vote attributable to any one Lot. Furthermore, neither the Declarant nor any other Person dealing with the Development shall have any duty to inquire as to the authorization of the Member casting the Vote for any such Lot, but shall be entitled to rely upon the evidence of voting as conclusive evidence of such Member's authority to cast the Vote attributable to such Lot.

b. Any Member who is delinquent in the payment of any charges or Assessments duly levied by the Association against a Lot owned by such Member shall not be entitled to vote until all such charges, together with reasonable penalties and interest thereon as the Board of Directors may impose, have been paid to the Association.

4. Manner of Voting. Except as specifically provided elsewhere herein, the Board of Directors shall have the authority to regulate the procedural rules governing the voting of

Members, the acceptance of proxies from Members, the validity of voice votes, ballot votes, or other manners of voting, and any regulation of the solicitation of votes or proxies.

5. Organization.

a. The Association is a non-profit Tennessee corporation charged with the duties and invested with the powers prescribed by law and set forth in the Articles, By-Laws and this Declaration (collectively, the "Trotwood & Foster Association Documents"). Neither the Articles nor the By-Laws shall, for any reason, be amended or otherwise changed or interpreted so as to be inconsistent with this Declaration. In the event of any such inconsistency, the provisions of this Declaration shall prevail. The officers and directors of the Association shall be required to be either (i) Members of the Association; or (ii) officers, directors, agents, representatives or employees of Declarant or a successor to Declarant.

b. The Board of Directors of the Association, and such officers as the Board of Directors may elect or appoint, shall conduct the affairs of the Association in accordance with the Trotwood & Foster Association Documents. The Board of Directors shall, except to the extent approval by the Members shall be required by the By-Laws or by this Declaration, act on behalf of the Association in the implementation of this Declaration.

6. Powers, Authority, and Duties of the Association. The Association shall have all of the powers of a non-profit corporation organized under the laws of the State of Tennessee, subject only to such limitations upon the exercise of such powers as are expressly set forth in the Articles, the By-Laws, or this Declaration. The Association shall have the power to do any and all lawful things which may be authorized, required or permitted to be done by the Association under this Declaration, the Articles and By-Laws, and to do and perform any and all acts which may be necessary or proper for or incidental to the exercise of any of the express powers of the Association, including the following which are listed without intent to limit the foregoing grant, for the benefit of the Owners and for the maintenance, administration and improvement of the Lots. In addition to the aforementioned obligations, duties and functions, the Association shall have the obligations, duties and functions (subject to the provisions of the Trotwood & Foster Association Documents and applicable law), to do and perform the following:

a. To levy Assessments and other charges on the Owners of Lots and to enforce payment of such Assessments and other charges, all in accordance with the provisions of this Declaration;

b. To enforce, in the name of the Association, on its own behalf or on behalf of any Owner or Owners who consent thereto, to commence and maintain actions and suits to

restrain and enjoin any breach or threatened breach of this Declaration and to enforce, by mandatory injunction or otherwise, all the provisions of the Declaration, Articles and By-Laws;

c. To grant and convey to any third-party easements and rights-of-way in, on, over or under the Common Areas for the purpose of constructing, erecting, operating or maintaining thereon, therein, or thereunder, (i) overhead or underground lines, cables, wires, conduit or other devices for the transmission of electricity and for lighting, heating, power, telephone, television cables, radio and audio antennae facilities and for other appropriate purposes; (ii) public sewers, storm water drains and pipes, water system, sprinkling systems, water, heating and gas lines or pipes; and (iii) any similar public or quasi-public improvements or facilities;

d. To employ the services of any Person as manager, together with employees, to manage, conduct and perform the business, obligations and duties of the Association as may be directed by the Board of Directors and to enter into contracts for such purpose. Such manager and employees shall have the right of ingress and egress over such portion of the properties as is reasonably necessary for the purpose of performing such business, duties and obligations;

e. To execute and cause to be recorded from time to time agreements in favor of holders or insurers of mortgages secured upon the Development or any portion thereof. Such agreements may condition specified action, relevant to this instrument, of the activities of the Association upon approval by a specified group or number of mortgage holders or insurers. Actions and activities which may be so conditioned by such agreement may include, but shall not be limited to, the following: (i) any act or omission which seeks to abandon, partition, subdivide, encumber, sell or transfer the Common Areas or any other real estate or improvements owned, directly or indirectly, by the Association for the benefit of any lots; (ii) any change in the method of determining the obligations, Assessments, dues or other charges which may be levied against the owners of lots; (iii) any act or omission which may change, waive or abandon any scheme or regulations, or enforcement thereof, pertaining to the architectural design, exterior appearance or exterior maintenance and improvements erected upon the properties, driveways, or the upkeep of lawns or plantings located upon the properties; (iv) any failure to maintain specified fire and extended coverage insurance on insurable portions of the Common Areas; (v) any use of hazard insurance proceeds for losses to any improvement erected upon the Common Areas for other than the repair, replacement or reconstruction of such improvements; (vi) any failure to maintain kinds of insurance and amounts, from and covering risks as specified by such mortgage holders or insurers; and/or (vii) any decision to permit holders of specified mortgages on lots to jointly or singly pay taxes or other charges which are in default which may have become a charge against the Common Areas, to pay overdue premiums on hazard insurance lapse of any such policy for such property and any decision to permit mortgagees making any such payments to recover the amount thereof from the Association;

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f. Without liability to any Owner of a Lot, to cause its agents, independent contractors, and employees after reasonable notice, or without notice in the event of an emergency, to enter upon any Lot for the purpose of enforcing any of the rights and powers granted to the Association in the Trotwood & Foster Association Documents, and for the purpose of maintaining or repairing any portion of the properties if for any reason whatsoever the Owner thereof fails to maintain it in good condition and repair and so as to present an attractive exterior or appearance as required by this Declaration, or as reasonably required to promote or protect the general health, safety and welfare of the residents and users of the Lots and Common Areas;

g. To contract and pay for or otherwise provide for the maintenance, restoration and repair of all Improvements of whatsoever kind and for whatsoever purpose from time to time located upon or within the Common Areas or as required for exterior maintenance, sidewalks or lot clean-up in the event owner fails to maintain as required;

h. To obtain, maintain and pay for such insurance policies or bonds, whether or not required by any provision of this Declaration or any By-Laws, as the Association shall deem to be appropriate for the protection or benefit of the Association, the Board of Directors, the Members of any standing committee, their tenants or guests, including, but without limitation, fire and extended insurance coverage covering the Common Areas, liability insurance, workers compensation insurance, and performance of fidelity bonds;

i. To contract and pay for, or otherwise provide for, utility services, including, without limitation, water, sewer, garbage, electrical, telephone and gas services;

j. To contract and pay for, or otherwise provide for the construction, reconstruction, repair, replacement or refinishing of any roads, drives or other paved areas upon any portion of the Development not dedicated to any governmental unit and on the Lots in the event any Owner fail to keep such paved area maintained and repaired;

k. To contract and pay for, or otherwise provide for, fire, security and such other protective services as the Association shall from time to time deem appropriate for the benefit of the Lots, the Owners and their guests;

l. To contract and pay for, or otherwise provide for, such materials, supplies, furniture, equipment and labor as and to the extent the Association deems necessary.

m. To pay and discharge any and all liens from time to time placed or imposed upon any Common Areas on account of any work done or performed by the Association and the fulfillment of any of its obligations and duties of maintenance, repair, operation or administration; and

n. To represent the Owners in any condemnation proceedings or in negotiations, settlements and agreements with the condemning authority or acquisition of any of the Common Areas or any part thereof. In the event of a taking or acquisition of part or all of the Common Areas by any condemning authority, the award or proceeds of settlement shall be paid to the Association for the use and benefit of the Owners of the Lots and their mortgagees as their interests may appear. All Owners, by the acceptance of a Deed conveying a Lot, irrevocably constitute and appoint the Association their true and lawful attorney in their name, place and stead for the purpose of dealing with any condemning authority in any condemnation proceeding. Title to the Lots is declared and expressly made subject to such irrevocable appointment of the power of attorney. Any distribution of funds in connection with the condemnation of any part of the Common Areas shall be made on a reasonable and equitable basis by the Board of Directors or by a special committee appointed by the Board of Directors for that purpose.

ARTICLE IV
PROPERTY RIGHTS

1. Owners' Easement of Enjoyment. Every Owner, in addition to a perpetual unrestricted right of ingress and egress to his own Lot which passes with title, shall have the right and easement to drain surface waters to the retention area shown on the plats which shall be appurtenant to and shall pass with the title to every Lot, subject to the following provisions:

a. The right of the Association to manage the use of any retention areas and maintain their use as retention areas;

b. The right of the Association to suspend the voting rights of an Owner for any period in which any assessment against his lot remains unpaid; and for a period not to exceed sixty (60) days after notice and hearing as may be provided for in the By-Laws or rules for an infraction of its published rules and regulations; and

c. The right of the Association to dedicate or transfer any part of the Common Areas to any public agency, authority, or utility for the purpose of providing utilities, streets, or any similar purpose.

2. Land Use. No Lot shall be used except for single-family residential purposes.

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ARTICLE V
ASSESSMENTS

1. Annual Assessments. The Board of Directors shall have the power and authority to levy annual assessments against the Lots within the Development (the "Annual Assessments"). Annual Assessments shall be used to provide funds for such purposes as the Board of Directors shall determine to be for the benefit of the Development, including, without limitation, the improvement, maintenance, operation and security of the Development and Common Areas, payment of taxes and insurance thereon, payment of utility bills thereon (including water for sprinkler systems), payment of reasonable costs to provide attractive seasonable landscaping of the Common Areas, street maintenance costs, the repair, replacement and additions that may be necessary to the Common Areas and the cost of labor, equipment, materials, management and supervision thereof. The Board of Directors shall have the right, but not the obligation, to use the Annual Assessments to provide supplemental landscaping, maintenance within Lots, and to provide garbage and trash collection and disposal, if needed, to supplement that provided by public authority. The Board of Directors shall fix the amount of Annual Assessment each year by preparing an annual budget for the services to be provided by the Association in the coming year, and allocating said amount among the Lots equally.

2. Special Assessments. In addition to the Annual Assessments authorized herein, the Board of Directors may levy a special assessment (the "Special Assessment") applicable to a particular year, provided that any such Special Assessment shall have the affirmative Votes of not less than fifty percent (50%) of the total Votes within the Association at a meeting of all Members which shall be held after not less than five (5) days' written notice of the date, time and purpose for said meeting, at which a quorum shall be present. Special Assessments shall be due and payable on the date which is fixed by the resolution authorizing such Special Assessment.

3. Exempt Property. The Assessments and any liens created under this Article shall not apply to the Common Areas. All property within the Development which is dedicated to and accepted by a public authority, which is granted to or used by a utility company, or is designated as part of the Common Areas shall be exempt from such Assessments.

4. Property Owned by Declarant and Builders. Declarant and all Builders of homes within the Development are exempt from all Annual Assessments and Special Assessments, provided, however, that the Builders shall pay an initial capital contribution in an amount to be set by the Declarant.

5. Payment of Assessments. The Board of Directors shall have the power and authority to determine the payment method for any Assessments. Unless provided otherwise by the Board of Directors, each Owner shall pay its Annual Assessment on or before the first of April

of the year to which said assessment relates, and the Board of Directors shall fix the amount of the Annual Assessment and send a notice thereof to each Owner on or before the first of February of each such year. The Board of Directors shall have the power and authority to require quarterly or monthly payments of installments of the Annual Assessments from such Owners as the Board of Directors deems suitable, or may require all Annual Assessments to be paid on a quarterly or monthly basis, at its determination.

6. Commencement. The requirement for an Owner to pay Annual Assessments for a Lot shall commence the date in which the Owner acquires title to the Lot. Assessments on Lots that first become subject to Assessments during a calendar year shall be prorated on a calendar year basis for the remainder of such calendar year.

7. Records of Assessments. The Association shall cause to be maintained in the office of the Association a record of all Lots and Assessments applicable thereto which shall be open to inspection by any Owner. Written notice of any Assessment shall be mailed to every Owner of the Lot subject to such Assessment. The Association shall, upon demand and payment of a reasonable charge, furnish to any Owner a certificate in writing signed by an officer of the Association setting forth whether the Assessments against the Owner's Lot have been paid, and if not, the amount then due and owing. Absent manifest error, such certificate shall be deemed conclusive evidence to third parties as to the status of Assessments against any Lot within the Development.

8. Creation of Lien and Personal Obligations for Assessments. Each Owner of any Lot shall, by its acceptance of a deed thereof, whether or not it shall be so expressed in any such deed or other conveyance, be deemed to covenant and agree to all the terms and conditions of this Declaration and promises to pay to the Association all Assessments which may be due from an Owner from time to time. All Assessments, together with interest thereon and cost of collection thereof shall be a continuing lien upon the Lot against which such Assessment is levied as of the effective date of each such Assessment. Each such Assessment, together with such interest thereon and cost of collection therefor as are hereinafter provided, shall also consist of the personal obligation of the Person who was Owner of such Lot at the time when the same fell due. In the event a Lot is owned by more than one Member, all of such Members shall be jointly and severally liable for the entire Assessment then due.

9. Effect of Non-Payment of Assessment. If any Assessment hereunder is not paid upon the due date, or if any similar charge otherwise agreed to be paid by Owners in this Declaration is not paid when due, then such Assessment shall be delinquent and shall accrue interest thereon at the highest rate then permissible under the laws of the State of Tennessee commencing upon the due date. If such Assessment is not paid within thirty (30) days after the due date, then the Association may bring an action at law against the Owner personally, and/or at its option, foreclose the lien against the Lot by court action or trustee sale as hereinafter provided,

and there shall be added to the amount of such Assessment all reasonable attorneys' fees and costs incurred by the Association in any such action, and in the event a judgment is obtained, such judgment shall include interest on the Assessment as indicated above.

10. Enforcement of Lien by Trustee's Sale. For and in consideration of the privileges and protection granted in this Declaration, and the mutual enjoyment and use of the Common Areas, and for the express purpose of securing the payment of the Assessment described above, in order to avoid unnecessary court proceedings or delays for the enforcement of the liens described above, each Owner by accepting a deed to a Lot for their heirs, successors and assigns, does hereby transfer and convey in trust unto Thomas N. Jones, Trustee, his successors and assigns ("Trustee") each such Lot deeded to such Owner with the appurtenances, estate, title and interest thereto belonging to the Trustee in accordance with the following:

a. Each Owner agrees to pay all Assessments provided herein when due and upon demand of said Trustee or the Association, to pay, discharge, or remove any and all liens except a first mortgage or deed of trust lien which may hereafter be placed against said Lot which would adversely affect the lien granted herein, and in case the Trustee or his successors of the Association shall hereafter be required to appear in any court or tribunal to enforce, or defend the title to, or possession of, or costs and expenses of such appearance or proceedings, together with a reasonable attorneys' fees, shall be allowed and be payable by said Owner upon demand of the Trustee or the Association, and upon failure to do any of these things then said Trustee or Association may do any or all of said things, and the amounts so paid shall bear interest from the date of payment at the highest rate then permitted by the laws of the State of Tennessee and shall be and become a part of the indebtedness secured hereby.

b. If any Assessment, together with interest thereon, is not paid promptly when due or within a period of cure allowed above, or if after said Owner fails to pay any other sums due as above provided, or further, fail to reimburse the Trustee or Association within thirty (30) days from the date of the Trustee's or Association's payment of such sums, this trust conveyance shall remain in full force and effect, and the said Trustee or his successor in trust is hereby authorized and empowered, upon giving twenty (20) days' notice by three (3) publications in any daily or weekly newspaper published in Maury County, Tennessee, to sell said Lot at the front door of the Courthouse in said County to the highest bidder for cash at public outcry, free from the equity of redemption, statutory rights of redemption, homestead, dower, and all other exemptions of any kind which are hereby expressly waived; and the said Trustee or his successor in trust, is authorized and empowered to execute and deliver a deed to the purchaser at such foreclosure sale. The Association may bid at any sale under this trust conveyance. The Trustee may at any time after default and the payment of any of the above-described indebtedness enter and take possession of said Lot and shall only account for the net rents actually received by said Trustee. It is further agreed that in the event the Trustee fails, before

selling said Lot as herein provided, to enter and take possession hereof, the purchaser shall be entitled to immediate possession of said Lot upon delivery to him by the Trustee of a deed for said Lot. In case of sale hereunder, the proceeds shall be applied by the Trustee as follows:

i. to the payment of all costs, charges and expenses of executing such conveyance and enforcing said lien as herein provided, together with reasonable attorneys' fees for advice or for instituting and defending any litigation which may arise on account of the execution of this conveyance or the enforcement of said lien, together with the expenses and costs of any such litigation;

ii. to the payment of all taxes which may be unpaid upon said Lot;

iii. to the payment of all unpaid Assessments herein secured; and

iv. the residue, if any, to be paid to the order of said Owner(s) or their representatives or assigns.

c. In the event of the death, absence, inability, or refusal to act of said Trustee at any time when action of the foregoing powers and trusts may be authorized, or for any other reason, the lawful owner and holder of said lien is hereby authorized and empowered to name and appoint a successor in trust (the "Successor Trustee") to execute this trust by an instrument in writing to be recorded in the Register's Office for Maury County, Tennessee, and title therein conveyed to the above-named Trustee shall be vested in said Successor Trustee. The Trustee is authorized to appoint an attorney-in-fact to conduct in his stead and on his behalf and with the same power possessed by said Trustee as granted herein any and all foreclosure sales authorized above.

11. Priority of Lien. The lien described in this Article shall be subordinate to the lien of any mortgagee under a recorded first mortgage or deed of trust encumbering any such Lot. In the event any mortgagee becomes the Owner of such Lot after foreclosure thereof, or conveyance by deed in lieu of foreclosure, trustee's deed, or the like, such mortgagee shall become subject to the lien reserved herein for the purpose of securing all Assessments becoming due from and after the date such mortgagee accepts a deed to said Lot.

12. Mortgagee Protection Clause. No breach of the covenants, conditions, or restrictions herein contained for the enforcement of any lien provisions herein shall defeat or render invalid the lien of any prior mortgage given in good faith and for value, but said covenants, conditions and restrictions shall be binding upon and effective against any Owner whose title is derived through foreclosure or other judicial sale or in lieu of such of any prior mortgage.

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13. Each Owner shall indemnify and hold harmless each of the other Owners and the Association from any liability arising from the claim of any lien claimant or judgment debtor against the Lot of any other Owner or of the Common Areas. The Association or any affected Owner may enforce this obligation, which includes reasonable costs and attorneys' fees, in the manner of a Special Assessment or by action at law including all rights granted to the Association under Article V.

14. Notwithstanding the prior provisions of this Article V, the Declarant shall be exempt from all Assessments unless Declarant constructs a residence on any Lot in which case Declarant shall be subject to the same Assessments as other Owners within the Development.

ARTICLE VI
ARCHITECTURAL CONTROL COMMITTEE

1. Designation of Committee. The Association shall have an Architectural Control Committee (the "Committee"), which shall consist of three Members who shall be natural persons. The Members of the Committee shall be appointed and be subject to removal at any time by the Declarant until the termination of the Class B Membership, and thereafter by the Association's Board of Directors. The Committee shall designate an individual as its Secretary, and all communications with the Committee shall be conducted through the Secretary.

2. Approval of Plans and Architectural Review Committee. No construction, reconstruction, remodeling, alteration or addition to any structure, building, fence, wall, driveway, path or other improvement of any nature on any Lot shall be constructed or undertaken without obtaining the prior written approval of the Committee as to the intended location of same and as to its plans and specifications showing the nature, shape, height, materials and such other specifics as may be required including its architectural style. The Committee shall have full authority to review and act upon requests for approvals of such requests. As a prerequisite to consideration for such approval, and prior to the beginning of the contemplated work, the applicant must submit a set of plans and specifications with a written request for their approval. The Committee may withhold approval for any reason including purely aesthetic considerations. In the event the Committee fails to approve or disapprove the plans for design and location within ten (10) days after they have been submitted, approval will not be required and this section will be deemed to have been fully complied with. Upon approval being given, construction shall commence within sixty (60) days thereafter, and shall be processed to completion promptly and in strict compliance with the approved plans; otherwise the approval shall be void. Each Owner acknowledges that the decor, color scheme, landscaping, and design of the Lot has been selected in such a manner as to be consistent and harmonious with other Lots and residences in the Development and agrees to maintain and perpetuate the visual harmony of the Development.

3. Design Criteria. In carrying out the functions of the Committee, and in order to insure uniformity of quality of the Improvements located within the Development, the Committee may prepare, but is not required to, a statement of design criteria which shall be observed in the construction of all Improvements within the Development (the "Design Criteria"). If prepared, the Declarant and, after the termination of the Class B Membership, the Association, reserves the right to modify and amend the Design Criteria from time to time as it deems appropriate based upon changes and innovations in construction methods and techniques.

4. Limited Effect of Approval of Plans. The approval of the Committee of an Owner's plans for the construction of Improvements upon any Lot is not intended to be an approval of the structural stability, integrity or design of a completed improvement of the safety of any component therein but is required solely for the purpose of insuring compliance with the covenants contained herein and further to insure the harmonious and orderly architectural and aesthetic development and improvement of the Lots contained within the Development. Notice is hereby given therefore to any future occupant of any completed Improvement and all invitees, visitors and other persons who may from time to time enter or go on or about such completed Improvements, that no permission or approval granted by the Committee, the Declarant or the Association with respect to the construction of Improvements pursuant to this Declaration shall constitute or be construed as an approval of the structural stability of any building, structure or other Improvement and no liability shall accrue to the Declarant, the Committee or to the Association in the event that any such construction shall subsequently prove to be defective.

ARTICLE VII
IMPROVEMENT, SETBACK AND USE RESTRICTIONS

1. Improvement Restrictions. In addition to the requirements of Article VI above concerning compliance with the architectural review authority of the Committee, the following restrictions apply to Improvements;

a. Minimum setback requirements on the Plat shall be observed. The Declarant reserves the right to approve the location of each residence upon the Lot and to relocate the same, within the setback lines and/or building areas established by the Plat, in such manner as it shall be deemed, in its sole discretion, to be in the best interests of the overall Development and in furtherance of the goals set forth herein.

b. No Lot may be used for any purpose except for the construction and maintenance of a single-family residential building. No more than one single-family residential building may be constructed or maintained on any one Lot.

c. No Lot shall be re-subdivided, and all Lots shall remain as shown on the recorded Plat. A slight variance in the property lines may be made by adjacent owners, but not for the purpose of subdividing into more Lots.

d. No noxious or offensive operations shall be conducted or maintained on any Lot and nothing shall be constructed, reconstructed or kept on any Lot which may constitute an annoyance or nuisance to the neighborhood.

e. No animals or livestock of any kind shall be allowed or maintained on any Lot, except that dogs, domestic cats, or other household domestic pets may be kept, provided that they are not kept for commercial purposes. No poultry of any kind or description shall be allowed or maintained on any Lot at any time for any purpose.

f. No trailer, mobile home, modular home, basement house, tent, garage, barn, or other outbuilding shall be erected or used as either a temporary or permanent residence.

g. The Declarant, or their assigns, or the Committee, or its designees, reserve the right to enter upon any lot for the purpose of cutting grass, trimming trees and shrubs or generally cleaning up such Lot if the same reasonably requires, charging the expense thereof to the Owner thereof, which shall become a lien on the Lot until paid in full.

h. No sign of any kind shall be displayed on any lot greater than 4 X 4 ft and any such sign shall be in good taste. The Declarant and Builders may use signs of a greater magnitude so long as approve by the Committee. The use of flags shall be permitted by Builder and Declarant. In addition, a builder who is constructing more than house in the Development may have a model home where the garage may be used as a sales office.

i. All yard areas and landscape easements must be maintained in a neat and orderly fashion.

j. The minimum square feet of any residential building on any Lot shall be 1,850 square feet, exclusive of any square footage attributable to porches and garages.

k. Any Lot whereon a residential building is constructed must include, at a minimum, an attached, covered two-car garage. Front, side, and rear entry garages are permissible.

l. All Owners shall be required to install and maintain an operational garage door opener, and all garage doors shall remain closed, except for actual ingress or egress therein.

There shall be no detached garages or other accessory buildings constructed or located on the Lots without written approval from Committee.

m. Exterior building materials may be brick, stone, hardy plank, or any combination thereof. Exterior building materials may not be vinyl; provided, however, that vinyl and/or aluminum may be used on facia and soffit areas.

n. Foundations may be slab or crawlspace.

o. Any structure which is preassembled or already constructed and which the Owner of a Lot desires to move onto such Lot must receive the prior unanimous approval of the Committee, which approval may be withheld on the subjective grounds that the structure does not conform to the character and general atmosphere of the Development, even though said structure may meet all minimum square footage and other requirements.

p. The Builder shall be responsible for the expense of constructing sidewalks on each lot as well as the planting of trees one each lot as require by the City Planner.

q. No building shall be constructed or maintained on any Lot (i) in any reserved drainage utility or landscape easement area; or (ii) closer to the street than the setback line as shown on the recorded Plat, unless authorized by the Committee and Board of Zoning Appeals where applicable.

r. Once any construction has commenced, it shall proceed diligently. Owner is responsible for maintaining a neat and orderly construction site.

s. The only fences which shall be permitted on lots shall be those erected with the express prior written approval of the Committee, which is charged to ensure that said fences conform to the general character and atmosphere of the neighborhood, and shall be a minimum of four (4) feet tall and a maximum of five (5) feet tall. The Committee may require, as a condition of approval, the use of hedges or other greenery as screening for the fence. All fences must be maintained in good repair, and landowners agree to abide by reasonable requests for repairs and maintenance as may be made by the Committee. Any fences on the said lots shall be made of black aluminum, brick, or white PVC and shall not exceed beyond the rear corner of the building on the Lot. Wooden fences are not permitted in the Development. All fences facing the street should be built with the finished side facing the street.

(i) On all Lots except corner Lots, no fence shall be permitted between the front of the building or setback line and the street. On all corner Lots, no fence shall be permitted between either building or setback line and either street. In the event an Owner

incorporates any utility, landscape or drainage easement shown on the recorded Plat, within the boundaries of a fence, the inclusion of this area shall be done in such a manner so as not to interfere with any drainage on or other use of said easement.

t. All driveway enhances from the street to each Lot shall conform to the following standards: Except for houses with side entry garages, the entrances from the street to each Lot shall be sixteen (16) feet in width with a concrete apron running back three (3) feet from the entrance at street and tapering back to no less than twelve (12) feet in width to garage entry. For side entry garages, the driveway must be of a minimum width of twenty-five (25) feet in width. The driveway, including any turn around area, must be constructed of concrete. A temporary gravel drive shall be constructed from the street to the side of the proposed dwelling before or at the time construction of said dwelling is commenced.

u. No dwelling shall be constructed on any Lot closer than the minimum setback reflected on the Plat.

v. All dwellings constructed on any Lot shall have a full masonry or slab foundation.

w. All swimming pools are to be of in-ground construction. No above-ground swimming pools are allowed.

x. No Owner of a Lot may construct or place any dwelling, outbuilding, clothes line, fence or any other structure, pen or enclosure, on such Lot without the prior written approval by the Committee of the elevation or exterior design, colors, location and building material. Playground sets and trampolines are permitted without obtaining approval from the Committee so long as they are reasonably maintained and placed behind the home. It is the intent of these restrictions that the Committee shall ensure a uniform, aesthetically pleasing subdivision without the utilization of garish colors or architectural designs. The Committee is empowered to waive provision of these restrictions for good cause shown; provided, however, that this power shall not extend to reducing the minimum square footage as specified in paragraph 9 hereof.

y. All equipment, garbage cans, service yards, woodpiles or storage piles shall be kept screened by adequate planting or fencing so as to conceal from the view of neighboring houses and streets. All rubbish, trash or garbage shall be regularly removed from the Lots and shall not be allowed to accumulate thereon.

z. No exterior television or radio antennae of any sort or satellite reception dishes shall be placed, allowed, or maintained upon the front roof of any dwelling or upon the front

or side yard of any Lot, and no antenna or satellite dish shall exceed the height of the peak of the roof lines of the dwelling on any Lot.

aa. No boat, trailer, all-terrain vehicle, or motor home or other recreational vehicle of any kind shall be kept other than in garage or in the rear yard, screened from the view of neighbors and streets. No commercial vehicle of any kind shall be kept other than in garage, rear yard or other screened from the view of the neighbors and streets. No abandoned vehicles shall be stored on any Lot.

bb. No building material of any kind or character shall be placed or stored upon any of the Lots until the Owner of such Lot is ready to commence construction of improvements. Building materials shall not be placed or stored on such Lot.

cc. Sales trailers or model homes with flags and signs shall be permitted as an aide to any builder and/ or developer in the sale of new homes and/or Lots. Use of garage in model home as sales center will be permitted.

dd. No basketball goals will be permitted in the side or front yards.

ee. All setbacks must meet governmental restrictions.

ff. All mailboxes must be the uniform design established by the Declarant.

gg. Owners are responsible to ensure sidewalks are installed by the builder of any homes within the Development in accordance with the standards adopted by the Declarant, and trees are planted according to City requirements.

hh. The Declarant or its assigns reserves the right to enter upon any Lot for the purpose of cutting grass and cleaning up such Lot if the same reasonably requires, charging the expense thereof to the Owner of such Lot, which expense shall be come a lien upon the Lot.

ii. Children of residents or their guests shall not be permitted in drainage ditches during wet weather.

jj. Roof pitch must be no less than 6/12 (i.e., 26.57 degrees).

kk. Exposed metal fireplace chimneys are prohibited.

ll. No outside clotheslines or other apparatus for the drying of clothes shall be permitted.

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mm. Owners are prohibited from obstructing the free flow of storm surface water drainage and/or diverting, and/or changing such drainage flow in any manner resulting in damage or hazard to any other Lot and/or Owner.

2. Maintenance.

a. All Lots, together with the exterior of all Improvements located thereon, shall be maintained in a neat and attractive condition by their respective Owners.

b. In the event any Owner shall fail to maintain the Improvements situated upon his Lot in a manner satisfactory to the Association, the Association may, upon the vote of at least two-thirds of the Board of Directors and after ten (10) days' notice in writing to the offending Owner during which time said Owner has continued to fail to commence the correction of the matter in question, enter upon said Lot and perform the maintenance of the Improvements itself. The cost of such maintenance shall be added to and become a part of the Assessment to which such Lot is subject and the Owner of such Lot shall be personally liable for the cost thereof.

3. Further Use Restrictions.

a. No Owner shall use its Lot in such a manner as to create a nuisance. No Owner shall commit waste upon any Lot.

b. No wrecked vehicle or vehicles in a non-functional condition or vehicles without proper registration shall be parked on any Lot or upon any of the Common Areas. No house trailers, mobile homes, or modular homes shall be permitted within the Development.

c. No animals, livestock, poultry of any kind shall be raised, bred, pastured or maintained on any Lot except household pets which shall be kept in reasonable numbers as pets for the sole pleasure of the occupants, but not for any other purpose or use. No such household pets shall be permitted to the extent they become a nuisance to Owners of neighboring Lots. No pets shall be permitted outside the boundaries of the Owner's Lot unless accompanied by their Owner and on a leash. The Board of Directors, or any individual resident, may take appropriate measures to insure compliance with this provision, including without limitation, having the animal picked up by the appropriate governmental authorities.

d. No Owner shall cause or allow any use of his Lot that results in noise which disturbs the peace and quiet of the Development. This restriction includes, without limitation, dogs whose loud and frequent barking, whining or howling disturbs other Owners, exterior music

systems or public address systems, and other noise sources which disturb other Owners' ability to peacefully possess and enjoy their Lots.

e. No Owner shall permit or cause the escape of such quantities of dense smoke, soot, cinders, noxious acids, fumes, dust, or gases as to interfere with the use and enjoyment by other Owners of their Lots.

f. No house or other structure on any Lot shall be used for any business or purpose. Each Owner shall refrain from any act or use of his Lot which could reasonably cause embarrassment or discomfort or annoyance to the neighborhood. No noxious, offensive or illegal activity shall be carried out upon any Lot.

g. Each Owner shall observe all governmental building codes, health restrictions, zoning restrictions and other regulations applicable to his Lot. In the event of any conflict between any provision of such governmental code, regulation or restriction and any provision of this Declaration, the more restrictive provision shall apply.

h. Preassembled structures for residential purposes shall not be permitted even though they may meet the minimum square footage requirements and all other requirements.

i. The pursuit of hobbies or other inherently dangerous activities including without limitation the assembly and disassembly of motor vehicles or other mechanical devises, the shooting of firearms, fireworks, or other pyrotechnic devices of any type or size, and other such activities shall not be allowed upon any Lot.

ARTICLE VIII
EASEMENTS

1. General. A perpetual easement as shown on the Plat is reserved on each Lot for the construction and maintenance of utilities, such as drainage, electricity, gas, water main, sewage, etc., and no structure of any kind shall be erected or maintained upon or over said easement. It is understood and agreed that all easements granted herein, or by deed, or identified in the recorded Plat, may be used to service additional subdivision sections within all sections of the Development.

2. Emergency. There is hereby reserved without further assent or permit, a general easement to all policemen and security guards employed by Declarant or Association, firemen, ambulance personnel, garbage collectors, mailmen, utility personnel, delivery service personnel and all similar persons to enter upon the Development or any portion thereof which is now or hereafter made subject to this Declaration in the performance of their respective duties.

3. Easements Over Common Areas. The Plat designates certain areas for roads, utilities, drainage, Common Areas, and recreational areas. The easements so designated on the Plat encumber the Lots as shown on the Plat and are hereby established as perpetual and irrevocable easements. Said easements are granted and reserved for the use and benefit in common of all owners in the Development and their agents, servants, family members and invitees. No Owner shall have the right to restrict, impede or take any action in any way to prohibit or limit the use in common by all Owners of said easements. However, use of the easements and Common Areas shall be subject to and governed by provision of this Declaration and the by-laws, rules and regulations of the Association.

4. Easements for Utilities. All Lots and Common Areas in the Development shall be subject to the easements for installation of utilities and drainage facilities that are reserved and shown on the recorded Plat and as set forth herein or as required by later amendments. Within these easements, no structure, planting or other material shall be placed or permitted to remain which may interfere with the installation and maintenance of utilities, or which may change the direction or flow of drainage channels in the easements, or which may obstruct or retard the flow of water through drainage channels and easements.

5. Association Functions. There is hereby reserved to Declarant, any successor to Declarant, and the Association, or the duly authorized agents, representatives and managers of the Association, such easements as are necessary to perform the duties and obligations of the Association as are set forth in the Declaration and any other Trotwood & Foster Association Documents.

6. Ingress and Egress. In addition, there is reserved to Declarant for the use and benefit of any adjoining property that has been added as a new section to the Development or is intended to be added as a new section, a right of ingress and egress over the streets, a right to attach to and use sewer and utility easements and such other easements as may be necessary to develop said property or as are provided for the Development and the Declarant according to this Article VIII.

7. Covenants Running with Land. Each of the easements provided for in this Declaration shall be deemed to have been established upon the recordation of this Declaration and shall thenceforth be deemed to be covenants running with the land for the use and benefit of the Lots, and Common Areas as the case may be, superior to all other encumbrances applied against or in favor of any portion of the properties which is the subject of this Declaration.

8. Subject to Prior Utility Easements. Notwithstanding anything herein expressed or implied to the contrary, this Declaration shall be subject to all easements heretofore or hereafter

granted by Declarant for ingress or egress and for the installation and maintenance of utilities, sewers, television cables, drainage, and similar facilities that are necessary or appropriate for the development of the properties.

9. Utility Easements, Duties and Rights. The rights and duties of the Owners of Lots with respect to sanitary sewers and water, electricity, television cables, gas and telephone, shall be governed by the following:

a. Whenever sanitary sewer house connections and/or water house connections or electricity, television, gas or telephone lines are installed within the properties, which connections or any portion thereof lie in or upon Lots owned by others, then the Owners of the Lot served by said connections, shall have the right, and are hereby granted, an easement to the full extent necessary therefor, to enter upon said Lots or to have the utility company enter upon the Lots within such other Lot(s) in or upon which said connections, or any portion thereof lie, to repair, replace and generally maintain said connections as and when the same may be necessary.

b. When sanitary sewer house connections and/or water house connections or electricity, television cables, gas or telephone lines are installed within the properties, which connections serve more than one Lot, the Owner of each Lot served by said connections shall be entitled to full use and enjoyment of such portions of said connections as service his Lot.

ARTICLE IX
INSURANCE

1. Casualty Insurance. The Association shall keep all insurable improvements and fixtures on the Common Areas insured against loss and damage by fire for the full insurable replacement cost thereof, and shall obtain insurance against such other hazards and casualties as the Association may deem desirable as well as a general liability insurance policy covering all Common Areas with coverage of at least One Million Dollars ($1,000,000.00) for bodily injury or property damage for any single occurrence as well as coverage for any legal liability that results from lawsuits related to employment contracts in which the Association is a party. All policies shall provide that they may not be cancelled or substantially modified without ten (10) days written notice to all insureds including the mortgagees if any. The Association shall also insure any other property whether real or personal, owned by the Association, against loss or damage by fire or casualty and such other hazards as the Association my deed desirable, with the Association as the owner and beneficiary of such insurance. All casualty, liability and fidelity bond coverage shall be in such manner and is such amount as required by the Federal Nation Mortgage Association (FNMA), and their requirements thereto as set forth in Sections 501-504, FNMA Lending Guide, are adopted herein by reference. Any insurance coverage with respect to the Common Areas or otherwise shall be written in the name of, and the proceeds thereof, shall be payable to the

Association. Insurance proceeds shall be used by the Association for the repair or replacement of the property for which the insurance was carried. Premiums for all such insurance carried by the Association are common expenses included in the common Assessments made by the Association.

2. Replacement or Repair of Property. In the event of damage to or destruction of any part of the Common Areas and/or Improvements thereon, the Association shall repair or replace same from the insurance proceeds available. If such insurance proceeds are insufficient to cover the cost of repair or replacement of the property damaged or destroyed, the Association may make a Special Assessment against all owners to cover the additional cost of repair or replacement not covered by the insurance proceeds, in addition to any other Assessments made against such Owner.

3. Other Insurance. The Association may also maintain and pay for insurance policies or bonds that are appropriate for the protection and benefit of the Association, Members of the Board of Directors and any standing Committee, tenants or guest, including, but without limitations, workers' compensation, malicious mischief, and performance of fidelity bonds.

4. Annual Review of Policies. All insurance policies shall be reviewed at least annually by the Board of Directors in or order to ascertain whether the coverage contained in the policies is sufficient to make any necessary repairs or replacement of property which may be damaged or destroyed.

5. Hazard, Flood, Homeowners and Fire Insurance. Each Owner shall obtain and maintain in effect fire and appropriate damage and physical loss insurance, all in an amount equal to the then current full replacement value of each residence and improvement owned by such Owner, which may be established from time to time by the Board of Directors or the Association by resolution. Such additional insurance requirements may be set for the in agreements or other undertakings which the Board of Directors or Association may enter into with or for the benefit of holders or insurers of mortgages secured upon portions of the properties.

6. Obligation to Repair and Restore.

a. Subject only to the rights of an institutional holder of the first mortgage lien on any damaged Lot, insurance proceeds from any insurance policy covering such Lot shall be first applied to the repair, restoration, or replacement of such Lot. Each Owner shall be responsible for the repair, restoration, or replacement of each Lot owned by such Owner pursuant to the terms hereof. Any such repair, restoration or replacement shall (subject to advances and changes in construction techniques and materials generally used in such construction and in currently generally accepted design criteria) be generally harmonious with the other Lots in the Development, and reconstruction must be consistent with plans approved by the Committee. Such repair and restoration will be commenced as soon as possible.

b. If the proceeds of insurance are insufficient to pay for the cost of repair, restoration, or replacement of a residence or improvement, the Owner of such Lot shall be responsible for the payment of any such deficiency necessary to complete the repair, restoration or replacement.

7. Association Rights. If any Owner fails to obtain the insurance required in this Article, or fails to pay the premiums therefor when and as required or fails to otherwise perform the obligations of an Owner under this Article, the Association may (but shall not be obligated to in any manner) obtain such insurance, make such payments for any such Owner, and/or perform such obligations, and add the cost of such payments or performance, as a Special Assessment, to the Assessments of such Owner and enforce the payment of the Assessment in a like manner as an Annual Assessment.

8. Notice to First Mortgagees. In the event of substantial damage to or destruction of any part of the Common Areas, the institutional holder of any first deed of trust or mortgage on a Lot will be entitled to timely written notice of any such damage or destruction and no provision of any document establishing the Development will entitle the Owner of a Lot or other party to priority over such institutional holder with respect to the distribution to such Lot of any insurance proceeds.

ARTICLE X
EXTERIOR MAINTENANCE

1. Maintenance of, repairs to and replacements to the Common Areas shall be the responsibility of and shall be furnished by the Association. The cost of maintenance of, repairs to and replacements to the Common Areas shall be part of the common expenses, subject to the By-Laws, Rules and Regulation of the Association. If, due to the act or neglect of an Owner, or of his agent, servant, tenant, family member, invitee, licensee or household pet, damage shall be caused to the Common Areas, to the sidewalks, or to a Lot owned by others, or maintenance, repair or replacement are required which would otherwise be a common expense, then such Owner shall pay for such damage or such maintenance, repair or replacements, as may be determined by the Association, to the extent not covered by the Association's insurance or sufficient proceeds are not collected from the insurance carrier or to the extent any such claim raises insurance premiums.

In addition to the utility and maintenance easements as may appear on the Plat, the authorized representatives to the Association, Board of Directors or of a managing agent appointed by and with approval of the Board of Directors, shall be entitled to reasonable access to the individual Lots as may be required in connection with the preservation of any individual Lot in the event of an emergency, or in connection with maintenance of, repairs or replacements of the

Common Areas or any equipment, facilities or fixtures affecting or serving other Lots and the Common Areas or to make any alteration required by any governmental authority.

2. It will be the responsibility of each Owner of a Lot to maintain their own mailbox in keeping with the specific design approved by the Declarant.

3. Each Owner of a Lot is responsible for all exterior maintenance on his own Lot. Each Owner shall repair, maintain or replace all exteriors on any building in a good and workman like manner. Additionally, all landscaping, plants, shrubs, driveways, walks, yards, sidewalk adjacent to the street, etc., shall be maintained in a neat, orderly condition and in a good state of repair and maintenance. All exterior maintenance, including painting, shall be done in the color, method and design that is suitable and approved by the Committee. The Committee can base its decisions solely on esthetic considerations.

ARTICLE XI
ANNEXATION AND/OR ADDITION OF OTHER AREA TO PROPERTY

1. General. Declarant or its successors and assigns, shall be allowed to annex additional property by way of sections to the Development without the consent of the Association or its Members over any mortgagees or other lien holders (other than those holding mortgages a lien on the real property being annexed) by the recordation of an amendment to this Declaration as provided herein. Upon such annexation, the Association shall take whatever measures are necessary to add such annexed property and lots into the Development on an equal basis with the original Lots included hereunder.

2. Membership in Association. Owners of additional property annexed by way of sections to the Development (the "New Members") shall become Members of the Association obtaining all rights due Members of the Association and becoming liable for all Assessments and fees as set forth herein and/or in the supplemental Declaration and the Association shall take such measures necessary to evidence the admittance of such New Members as Members in the Association.

3. Common Areas. All Common Areas in any annexed property will be deeded to the Association in fee simple to be held in accordance with this Declaration.

ARTICLE XII
GENERAL PROVISIONS

1. Duration. The covenants, conditions an restrictions contained herein shall be appurtenant to and run with the land and shall be binding upon all Owners and parties hereinafter

having an interest in any of the Development, and all parties claiming under them, until January 1, 2055, at which time they shall be automatically extended for successive periods of ten (10) years each, unless a majority of the votes attributable to Lots in the Development are cast in favor of a proposition to change, amend or revoke the restrictions in whole or in part at a duly called meeting of the Association within the final one (1) year of the term of this Declaration, as it may have been extended. Each purchaser or subsequent grantee of any interest in any property now or hereafter made subject to this Declaration, by acceptance of a deed or other conveyance therefor, thereby agrees that the covenants, conditions and restrictions of this Declaration may be extended as provided in this Article XIII, Section 1.

2. Amendment. Any amendment of the Declaration, other than an amendment incorporating new property by way of sections to the Development as detailed in Article XI which may be done without an affirmative vote, will require the affirmative vote of at least two-thirds (2/3) of the Votes entitled to be cast by the Members of the Association, (both Class A and Class B) at a duly called meeting of the Association at which a quorum is present. Any such amendment shall not become effective until the instrument evidencing such change has been filed of record. Every purchaser or subsequent grantee of any interest in any property now or hereafter made subject to this Declaration by acceptance of a deed or other conveyance therefor, thereby agrees that the covenants, conditions and restrictions of this Declaration may be amended as provided herein.

3. Enforcement. All restrictions herein may be enforced by Declarant, its successors and assigns until the termination of the Class B Membership, or by the Association acting by and through its Board of Directors, or by the Committee, by proceeding at law or in equity against the Person violating or attempting to violate any covenant, condition and/or restriction, either to restrain the violation thereof or to recover money damages, together with reasonable attorneys' fees and court costs. Furthermore, after the termination of Declarant's Class B Membership in the Association, in the event the Association fails to act to enforce any restriction contained herein, any Owner of any Lot may enforce these restrictions as aforesaid against any other Owner. Notwithstanding the foregoing, the covenants contained in Article VIII hereof regarding the Declarant's option to purchase Lots shall be enforceable only by Declarant and not by its successors or assigns unless said rights are specifically assigned thereby Declarant in writing.

4. Partial Invalidity. Any invalidation of any one or more of these restrictions by judgment, court order, or statute, for failure on the part of Declarant or its successors or assigns to enforce any said restrictions, shall in no way affect any of the other provisions hereof or be deemed as a waiver of the right to enforce such restrictions at any time after the violation thereof. Invalidation of any one or more of these restrictions by judgment or court order shall neither affect any of the other provisions not expressly held to be void nor the provisions so void in circumstances or applications other than those expressly invalidated, and all such remaining

provisions shall remain in full force and effect together with the provisions ruled upon as they apply to circumstances other than those expressly invalidated.

5. Abatement. In the event that any Owner violates any of the terms or conditions of this Declaration and fails to cure the same within ten (10) days after written notice thereof, then Declarant, in addition to any other rights and remedies provided for herein, shall have the express right, privilege and license to enter upon any Lot to take any reasonable action to cure such violation, and all reasonable costs thereof shall be at the expense of the Owner of such Lot and shall be payable upon demand by Declarant, including reasonable attorneys' fees.

6. Notice. All notices required or permitted hereunder shall be in writing and effective when deposited in the U.S. mail, postage prepaid, addressed to any Owner at the address of the Lot owned by such Owner, and, if to Declarant, addressed to the Declarant as follows:

Brightland Homes of Tennessee, LLC
Barton Creek Plaza III
3815 South Capital of Texas Highway, Suite 275
Austin, Texas 78704

Attention: John Winniford
Email: jwinniford@brightlandhomes.com
and
Attention: Kent Mitchell
Telephone: 512.330.9366
Email: kmitchell@brightlandhomes.com
and
Attention: Chris Lynch
Telephone: 512.330.9755
Email: clynch@brightlandhomes.com

or such other address as Declarant may, by notice to each of the Owners, designate.

7. Headings and Binding Effect. Headings have been inserted only for convenience and are in no way to be construed as defining, limiting, extending or otherwise modifying or adding to the particular paragraphs to which they refer. The covenants, agreements and right set forth herein shall be binding upon and inure to the benefit of the respective heirs, executors, successors and assigns of the Declarant and all person claiming by, through or under Declarant.

8. Exoneration of Declarant. Each Owner of any Lot in the Development, or any other party having an interest in any portion of the Development, expressly agrees that no duty or

obligation is imposed upon Declarant to enforce or attempt to enforce any of the covenants or restriction contained herein, nor shall Declarant be subject to any liability of any kind or nature whatsoever resulting out of any claim by any third-party asserting that Declarant failed to enforce the same.

[Remainder of Page Intentionally Left Blank – Signature Page Follows]

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IN WITNESS WHEREOF, the Declarant has caused this Declaration of Protective Covenants, Conditions and Restrictions to be duly executed this ____ day of _____, 2024.

BRIGHTLAND HOMES OF TENNESSEE, LLC,
a Delaware limited liability company

By: Brightland Homes, Ltd.,
a Texas limited partnership, sole Member

By: Brightland Homes I, Inc.,
a Texas corporation, General Partner

By: _____
John S. Winniford,
President and CEO

STATE OF TENNESSEE
COUNTY OF

Before me, the undersigned authority, a Notary Public in and for the State and County aforesaid, John S. Winniford, with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon his/her oath, acknowledged himself/herself to be President and CEO of Brightland Homes of Tennessee, LLC, the within named Declarant, and he/she as such officer, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing the name of the limited liability company by himself/herself as such officer.

WITNESS MY HAND and official seal at my office on this the _____ day of _____, 2024.

_____
Notary Public

My commission expires: _____

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EXHIBIT "A"
LEGAL DESCRIPTION

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EXHIBIT "B"

BY-LAWS
OF
[_____]

ARTICLE I
DEFINITIONS

The following words, when used herein, shall have the following meanings:

Section 1. "Association" shall mean [_____], a Tennessee not-for-profit corporation, its successors and assigns, which has as its members all owners of Lots in the Property. "Charter" shall mean the Articles of Incorporation of the Association as filed with the Office of the Secretary of State for Tennessee.

Section 2. "Board of Directors" shall mean the Board of Directors of the Association as described in Article IV hereof.

Section 3. "Declaration" shall mean the instrument headed "Declaration of Covenants, Conditions and Restrictions of Trotwood & Foster" recorded simultaneously herewith in the Register's Office for Maury County, Tennessee, as subsequently amended.

Section 4. "Declarant" shall have the meaning given it in the Declaration.

Section 5. "Member" shall mean and refer to those persons entitled to membership in the Association as provided in the Declaration.

Section 6. "Common Areas" shall have the meaning given it in the Declaration.

Section 7. "Lot" shall have the meaning given it in the Declaration.

Section 8. "Owner" shall have the meaning given it in the Declaration.

Section 9. "Plat" shall have the meaning given it in the Declaration.

Section 10. "Development" shall have the meaning given it in the Declaration.

ARTICLE II
NAME AND LOCATION

The name of the Association is [_____]. The principal office of the Association shall be located at [_____] or at such other place as may be designated by the Board of Directors. Meetings of members and directors may be held at such places within the State of Tennessee, County of Maury, as may be designated by the Board of Directors.

ARTICLE II
MEETING OF MEMBERS

Section 1. Annual Meetings. The first regular annual meeting of the Members may be held, subject to the terms hereof on any day, at the option of the Board of Directors; provided, however, that the first meeting may (if necessary to comply with Federal Regulations) be held no later than the earlier of the following events: (a) Four (4) months after all the Lots have been sold by the Declarant or (b) Three (3) years following conveyance of the first Lot by the Declarant. Each subsequent regular annual meeting of the Members shall be held within fifteen (15) days of the anniversary of the first regular annual meeting each year thereafter at such time as set by the Board of Directors.

Section 2. Special Meetings. Special meetings of the Members may be called at any time by the president or by the Board of Directors, or upon written request of the Members who are entitled to vote one-fourth (1/4) of all of the votes of the Class A membership.

Section 3. Notice of Meetings. Written notice of each meeting of the Members shall be given by, or at the direction of, the secretary or person authorized to call the meeting, by mailing a copy of such notice, postage prepaid, at least fifteen (15) days before such meeting to each Member entitled to vote at the meeting, addressed to the Member's address last appearing on the books of the Association, or supplied by such Member to the Association for the purpose of notice. Such notice shall specify the place, day and hour of the meeting, and, in the case of a special meeting, the purpose of the meeting.

Section 4. Quorum. The presence at the meeting of Members entitled to cast, or of proxies entitled to cast, fifty percent (50%) of the votes of each class of membership shall constitute a quorum for any action except as otherwise provided in the Charter, the Declaration, or these Bylaws. If, however, such quorum shall not be present or represented at any meeting, the Members entitled to vote at the meeting shall have power to adjourn the meeting from time to time, without notice other than announcement at the meeting, until a quorum as aforesaid shall be present or be represented. Further, as provided in the Declaration, if a quorum is not present a subsequent meeting may be called and the required quorum shall be reduced by half at such meeting and such procedure may be repeated until a quorum is established although in no event may the required quorum be less than 10% of the total number of eligible votes.

Section 5. Proxies. At all meetings of Members, each Member may vote in person or by proxy. All proxies shall be in writing and filed with the secretary. Every proxy shall be revocable and shall automatically cease upon conveyance by the Member of his Lot.

Section 6. Action Taken Without A Meeting. The Members shall have the right to take any action in the absence of a meeting which they could take at a meeting by obtaining the written consent of the number of Members which would otherwise be required to approve such action. For instance, if an action required the approval of Members holding three-fourths (3/4ths) of the total votes, then a writing signed by Members holding three-fourths (3/4ths) of the total votes of all Members would be effective as if such approval was given at a meeting duly called for such

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purpose. Any action so approved shall have the same effect as though taken at a properly called meeting of the Members.

ARTICLE IV
BOARD OF DIRECTORS

Section 1. Number. The affairs of the Association shall be managed by a Board of Directors. The initial Board of Directors of the Association shall consist of three (3) persons, who need not be Members of the Association, who shall be appointed by the Declarant and who shall serve until all Lots in the Development are sold. Thereafter, the Board of Directors shall consist of five (5) directors each of whom must individually be a Member of the Association or be an owner, officer, trustee, or otherwise affiliated with a Member of the Association.

Section 2. Term of Office. Persons on the Board of Directors shall be elected for terms of two (2) years or until their successor is elected.

Section 3. Removal. Any director may be removed from the Board of Directors, with or without cause, by a majority vote of the Members of the Association, or in the case of the initial Board of Directors, by the Declarant. In the event of death, resignation or removal of a director, his successor shall be selected by the remaining Members of the Board of Directors, or in the case of the initial Board of Directors, by the Declarant, and shall serve for the unexpired term of his predecessor.

Section 4. Compensation. No director shall receive compensation from any service he may render to the Association; provided, however, any director may be reimbursed for his actual expenses incurred in the performance of his duties.

Section 5. Action Taken Without a Meeting. The directors shall have the right to take any action in the absence of a meeting which they could take at a meeting by obtaining the written approval of all the directors. Any action so approved shall have the same effect as though taken at a meeting of the directors.

ARTICLE V
NOMINATION AND ELECTION OF DIRECTORS

Section 1. Nomination. The Declarant shall name the directors for the initial Board of Directors. Thereafter, nomination for election to the Board of Directors shall be made from the floor at the annual meeting of the Association.

Section 2. Election. Election to the Board of Directors shall be by secret written ballot. At such election the Members or their proxies may cast, in respect to each vacancy, as many votes as they are entitled to exercise under the provisions of the Declaration. The persons receiving the largest number of votes shall be elected. Cumulative voting is not permitted.

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ARTICLE VI
MEETING OF DIRECTORS

Section 1. Regular Meetings. Regular meetings of the Board of Directors shall be held at intervals established by the Board of Directors upon at least three (3) days' written notice, (or without notice if the time and place has been previously fixed by the Board of Directors), at such place and hour as may be fixed from time to time by resolution of the Board of Directors. Should said meeting fall upon a legal holiday, then that meeting shall be held at the same time on the next day which is not a legal holiday.

Section 2. Special Meetings. Special meetings of the Board of Directors shall be held when called by the president of the Association, or by any two directors, after not less than three (3) days' written notice to each director.

Section 3. Quorum. A majority of the number of directors shall constitute a quorum for the transaction of business. Every act or decision done or made by a majority of the directors present at a duly held meeting at which a quorum is present shall be regarded as the act of the Board of Directors.

ARTICLE VII
POWERS AND DUTIES

Section 1. Powers. The Board of Directors shall have power to:

(a) Adopt and publish rules and regulations governing the use of the Common Areas and facilities, and the personal conduct of the Members and their guests thereon, and to establish, assess and collect penalties and fines for the infraction thereof;

(b) Suspend the voting rights and right to use recreational facilities of a Member during any period in which such Member shall be in default in the payment of any assessment levied by the Association. Such rights may also be suspended until after the payment of reasonable financial assessments made after notice and hearing, for a period not to exceed 60 days for infraction of published rules and regulations;

(c) Exercise for the Association all powers, duties and authority vested in or delegated to this Association and not reserved to the membership by other provisions of these Bylaws, the Charter or the Declaration;

(d) Declare the office of a member of the Board of Directors to be vacant in the event such member shall be absent from three (3) consecutive regular meetings of the Board of Directors.

(e) Employ a manager, an independent contractor, or such other employees as they deem necessary, and to prescribe their duties.

Section 2. Duties. It shall be the duty of the Board of Directors to:

(a) Cause to be kept a complete record of all its acts and corporate affairs and to present a statement thereof to the Members at the annual meeting of the Members, or at any special meeting when such statement is requested in writing by one-fourth (1/4) of the Class A Members who are entitled to vote.

(b) Supervise all officers, agents and employees of the Association, and to see that their duties are properly performed;

(c) As more fully provided in the Declaration, to:

(1) Fix the amount of the annual assessment against each Lot at least thirty (30) days in advance of each annual assessment period; and

(2) Send written notice of each assessment to every Owner subject thereto at least thirty (30) days in advance of each annual assessment period; and

(3) Foreclose the lien against any property for which Assessments are not paid within thirty (30) days after due date or to bring an action at law against the Owner personally obligated to pay the same.

(d) Issue, or to cause an appropriate officer to issue, upon demand by any person, a certificate setting forth whether any assessment has been paid. A reasonable charge may be made by the Board of Directors for the issuance of these certificates. If a certificate states an assessment has been paid, such certificate shall be conclusive evidence of such payment;

(e) Procure and maintain adequate liability, hazard, and other insurance on property owned by the Association;

(f) Cause all officers or employees having fiscal responsibilities to be bonded, as required by the Declaration;

(g) Cause the Common Areas to be maintained.

(h) Exercise all discretion as provided in the Declaration regarding enforcement of all terms, restrictions and provisions contained in the Declaration and to take any and all enforcement actions as may be required pursuant thereto. Whenever discretion is granted to the Board of Directors to act upon any matter as required under the Declaration of these Bylaws, such discretion may be exercised by the president of the Association although any such action by the president shall be subject to change upon review by the Board of Directors.

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ARTICLE VIII
OFFICERS AND THEIR DUTIES

Section 1. Enumeration of Officers. The officers of this Association shall be a president, a vice-president, a treasurer, and a secretary, and such other officers as the Board of Directors may from time to time by resolution create.

Section 2. Election of Officers. The election of officers shall take place at the first meeting of the Board of Directors following each annual meeting of the Members.

Section 3. Term. The officers of the Association shall be elected annually by the Board of Directors and each shall hold office for one year unless he shall sooner resign, or shall be removed, or otherwise disqualified to serve.

Section 4. Special Appointments. The Board of Directors may elect such other officers as the affairs of the Association may require each of whom shall hold office for such period, have such authority, and perform such duties as the Board of Directors may, from time to time, determine.

Section 5. Resignation and Removal. Any officer may be removed from office with or without cause by the Board of Directors. Any officer may resign at any time by giving written notice to the Board of Directors, the president or the secretary. Such resignation shall take effect on the date of receipt of such notice or at any later time specified therein, and unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

Section 6. Vacancies. A vacancy in any office may be filled by appointment by the Board of Directors. The officer appointed to such vacancy shall serve for the remainder of the term of the officer he replaces.

Section 7. Multiple Offices. The offices of secretary and treasurer may be held by the same person. No person shall simultaneously hold more than one of any of the other offices except in the case of special offices created pursuant to Section 4 of this Article.

Section 8. Duties. The duties of the officers are as follows:

(a) President. The president shall preside at all meetings of the Board of Directors; shall see that orders and resolutions of the Board of Directors are carried out; shall sign all leases, mortgages, deeds and other written instruments and shall co-sign all checks and promissory notes.

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(b) Vice-President. The vice-president shall act in the place and stead of the president in the event of his absence, inability or refusal to act, and shall exercise and discharge such other duties as may be required of him by the Board of Directors.

(c) Secretary. The secretary shall record the votes and keep the minutes of all meetings and proceedings of the Board of Directors and the Members; serve notice of meetings of the Board of Directors and of the Members; keep appropriate current records showing the Members of the Association together with their addresses, and shall perform such other duties as required by the Board of Directors.

(d) Treasurer. The treasurer shall receive and deposit in appropriate bank accounts all monies of the Association and shall disburse such funds as directed by resolution of the Board of Directors; shall together with another officer sign all checks and promissory notes of the Association; keep proper books of account; cause an annual audit of the Association's books to be made by a public accountant at the completion of each fiscal year; and shall prepare an annual budget and a statement of income and expenditures to be presented to the membership at its regular annual meeting, and deliver a copy of each to the Members.

ARTICLE IX
COMMITTEES

The Board of Directors shall appoint an Architectural Review Committee, as provided in the Declaration. In addition, the Board of Directors shall appoint other committees as deemed appropriate in carrying out its purpose.

ARTICLE X
BOOKS AND RECORDS

The books, records, papers of the Association and the Declaration, Charter and Bylaws shall be available for inspection by any Member or to the holder, guarantor or insurer of any first mortgage at the principal office of the Association, during normal business hours where copies may be purchased at reasonable cost.

ARTICLE XI
ASSESSMENTS

As more fully provided in the Declaration, each member is obligated to pay to the Association annual and special assessments as well as any other amounts assesses against an Owner by the Association which are secured by a continuing lien upon the property against which the assessment is made. Any assessments which are not paid when due shall be delinquent. If the

assessment is not paid within thirty (30) days after the due date, the assessment shall be subject to a late charge in an amount established by the Board of Directors and shall bear interest from the date of delinquency at the maximum rate allowed by applicable law. The Association may bring an action at law against the Owner personally obligated to pay the same or foreclose the lien against the Lot, and interest, costs, and reasonable attorney's fees of any such action shall be added to the amount of such assessment. No Owner may waive or otherwise escape liability for the assessments provided for herein by non-use of the Common Areas or abandonment of his Lot.

ARTICLE XII
AMENDMENTS

Section 1. These Bylaws may be amended, at a regular or special meeting of the Members, by a vote of a majority of a quorum of Members present in person, or by proxy.

Section 2. In the case of any conflict between the Charter and these Bylaws, the Charter shall control; and in the case of any conflict between the Declaration and these Bylaws, the Declaration shall control.

ARTICLE XIII
MISCELLANEOUS

The fiscal year of the Association shall begin on the first day of January and end on the 31st day of December of every year, except that the first fiscal year shall begin on the date of incorporation.

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T-SQUARE ENGINEERING
CIVIL-SITE | TRAFFIC | WASTEWATER

111 SE PKWY CT
Franklin, TN 37064
615.678.8212

www.T2-eng.com

5/20/2024

City of Columbia
700 North Garden Street
Columbia, Tennessee 38401

RE: Trotwood Foster Subdivision Site Development Plan & Preliminary Plat

Staff,

Please find included in this submittal the Site Development Plan and Preliminary Plat application. The property is on the south side of Trotwood Avenue, to the east of Foster Lane.

This development includes 119 single-family homes to be developed within the CD-3 zoning specifications. This zoning complies with the Comprehensive Plan, adopted February 2024. The Future Land Use classification is Suburban Neighborhood, which is compatible with CD-3 Neighborhood zoning. The proposed subdivision is expected to break ground as soon as all necessary approvals/permits are obtained. This could be as early as January of 2025.

We are requesting a variance from section 5.2.2.E to be able to utilize a cul-de-sac on this property due to the location of existing natural features (wooded area and an existing pond). These features prevent the connection of the roadway to Old Sunnyside Lane. The cul-de-sac meets all engineering requirements.

We are also requesting a variance on the civic space frontage requirements, Section 5.3.3.C. The natural area with the wooded area and pond prevent a thoroughfare from traversing the property, which would allow us to meet the 50% thoroughfare frontage requirement. Currently, the Green civic space is approximately 1,250 LF, with 328 LF of thoroughfare frontage (26%). We feel that it is important to maintain the integrity of the natural features of this property, hence the request.

In kind, we request a variance from Section 5.3.3.A stipulating that a Green, Square, or Plaza must be within 800’ of the geographic center of the pedestrian shed. Neither a Square or a Plaza are permitted Civic Space types within CD-3 zoning, requiring a Green to be utilized. A Green “shall consist of lawn and trees, naturalistically disposed…” We feel that the best location for this Civic Space is around the existing natural water and wooded features of the property. By including the existing pond and trees within the Green, we are able to maintain the environmental integrity of these features that we feel are a valuable asset to this community.

Aside from the forementioned requests, we believe this Site Development Plan and Preliminary Plat are in full accordance with the 2022 Zoning Ordinance, effective July 14, 2022.

Thank you for accepting this submittal. Please contact Allison Corolla at T-Square Engineering with comments.

Thank you for your review,

Allison Corolla, PE
T-Square Engineering, Inc.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: Trotwood Foster Subdivision

This checklist shall be completed, and included with the submittal documents. If the submittal does not contain a completed checklist, it shall be deemed incomplete. All below listed items shall be included in the submittal documents and plans, as well as any further information required by the City of Columbia to evaluate compliance and to perform a full and complete review. See Zoning Ordinance Article 8 and Subdivision Regulations.

General

- ☑ Name of development
- ☑ Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- ☑ Plan sealed by a design professional licensed in the State of Tennessee.
- ☑ North Arrow, legend, and site vicinity map
- ☑ Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- ☑ Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- ☑ Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- ☑ All property boundaries, existing easements, and encumbrances
- ☑ Parcel identification, owner, and deed and plat references of adjoining properties
- ☑ Proposed phasing and timetable for all phases of development
- ☑ Traffic Impact Study, as required.
- ☑ The substance of all existing and proposed covenants, easements, or other restrictions.

Lots and Land-Use

- ☑ The size of total property to be developed in square feet and acres
- ☑ Lot numbers of all proposed lots, with dimensions, locations, and square footage
- ☑ A tabulation of the land area to be devoted to various uses and activities and overall densities.
- ☑ Typical lot layout depicting proposed setbacks, yards, and easements, where applicable

Structures

- ❑ Location and approximate dimensions of all existing and proposed structures.
- ❑ Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- ❑ Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable

N/A

- ❑ Location, type, and size of proposed signs
- ❑ Approximate height, bulk, and the utilization of structures including activities and the number of living units.

CITY OF COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Grading, Drainage, and Storm

- ☑ Existing conditions and contours at vertical intervals of not more than two (2) feet
- ☑ General proposed contours at vertical intervals of not more than two (2) feet
- ❑ FEMA Special Flood Hazard Area (SFHA), 100-year Floodplain (F-P), and Floodway (F-W) boundaries with elevations and the exact location of the nearest benchmark. Indicate the Flood Insurance Rate Map (FIRM) panel number, its effective date, and flood insurance zones N/A
- ☑ Location and dimension of aquatic buffer zones
- ☑ General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- ☑ Identification of all critical lots

Streets, Parking, and Pedestrian Elements

- ☑ Proposed street and alley rights-of-way, typical sections, widths, classification, names, and proposed ownership and maintenance responsibility
- ☑ Proposed connections to existing and proposed streets (including classification) located outside the development
- ☑ Proposed improvements as identified in the Traffic Impact Study, as required
- ☑ Existing and proposed sidewalks, trails, and other pedestrian elements
- ☑ Existing and proposed on-street and off-street parking and loading areas
- ☑ Summary of all provided and required parking

Landscaping, Open Space, and Amenities

- ☑ Natural features on site including, but not limited to, wetlands, streams, ponds, springs, sinkholes, wells, rock outcroppings, excessive slopes, and forested areas
- ☑ Landscaped areas and buffers with details on proposed plantings, existing vegetation, and other features.
- ☑ The location and size of all common open space, parkland dedications, and dedications and reservations of land for public uses.
- ☑ Any amenity features and structures for private or public benefit.
- ☑ Location, dimension, and materials of fences and walls
- ☑ Tree Canopy retention

Utilities

- ☑ General layout and location of existing and proposed utilities and utility features including, but not limited to potable water, fire hydrants, sanitary sewer, storm sewer, and power and communication facilities.
- ☑ Acknowledgement from water, sewer, and power utility providers that the proposed development may be adequately served with existing infrastructure, or if improvements are required to adequately serve the development, a general statement of the improvements.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
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PUD Specific Items

- ❑ List of all deviations from PUD Standards requested
- ❑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.
- ❑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.

N/A

- ❑ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ❑ Exterior lighting plan.

If the application is deemed incomplete by the Zoning Administrator, a written request shall be made within ten days after the original submittal, for further information. In such case the application shall be held in abeyance until deemed complete for final review. No plan shall be formally presented for Planning Commission action until such plan is found complete, compliant with City standards, and ready for review.

Checklist Completed By:

Allison Corolla	*Allison Corolla*	5/14/2024
Print Name	Signature	Date

Authentisign ID: 74654CDD-B516-EF11-86D2-000D3A8F026D

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	Trotwood Avenue & Foster Lane		
	TAX MAP: 112	GROUP:	PARCEL: 18.03
SUMMARY OF NATURE OF REQUEST AND WORK	This application is for the Site Development Plan and Preliminary Plat approval of 119 single-family homes in the CD-3 district.		

DATE OF PRE-APPLICATION CONFERENCE	5/15/2024	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ☒ Preliminary Plat ❑ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ☒ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ☒ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☒ Receipt of Payment for Pre-Application Meeting ☒ Written Legal Description copy ☒ Columbia Water System Availability Letter ☒ Columbia Waste Water Department Will Serve Letter

Authentisign ID: 74654CDD-B516-EF11-86D2-000D3A8F026D

	Plats/PUDs: ☒ Project Name (include Sections & Phases) Trotwood Foster Subdivision ☒ Total Number of Lots/Residential Units 119 ☐ Square Footage of Non-Residential Floor Space ☒ Total acreage 51.20

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT
All communications go to the Applicant's email that is provided.

NAME	Allison Corolla	PHONE	615.678.8212
ADDRESS	111 SE PKWY CT, Franklin, TN 37064	EMAIL	Allison.Corolla@T2-Eng.com

PROPERTY OWNER NAME	James Gore	PHONE	615-347-2698
ADDRESS	2101 Key Dr, Brentwood, TN 37027	EMAIL	jimegore@gmail.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Allison Corolla	Allison Corolla	5/13/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
James Gore	AuthentiSIGN' JGor	05/20/24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024

OWNER OF RECORD
TAMARACK LAND-CARTERS STATION LLC DEED BK. R2828 PG. 296, MAP 042 PARCEL 035.00 712 VISTA BLVD. #303, WACONIA, MN 55387 JEFF@TAMARACKLAND.COM, 201-463-7866
APPLICANT
T-SQUARE ENGINEERING & SURVEYING 111 SE PKWY CT, FRANKLIN, TN 37064 615.678.8212
PREPARED BY
T-SQUARE ENGINEERING & SURVEYING MARK CANTRELL, RLS 1859 111 SE PKWY CT, FRANKLIN, TN 37064 MARK.CANTRELL@T2-ENG.COM, 615.678.8212

SITE DATA

CURRENT ZONING: R6
MINIMUM BUILDING SETBACKS

FRONT:20'
REAR:20'
SIDE:7.5'

TOTAL PHASE AREA
9.35 ACRES
407,286 SQ. FT.

NEW ROW
1.73 ACRES
75,358 SQ. FT.

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 31 LOTS AND DEDICATE RIGHT-OF-WAY.
2. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN THE CITY OF COLUMBIA, MAURY COUNTY, TN. ALL MATTERS PERTAINING TO CONSTRUCTION, USE, LOCATION OF IMPROVEMENTS, SIGNAGE, PARKING, NOISE, VIBRATION, EMISSIONS, FIRE HAZARDS, RADIATION, ILLUMINATION, SETBACK PROVISIONS, ETC. ARE SUBJECT TO THE CITY OF COLUMBIA'S ZONING REGULATIONS AS INTERPRETED AND REGULATED BY THE DEPARTMENT OF DEVELOPMENT SERVICES.
3. SUBJECT PROPERTY IS PART OF PARCEL 35.00 AS SHOWN ON MAURY COUNTY TAX MAP 42.
4. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS) USING THE TDOT NETWORK. TENNESSEE STATE PLANE COORDINATE SYSTEM ZONE 4100, NAD83. DRONE AERIAL PHOTOMETRY WAS ALSO USED TO SURVEY SOME ELEMENTS.
5. NO TITLE REPORT HAS BEEN FURNISHED, THEREFORE THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
6. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
7. ALL PLOT AND DEED RECORDATION REFERENCES SHOWN HEREON ARE AS RECORDED IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
8. COLUMBIA POWER AND WATER SYSTEMS IS THE POWER PROVIDER.
9. STORMWATER MANAGEMENT OPERATION & MAINTENANCE WILL BE GOVERNED BY THE INSPECTION & MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES, DATED _____ RECORDED IN DEED BOOK _____ PAGE _____ REGISTER'S OFFICE OF MAURY COUNTY, TN.
10. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0180E WITH AN EFFECTIVE DATE OF 4/16/2007, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 119C, PANEL NO. 0180 SUFFIX E, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.
11. ACCORDING TO THE TYPICAL LOT DETAIL, ALL LOTS ARE TO HAVE A 10' PUDE IN THE FRONT AND REAR OF THE LOTS, AS WELL AS A 5' PUDE IN THE SIDE OF THE LOTS.
12. OPEN SPACE IN THE SUBDIVISION IS TO BE MAINTAINED BY HOA.
13. SURVEY IS IN TENNESSEE STATE PLAN COORDINATE SYSTEM, NAD83 DATUM.

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN RECORD BOOK NUMBER R2828, PAGE 296, MAURY COUNTY REGISTER'S OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED.

_____, 20_____ _____
DATE OWNER

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CATEGORY I LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS LESS THAN OR EQUAL TO 1:10,000.

_____, 20_____ _____
DATE MARK CANTRELL, R.L.S

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20_____ _____
DATE DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE AND UTILITIES DESIGNATED IN SUMMIT AT CARTER'S STATION, PHASE 3 HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $_____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

_____, 20_____ _____
DATE CITY ENGINEER

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE CITY OF COLUMBIA SUBDIVISION REGULATIONS WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

_____, 20_____ _____
DATE NAME, TITLE, AGENCY OF AUTHORIZED AGENT

CERTIFICATE OF APPROVAL OF SUBDIVISION AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES ARE APPROVED BY THE CITY ENGINEERING DEPARTMENT AND MAURY COUNTY E911.

_____, 20_____ _____
DATE MAURY E911

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20_____ _____
DATE DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS AND OTHER ADOPTED ORDINANCES AND POLICIES.

_____, 20_____ _____
DATE CITY ENGINEER

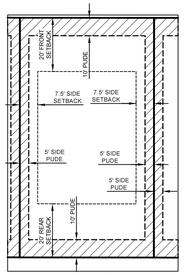
PLAT NORTH
TN SPCS NAD 83
SCALE 1" = 60'

60 0 30 60 120

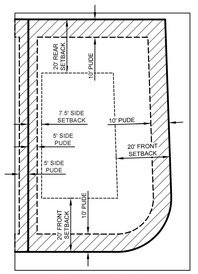
IF YOU DIG TENNESSEE...
CALL US FIRST!
1-800-351-1111
TENNESSEE ONE CALL
IT'S THE LAW

LEGEND

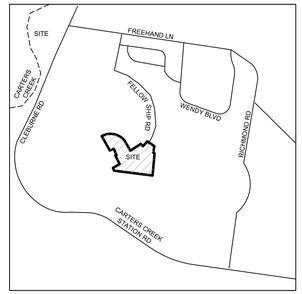
- HEADWALL
- CATCH BASIN
- CURB INLET
- SEWER MANHOLE
- SEWER CLEANOUT
- IRON PIN SET(1/2")
- UNMARKED POINT
- WATER VALVE
- FIRE HYDRANT (TYP.)
- RIP RAP
- PROPERTY LINE
- ADJOINER PROPERTY LINE
- MINIMUM BUILDING SETBACK
- CENTERLINE OF ROAD
- 8"SA PROPOSED SEWER LINE (TYP.)
- PROPOSED STORM LINE (TYP.)
- 8"W PROPOSED WATER LINE (TYP.)



TYPICAL R-6 LOT
N.T.S.

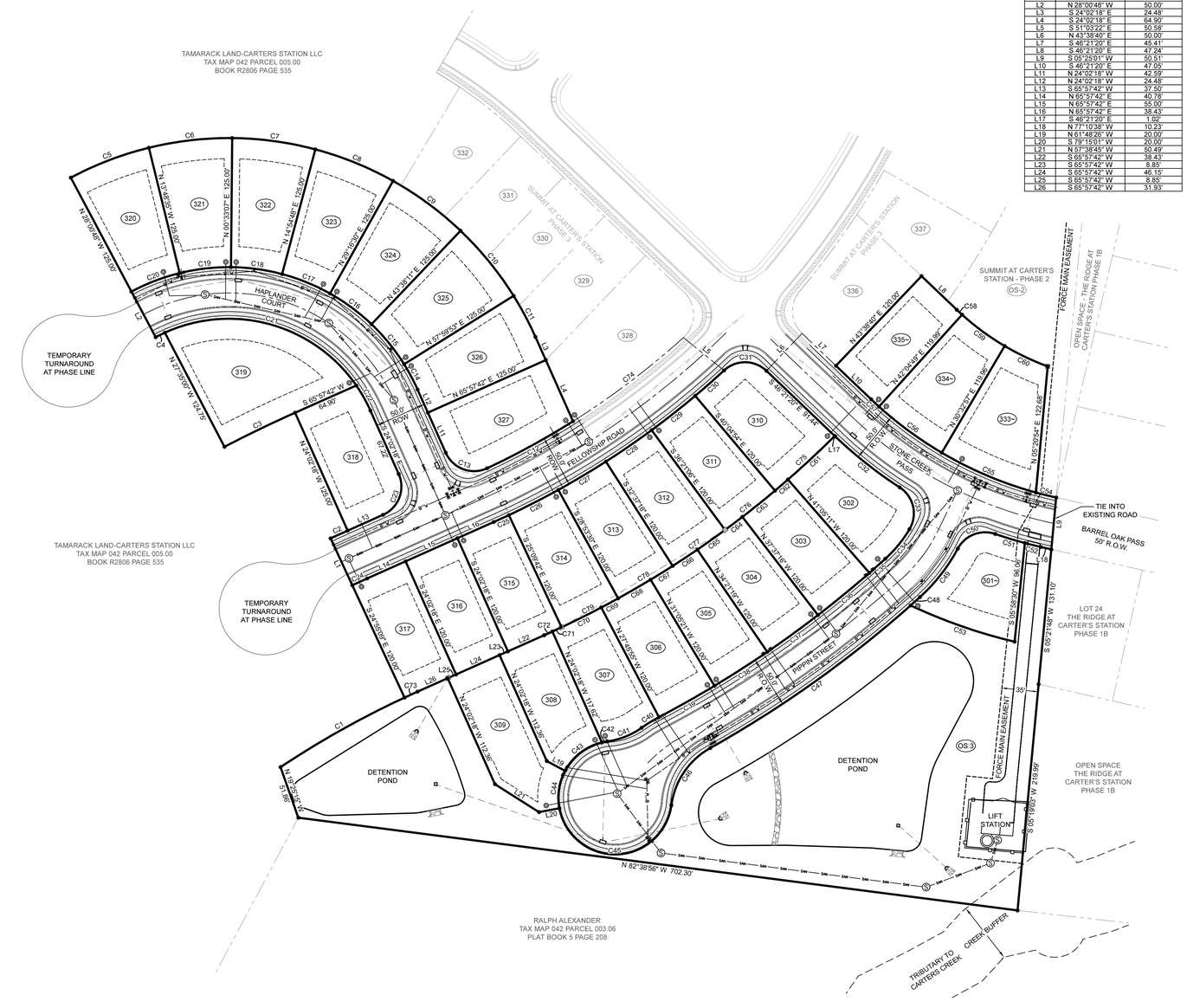


TYPICAL R-6 CORNER LOT
N.T.S.



VICINITY MAP - NOT TO SCALE

LINE	BEARING	DISTANCE
L1	N 24°55'09" W	50.00'
L2	N 28°00'48" W	50.00'
L3	S 24°02'18" E	24.48'
L4	S 24°02'18" E	64.90'
L5	S 51°03'22" E	50.58'
L6	N 43°38'40" E	50.00'
L7	S 46°21'20" E	45.41'
L8	S 46°21'20" E	47.24'
L9	S 05°25'01" W	50.51'
L10	S 46°21'20" E	47.05'
L11	N 24°02'18" W	42.59'
L12	N 24°02'18" W	24.48'
L13	S 65°57'42" W	37.50'
L14	N 65°57'42" E	40.78'
L15	N 65°57'42" E	55.00'
L16	N 65°57'42" E	38.43'
L17	S 46°21'20" E	1.02'
L18	N 77°10'38" W	10.23'
L19	N 61°48'26" W	20.00'
L20	S 79°15'01" W	20.00'
L21	N 57°38'45" W	50.49'
L22	S 65°57'42" W	38.43'
L23	S 65°57'42" W	8.85'
L24	S 65°57'42" W	46.15'
L25	S 65°57'42" W	8.85'
L26	S 65°57'42" W	31.93'


TAMARACK LAND-CARTERS STATION LLC
TAX MAP 042 PARCEL 005.00
BOOK R2806 PAGE 535
SUMMIT AT CARTER'S STATION PHASE 3
SUMMIT AT CARTER'S STATION PHASE 4
SUMMIT AT CARTER'S STATION - PHASE 2 (OS-2)
OPEN SPACE - THE RIDGE AT CARTER'S STATION PHASE 1B
FORCE MAIN EASEMENT
HAPLANDER COURT
FELLOWSHIP ROAD
STONE CREEK PASS
PIPPIN STREET
TEMPORARY TURNAROUND AT PHASE LINE
TEMPORARY TURNAROUND AT PHASE LINE
TAMARACK LAND-CARTERS STATION LLC
TAX MAP 042 PARCEL 005.00
BOOK R2806 PAGE 535
TIE INTO EXISTING ROAD
BARREL OAK PASS 50' R.O.W.
LOT 24 THE RIDGE AT CARTER'S STATION PHASE 1B
DETENTION POND
DETENTION POND
LIFT STATION
OPEN SPACE THE RIDGE AT CARTER'S STATION PHASE 1B
RALPH ALEXANDER
TAX MAP 042 PARCEL 003.06
PLAT BOOK 5 PAGE 209
TRIBUTARY TO CARTERS CREEK
CREEK BUFFER
N 82°38'56" W 702.30'
S 05°19'03" W 218.99'
S 05°21'48" W 151.10'
S 05°36'30" W 89.46'
N 05°20'54" E 123.68'
N 18°29'45" E 51.89'
N 28°00'48" W 124.09'
N 27°35'00" W 124.15'
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N 24°02'18" W 117.82'
N 24°02'18" W 112.36'
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Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

20th day of May, 2024,

between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Tamarack Land, Carter's Station LLC, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the "CMPC") on the

20th day of May, 2024,

pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the "IMPROVEMENTS"); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER's properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register's Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

Summit at Carter's Station, Phase 4

PROJECT

Completed by the Developer	*Completed by the City*
Tamarack Land - Carter's Station LLC	
DEVELOPER NAME	
Jeff Leone	
AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
5/20/24	
DATE	DATE
712 Vista Blvd	
STREET	
Waconia, MN 55387	
CITY, STATE, ZIP	
201 463 7866	
PHONE	
Jeff@TamarackLand.com	
EMAIL	
Attest	*Attest*
Rebecca Navarro	
ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
5/20/24	
DATE	DATE

DOCUMENT PREPARED BY:
Name: Will Middleton
Company T-Square Engineering
Address: 111 SE PKWY CT
Franklin, TN
After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 42, Parcel 35.00
Project Name: Summit at Carter's Station, Phase 4

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2828, Page(s) 296.

THIS AGREEMENT, made this 20th day of May, 2024, by and between Tamarack Land-Carter's Station LLC hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WE, the OWNER(S), with full authority to execute deeds, mortgages, other covenants, all rights, titles, and interests in the property described above, do hereby covenant with the CITY and agree as follows:

1. The OWNER(S) covenant and agree with the CITY that the OWNER(S) shall provide for adequate long term maintenance and continuation of stormwater control measures described in the Long Term Maintenance Plan and shown on the location map, deed of easement drawing or plat attached hereto to ensure that the facilities, are and remain in proper working condition in accordance with approved design standards, rules and regulations, and applicable laws. The OWNER(S) shall perform preventative maintenance activities at intervals described in the schedule attached hereto along with necessary landscaping (grass cutting, etc.) and trash removal as part of regular maintenance.

2. The OWNER(S) shall perform routine inspections to ensure that all long term stormwater management facilities are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at the site. The OWNER(S) or operators shall maintain documents of these inspections.

3. The OWNER(S) shall perform comprehensive inspections of all stormwater management facilities and practices. These inspections shall be conducted once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect.

4. The OWNER(S) shall grant to the CITY or its agent or contractor the right of entry at reasonable times and in a reasonable manner for the purpose of inspecting, operating, installing, constructing, reconstructing, maintaining or repairing the facility within the CITY.

5. The OWNER(S) shall record and grant to the CITY the necessary easements and rights-of-way and maintain perpetual access from public rights-of-way to the facility for the CITY or its agent and contractor.

6. If, upon inspection, the CITY finds that the OWNER(S) has failed to properly maintain the facilities, the CITY may order the work performed within ten (10) days. In the event the work is not performed within the specified time, the ONWER(S) agrees to allow the CITY to enter the property and take whatever steps it deems necessary to maintain the stormwater control facilities. This provision shall not be construed to allow the CITY to erect any structure of a permanent nature on the PROPERTY without first obtaining written approval of the OWNER(S)

7. The CITY is under no obligation to maintain or repair said facilities, and in no event shall this Agreement be construed to impose any obligation on the CITY. The OWNER(S) shall reimburse the CITY upon demand the costs incurred in the maintenance of the facilities.

8. If the OWNER(S) fails to pay the CITY for the above expensive after forty-five (45) days written notice, the OWNER(S) authorizes the CITY to collect said expenses from the OWNER(S) through appropriate legal action and the OWNER(S) shall be liable for the reasonable expenses of collection, court costs, and attorney fees.

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part,

against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide

10. The OWNER(S) shall not be able to transfer, assign or modify its responsibilities with respect to this agreement without the CITY's written prior consent. Nothing herein shall be construed to prohibit a transfer by OWNER(S) to subsequent owners and assigns.

11. No waiver of any provision of this AGREEMENT shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any default.

12. The OWNER(S) shall record a plat showing and accurately defining the easements for stormwater control facilities. The plat must reference the Instrument Number where this AGREEMENT and its attachments are recorded and contain a note that the OWNER(S) is responsible for maintaining the stormwater management facilities.

13. The OWNER(S) shall record this AGREEMENT in the office of the Register of Deeds for the county of Maury, Tennessee, and the AGREEMENT shall constitute a covenant running with the land, and shall be binding upon the OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successors in interest

ATTEST BY OWNER(S):

Print Name Jeff Leone

Title Authorized Representative

Signature

Owner Tamarack Land - Carter's Station, LLC

Address 8472 Vista Blvd

City, State ZIP Waconia, MN 55387

STATE OF Florida
COUNTY OF Miami-Dade

Before me, Rebecca Navarro of the state and county mentioned, personally appeared Jeffrey Leone, with whom I am personally acquainted and who acknowledged that he/she executed the foregoing instrument of the purposes therein contained.

Witness my hand this the 20th day of May, 2024.

Notary Public

My Commission Expires: 4-12-26

REBECCA NAVARRO
Notary Public - State of Florida
Commission # HH 233746
My Comm. Expires Apr 12, 2026
Bonded through National Notary Assn.

REBECCA NAVARRO
Notary Public - State of Florida
Commission # HH 233746
My Comm. Expires Apr 12, 2026
Bonded through National Notary Assn.

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY :_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted, and who acknowledged themselves to be the City Engineer of the City of Columbia or his designee and as such, being authorized so to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the _____ day of _____, 20_____.

Notary Public
My Commission Expires:_____

T-SQUAREENGINEERING
CIVIL-SITE | TRAFFIC | WASTEWATER

1329 West Main Street
Franklin, TN 37064
615.678.8212

www.T2-eng.com

5/20/2024

City of Columbia
Development Services
700 N. Garden Street
Columbia, TN 38401

POST CONSTRUCTION LONG TERM MAINTENANCE PLAN
PROJECT NAME: THE SUMMIT AT CARTER'S STATION, PHASE 4

SYSTEM DESCRIPTION:

The site consists of stormwater conveyances through piped channel and detention ponds. This phase consists of:

- 2830 LF of round concrete pipe and 41 storm inlets.

Upon completion of the site construction, 'Record Drawings' in a version not less than AutoCAD 2006 LT (NAD83, NAVD88) of the stormwater controls will be provided to the City of Columbia for verification.

A copy of the INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES that has been completed, notarized and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.

MAINTENANCE PROCEDURES

1. 2,830 LF of round concrete pipe and 41 storm inlets.
    - These structures will be inspected and cleaned quarterly to ensure pipes and drain inlets do not fill with sediment or trash.

CONSTRUCTION PLANS

FOR

SUMMIT AT CARTER'S STATION

PHASE 1

3040 CLEBURNE ROAD

COLUMBIA, TN 37174

CITY OF COLUMBIA, WARD #5

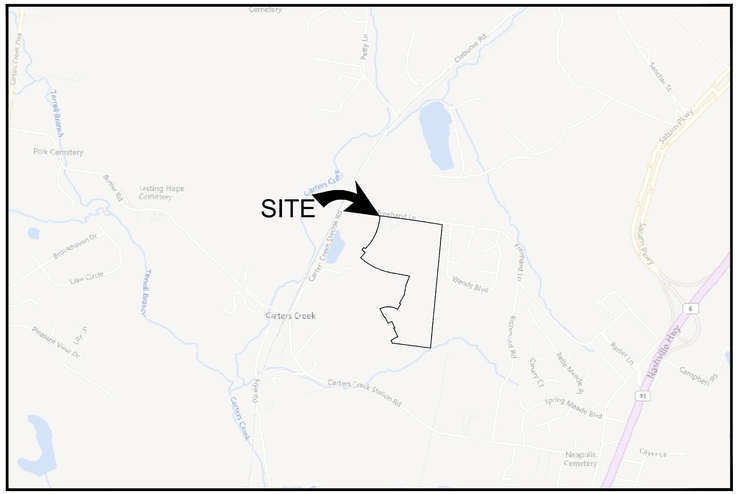
DEVELOPER: RICHMOND AMERICAN HOMES
12220 SUNRISE VALLEY DRIVE SUITE 400
RESTON, VA 20191
703-390-0900

ENGINEER: T-SQUARE ENGINEERING
1329 WEST MAIN STREET
FRANKLIN, TN 37064
615-678-8212

SURVEYOR: T-SQUARE ENGINEERING
1329 WEST MAIN STREET
FRANKLIN, TN 37064
615-678-8212

WATER UTILITY: Shane Andrews
CPWS
201 Pickens Lane
PO Box 379
Columbia, TN 38402
931-388-4833

POWER UTILITY: Doug Burgess
CPWS
201 Pickens Lane
PO Box 379
Columbia, TN 38402
931-388-4833



SITE VICINITY MAP

N.T.S.

Sheet Schedule

C-0.0	Cover Sheet
C-1.0	Preliminary Plat
C-1.1	Existing Conditions
C-2.0	Site Plan
C-2.1	Parcel Site Plan
C-2.2	Parcel Data Tables
C-3.0	Initial Erosion Control
C-3.1	Temporary Erosion Control
C-3.2	Final Erosion Control
C-4.0	Predevelopment Stormwater Plan
C-4.1	Postdevelopment Stormwater Plan
C-5.0	Grading Plan
C-5.1	Drainage Plan
C-5.2	Drainage Plan Tables
C-5.3	Inlet Area Plan
C-6.0	Roadway Plan and Profile Wellwind Road
C-6.1	Roadway Plan and Profile Sellerback Way
C-6.2	Roadway Plan and Profile Youngfellow Drive
C-6.3	Fellowship Road
C-6.4	Fellowship Road & Haplander Court
C-6.5	Cobler Court & Candler Road
C-6.6	Pippin Street
C-7.0	Utility Plan
C-7.1	Sanitary Plan and Profile
C-7.2	Sanitary Plan and Profile
C-7.3	Sanitary Plan and Profile
C-7.4	Sanitary Plan and Profile
C-7.5	Sanitary Plan and Profile
C-7.6	Sanitary Plan and Profile
C-8.0	Detail Sheet
C-8.1	Detail Sheet
C-8.2	Detail Sheet
C-8.3	Detail Sheet
C-8.4	Detail Sheet
C-8.5	Detail Sheet
C-8.6	Detail Sheet
C-8.7	Detail Sheet

FLOOD NOTE
A PORTION OF THIS PROPERTY LIES WITHIN AN AREA DESIGNATED AS AE, AS EVIDENCED ON FEMA PANEL #47119001806 OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
FP TCI CCS LLC MAP 41, P/O PARCEL 15.00
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS
1	03/02/22	SANITARY SEWER MAIN REVISION
2	03/16/22	REVISIONS PER TDEC COMMENTS
3	04/14/22	REVISIONS PER CITY COMMENTS
4	08/03/22	REVISIONS PER TDEC COMMENTS
5	09/07/22	REVISIONS PER PULTE COMMENTS

DATE: 10/13/21
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

COVER SHEET
MAP 41, P/O PARCEL 15.00
COLUMBIA, TENNESSEE 37174

SUMMIT AT CARTER'S STATION

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL & Area
STATE OF TENNESSEE
09/07/2022

PROJECT
21-0515

SHEET
C-0.0

T-SQUARE ENGINEERING

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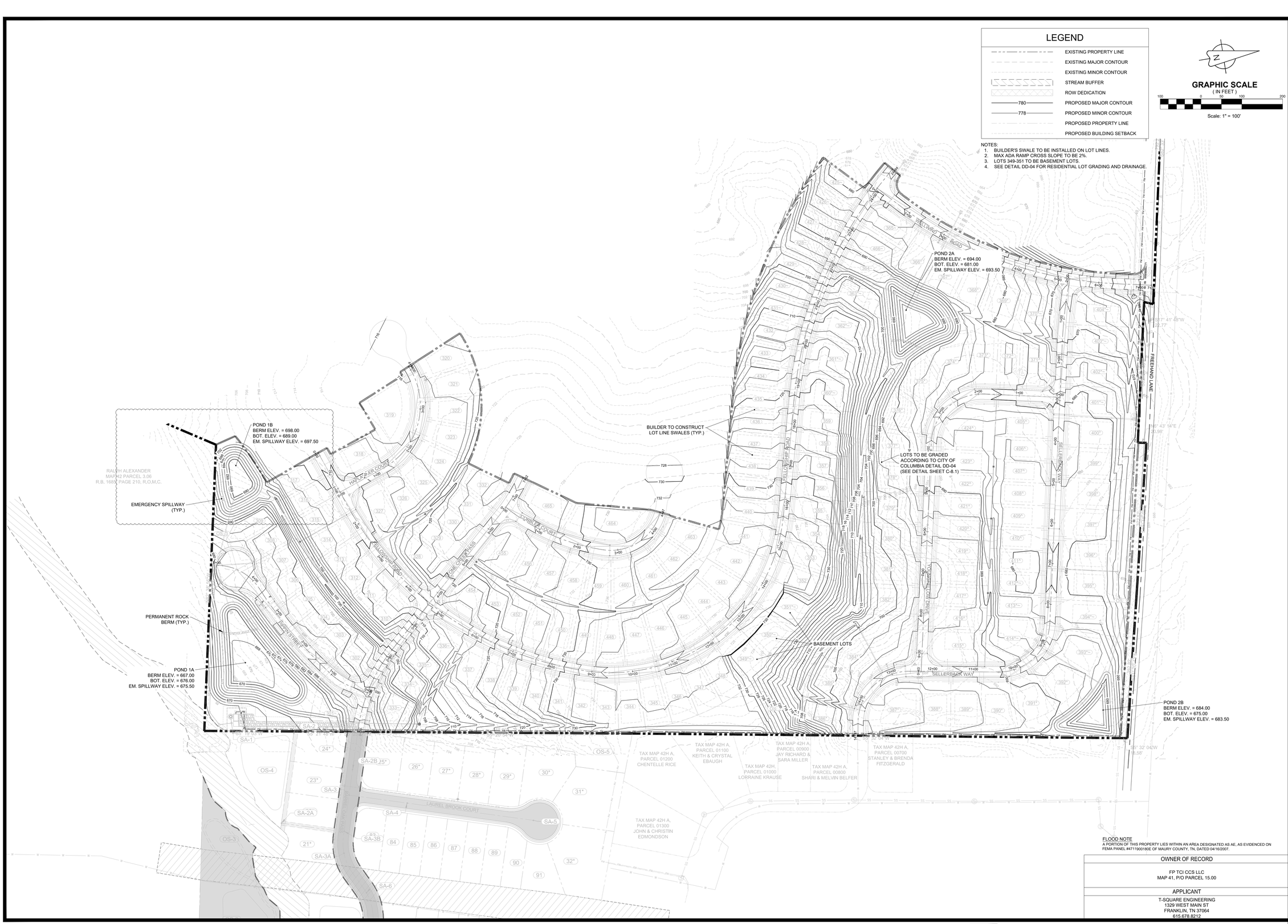

FLOOD NOTE
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OWNER OF RECORD
FP TCI CCS LLC MAP 41, P/O PARCEL 15.00
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

NO.	DATE	REVISIONS
1	03/02/22	SANITARY SEWER MAIN REVISION
2	03/16/22	REVISIONS PER TDEC COMMENTS
3	04/14/22	REVISIONS PER CITY COMMENTS
4	08/03/22	REVISIONS PER TDEC COMMENTS
5	09/07/22	REVISIONS PER PULTE COMMENTS

DATE: 10/13/21
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

GRADING PLAN
MAP 41, P/O PARCEL 15.00
COLUMBIA, TENNESSEE 37174

SUMMIT AT CARTER'S STATION

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL ENGINEER
STATE OF TENNESSEE
09/07/2022

PROJECT
21-0515

SHEET
C-5.0

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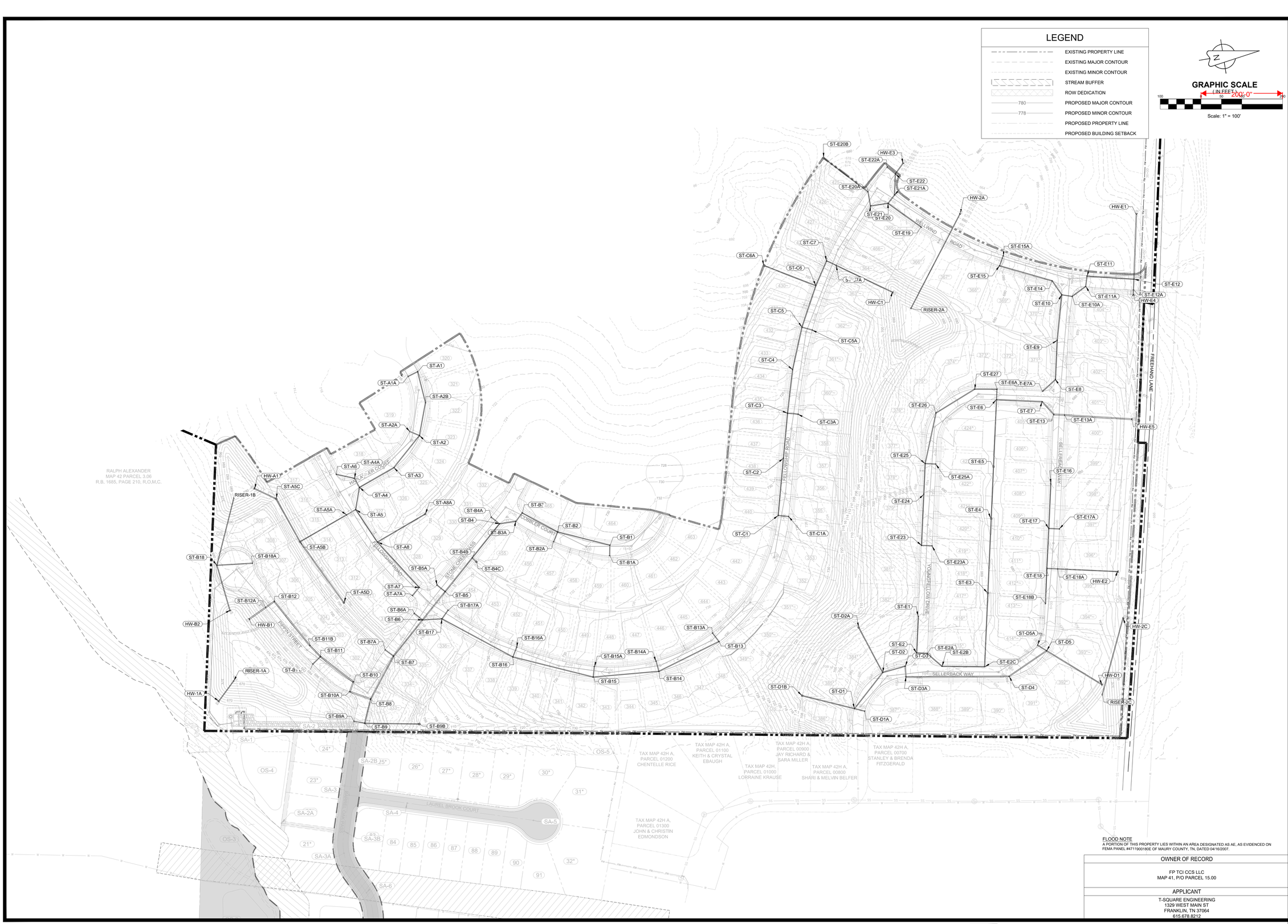

FLOOD NOTE
A PORTION OF THIS PROPERTY LIES WITHIN AN AREA DESIGNATED AS AE. AS EVIDENCED ON FEMA PANEL #47119001806E OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
FP TCI CCS LLC MAP 41, P/O PARCEL 15.00
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS
1	03/02/22	SANITARY SEWER MAIN REVISION
2	03/16/22	REVISIONS PER TDEC COMMENTS
3	04/14/22	REVISIONS PER CITY COMMENTS
4	08/03/22	REVISIONS PER TDEC COMMENTS
5	09/07/22	REVISIONS PER PULTE COMMENTS

DATE: 10/13/21
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

DRAINAGE PLAN

MAP 41, P/O PARCEL 15.00
COLUMBIA, TENNESSEE 37174

SUMMIT AT CARTER'S STATION

TIMOTHY E. TURNER
REGISTERED
PROFESSIONAL ENGINEER
STATE OF TENNESSEE
09/07/2022

PROJECT
21-0515

SHEET
C-5.1

T-SQUARE ENGINEERING

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STRUCTURE TABLE				
STRUCTURE NAME	DETAILS	PIPES IN	PIPES OUT	STRUCTURE
HW-1A	RIM = 669.10 TOP = 666.87	INV. IN = 666.39		HEADWALL
HW-2A	RIM = 681.12 TOP = ???	INV. IN = 678.41		HEADWALL
HW-2C	RIM = 675.77 TOP = 674.33	INV. IN = 673.06		HEADWALL
RISER-1A	RIM = 675.00 TOP = 668.00		INV. OUT =667.00	RISER
RISER-2A	RIM = 692.00 TOP = 682.00		INV. OUT =681.00	RISER
RISER-2C	RIM = 682.00 TOP = 676.00		INV. OUT =675.00	RISER

STRUCTURE TABLE				
STRUCTURE NAME	DETAILS	PIPES IN	PIPES OUT	STRUCTURE
HW-A1	RIM = 677.87 TOP = 691.88	INV. IN = 690.00		HEADWALL
ST-A1	RIM = 715.53 TOP = 715.53	INV. IN = 711.28	INV. OUT =711.28	SINGLE INLET
ST-A1A	RIM = 715.53 TOP = 715.53		INV. OUT =711.53	SINGLE INLET
ST-A2	RIM = 714.03 TOP = 714.03	INV. IN = 709.68 INV. IN = 709.68	INV. OUT =709.68	SINGLE INLET
ST-A2A	RIM = 714.03 TOP = 714.03		INV. OUT =710.03	SINGLE INLET
ST-A2B	RIM = 714.80 TOP = 714.80	INV. IN = 710.50	INV. OUT =710.50	SINGLE INLET
ST-A3	RIM = 711.99 TOP = 711.99	INV. IN = 707.99	INV. OUT =707.99	SINGLE INLET
ST-A4	RIM = 709.32 TOP = 709.32	INV. IN = 705.12 INV. IN = 705.12	INV. OUT =705.12	SINGLE INLET
ST-A4A	RIM = 709.32 TOP = 709.32	INV. IN = 705.37	INV. OUT =705.37	SINGLE INLET
ST-A5	RIM = 708.45 TOP = 708.45	INV. IN = 704.57 INV. IN = 704.57	INV. OUT =704.57	SINGLE INLET
ST-A5A	RIM = 708.45 TOP = 708.45	INV. IN = 704.32	INV. OUT =704.32	SINGLE INLET
ST-A5B	RIM = 696.80 TOP = 696.80	INV. IN = 692.31 INV. IN = 692.31	INV. OUT =692.31	AREA DRAIN
ST-A5C	RIM = 695.60 TOP = 695.60	INV. IN = 691.11	INV. OUT =691.11	AREA DRAIN
ST-A5D	RIM = 698.65 TOP = 698.65		INV. OUT =694.15	AREA DRAIN
ST-A6	RIM = 709.67 TOP = 709.67		INV. OUT =705.83	SINGLE INLET
ST-A7	RIM = 713.43 TOP = 713.43	INV. IN = 709.20	INV. OUT =709.20	SINGLE INLET
ST-A7A	RIM = 713.45 TOP = 713.45		INV. OUT =709.45	SINGLE INLET
ST-A8	RIM = 709.97 TOP = 709.97	INV. IN = 705.97 INV. IN = 705.97	INV. OUT =705.97	SINGLE INLET
ST-A8A	RIM = 717.41 TOP = 716.76		INV. OUT =714.20	AREA DRAIN

STRUCTURE TABLE				
STRUCTURE NAME	DETAILS	PIPES IN	PIPES OUT	STRUCTURE
HW-B1	RIM = 678.48 TOP = 674.73	INV. IN = 674.18		HEADWALL
HW-B2	RIM = 671.95 TOP = 670.00	INV. IN = 669.25		HEADWALL
RISER-1B	RIM = 690.71 TOP = 690.00		INV. OUT =689.00	RISER
ST-B1	RIM = 730.92 TOP = 730.92	INV. IN = 726.65	INV. OUT =726.65	SINGLE INLET
ST-B1A	RIM = 730.92 TOP = 730.92		INV. OUT =726.90	SINGLE INLET
ST-B2	RIM = 727.43 TOP = 727.43	INV. IN = 723.18 INV. IN = 723.18	INV. OUT =723.18	SINGLE INLET
ST-B2A	RIM = 727.43 TOP = 727.43		INV. OUT =723.43	SINGLE INLET
ST-B3	RIM = 724.82 TOP = 724.82	INV. IN = 720.82	INV. OUT =720.82	SINGLE INLET
ST-B3A	RIM = 724.81 TOP = 724.81	INV. IN = 720.57	INV. OUT =720.57	SINGLE INLET
ST-B4	RIM = 723.98 TOP = 723.98	INV. IN = 719.73 INV. IN = 719.73	INV. OUT =719.73	SINGLE INLET
ST-B4A	RIM = 723.98 TOP = 723.98		INV. OUT =719.98	SINGLE INLET
ST-B4B	RIM = 721.88 TOP = 721.88	INV. IN = 717.38 INV. IN = 717.38	INV. OUT =717.38	SINGLE INLET
ST-B4C	RIM = 722.00 TOP = 722.00		INV. OUT =718.00	AREA DRAIN
ST-B5	RIM = 717.88 TOP = 717.88	INV. IN = 713.38 INV. IN = 713.38	INV. OUT =713.38	SINGLE INLET
ST-B5A	RIM = 717.88 TOP = 717.88		INV. OUT =713.88	SINGLE INLET
ST-B6	RIM = 710.18 TOP = 710.18	INV. IN = 705.68 INV. IN = 705.68 INV. IN = 705.68	INV. OUT =705.68	SINGLE INLET
ST-B6A	RIM = 710.18 TOP = 710.18		INV. OUT =706.18	SINGLE INLET
ST-B7	RIM = 698.78 TOP = 698.78	INV. IN = 694.28 INV. IN = 694.28	INV. OUT =694.28	SINGLE INLET
ST-B7A	RIM = 698.78 TOP = 698.78		INV. OUT =694.78	SINGLE INLET
ST-B8	RIM = 687.62 TOP = 687.62	INV. IN = 678.49 INV. IN = 678.49	INV. OUT =678.49	SINGLE INLET
ST-B9	RIM = 684.10 TOP = 684.10	INV. IN = 679.10 INV. IN = 679.10	INV. OUT =679.10	SINGLE INLET
ST-B9A	RIM = 683.49 TOP = 683.49		INV. OUT =679.99	SINGLE INLET
ST-B9B	RIM = 704.00 TOP = 704.00		INV. OUT =700.00	AREA DRAIN
ST-B10	RIM = 687.69 TOP = 687.69	INV. IN = 677.70	INV. OUT =677.70	SINGLE INLET
ST-B10A	RIM = 687.70 TOP = 687.70	INV. IN = 677.95	INV. OUT =677.95	SINGLE INLET
ST-B11	RIM = 685.71 TOP = 685.71	INV. IN = 676.68 INV. IN = 676.68	INV. OUT =676.68	SINGLE INLET
ST-B11A	RIM = 685.71 TOP = 685.71		INV. OUT =682.26	SINGLE INLET
ST-B11B	RIM = 686.35 TOP = 686.35	INV. IN = 676.31	INV. OUT =676.31	SINGLE INLET
ST-B12	RIM = 686.49 TOP = 686.49	INV. IN = 674.92	INV. OUT =674.92	SINGLE INLET
ST-B12A	RIM = 686.49 TOP = 686.49	INV. IN = 674.67	INV. OUT =674.67	SINGLE INLET
ST-B13	RIM = 736.85 TOP = 736.85	INV. IN = 732.60	INV. OUT =732.60	SINGLE INLET
ST-B13A	RIM = 736.85 TOP = 736.85		INV. OUT =732.85	SINGLE INLET
ST-B14	RIM = 735.24 TOP = 735.24	INV. IN = 730.96 INV. IN = 730.96	INV. OUT =730.96	SINGLE INLET
ST-B14A	RIM = 735.24 TOP = 735.24		INV. OUT =731.24	SINGLE INLET
ST-B15	RIM = 733.28 TOP = 733.28	INV. IN = 729.03 INV. IN = 729.03	INV. OUT =729.03	SINGLE INLET
ST-B15A	RIM = 733.28 TOP = 733.28		INV. OUT =729.28	SINGLE INLET
ST-B16	RIM = 722.71 TOP = 722.71	INV. IN = 718.46 INV. IN = 718.46	INV. OUT =718.46	SINGLE INLET
ST-B16A	RIM = 722.71 TOP = 722.71		INV. OUT =718.71	SINGLE INLET
ST-B17	RIM = 714.47 TOP = 714.47	INV. IN = 710.22 INV. IN = 710.22	INV. OUT =710.22	SINGLE INLET
ST-B17A	RIM = 714.47 TOP = 714.47		INV. OUT =710.47	SINGLE INLET
ST-B18	RIM = 682.00 TOP = 682.00	INV. IN = 675.17 INV. IN = 675.17	INV. OUT =675.17	SINGLE INLET

STRUCTURE TABLE				
STRUCTURE NAME	DETAILS	PIPES IN	PIPES OUT	STRUCTURE
ST-C3A	RIM = 680.89 TOP = 680.97	INV. IN = 680.39	INV. OUT =679.42	SINGLE INLET
ST-C1	RIM = 733.69 TOP = 733.69	INV. IN = 729.44	INV. OUT =729.44	SINGLE INLET
ST-C1A	RIM = 733.69 TOP = 733.69		INV. OUT =729.69	SINGLE INLET
ST-C2	RIM = 727.10 TOP = 727.10	INV. IN = 723.10	INV. OUT =723.10	SINGLE INLET
ST-C3	RIM = 721.90 TOP = 721.90	INV. IN = 717.65 INV. IN = 717.65	INV. OUT =717.65	SINGLE INLET
ST-C3A	RIM = 721.90 TOP = 721.90		INV. OUT =717.90	SINGLE INLET
ST-C4	RIM = 716.91 TOP = 716.91	INV. IN = 712.91	INV. OUT =712.91	SINGLE INLET
ST-C5	RIM = 711.28 TOP = 711.28	INV. IN = 707.03 INV. IN = 707.03	INV. OUT =707.03	SINGLE INLET
ST-C5A	RIM = 711.28 TOP = 711.28		INV. OUT =707.28	SINGLE INLET
ST-C6	RIM = 700.85 TOP = 700.85	INV. IN = 691.14 INV. IN = 691.14	INV. OUT =691.14	SINGLE INLET
ST-C6A	RIM = 696.00 TOP = 696.00		INV. OUT =692.50	AREA DRAIN
ST-C7	RIM = 693.96 TOP = 693.96	INV. IN = 689.96	INV. OUT =689.96	SINGLE INLET
ST-C7A	RIM = 693.96 TOP = 693.96	INV. IN = 689.71	INV. OUT =689.71	SINGLE INLET

STRUCTURE TABLE				
STRUCTURE NAME	DETAILS	PIPES IN	PIPES OUT	STRUCTURE
HW-D1	RIM = 681.45 TOP = 680.00	INV. IN = 678.20		HEADWALL
ST-D1	RIM = 696.28 TOP = 696.28	INV. IN = 692.03 INV. IN = 692.03	INV. OUT =692.03	SINGLE INLET
ST-D1A	RIM = 696.28 TOP = 696.28		INV. OUT =692.28	SINGLE INLET
ST-D1B	RIM = 707.88 TOP = 707.88		INV. OUT =703.00	AREA DRAIN
ST-D2	RIM = 693.67 TOP = 693.67	INV. IN = 689.67 INV. IN = 689.67	INV. OUT =689.67	SINGLE INLET
ST-D2A	RIM = 701.67 TOP = 701.67		INV. OUT =697.67	AREA DRAIN
ST-D3	RIM = 693.15 TOP = 693.15	INV. IN = 688.65	INV. OUT =688.65	SINGLE INLET
ST-D3A	RIM = 693.76 TOP = 693.76	INV. IN = 688.38	INV. OUT =688.38	SINGLE INLET
ST-D4	RIM = 689.15 TOP = 689.15	INV. IN = 684.54	INV. OUT =684.54	SINGLE INLET
ST-D5	RIM = 684.64 TOP = 684.64	INV. IN = 679.78 INV. IN = 679.78	INV. OUT =679.78	SINGLE INLET
ST-D5A	RIM = 684.64 TOP = 684.64		INV. OUT =680.28	SINGLE INLET

STRUCTURE TABLE				
STRUCTURE NAME	DETAILS	PIPES IN	PIPES OUT	STRUCTURE
HW-E1	RIM = 653.77 TOP = ???	INV. IN = 650.52		HEADWALL
HW-E2	RIM = 676.10 TOP = 674.48	INV. IN = 673.39		HEADWALL
HW-E3	RIM = 675.62 TOP = ???	INV. IN = 672.91		HEADWALL
HW-E4	RIM = 655.45 TOP = 654.00		INV. OUT =652.74	HEADWALL
HW-E5	RIM = 675.71 TOP = 672.75	INV. IN = 671.92		HEADWALL
ST-E1	RIM = 694.11 TOP = 694.11		INV. OUT =690.11	SINGLE INLET
ST-E2	RIM = 692.82 TOP = 692.82	INV. IN = 688.82	INV. OUT =688.82	SINGLE INLET
ST-E2A	RIM = 692.82 TOP = 692.82	INV. IN = 688.57	INV. OUT =688.57	SINGLE INLET
ST-E2B	RIM = 692.26 TOP = 692.26	INV. IN = 688.09	INV. OUT =688.09	SINGLE INLET
ST-E2C	RIM = 691.12 TOP = 691.12	INV. IN = 687.04	INV. OUT =687.04	SINGLE INLET
ST-E3	RIM = 689.67 TOP = 689.67	INV. IN = 685.23	INV. OUT =685.23	AREA DRAIN
ST-E4	RIM = 685.67 TOP = 685.67	INV. IN = 681.94	INV. OUT =681.94	AREA DRAIN
ST-E5	RIM = 684.70 TOP = 684.70	INV. IN = 679.20	INV. OUT =679.20	AREA DRAIN
ST-E6	RIM = 679.87 TOP = 679.87	INV. IN = 675.37 INV. IN = 675.37	INV. OUT =675.37	SINGLE INLET
ST-E6A	RIM = 679.87 TOP = 679.87	INV. IN = 675.87	INV. OUT =675.87	SINGLE INLET
ST-E7	RIM = 678.75 TOP = 678.75	INV. IN = 674.25	INV. OUT =674.25	SINGLE INLET
ST-E7A	RIM = 678.75 TOP = 678.75		INV. OUT =674.75	SINGLE INLET
ST-E8	RIM = 675.91 TOP = 675.91	INV. IN = 671.91	INV. OUT =671.91	SINGLE INLET
ST-E9	RIM = 669.62 TOP = 669.62	INV. IN = 665.62	INV. OUT =665.62	SINGLE INLET
ST-E10	RIM = 667.61 TOP = 667.61	INV. IN = 663.61 INV. IN = 663.61	INV. OUT =663.61	SINGLE INLET
ST-E10A	RIM = 667.61 TOP = 667.61	INV. IN = 663.36	INV. OUT =663.36	SINGLE INLET
ST-E11	RIM = 664.57 TOP = 664.57	INV. IN = 660.32	INV. OUT =660.32	SINGLE INLET
ST-E11A	RIM = 664.57 TOP = 664.57	INV. IN = 660.57	INV. OUT =660.57	SINGLE INLET
ST-E12	RIM = 656.61 TOP = 656.61	INV. IN = 652.11 INV. IN = 652.11	INV. OUT =652.11	SINGLE INLET
ST-E12A	RIM = 656.62 TOP = 656.62	INV. IN = 652.62	INV. OUT =652.62	SINGLE INLET
ST-E13	RIM = 680.87 TOP = 680.87	INV. IN = 673.82	INV. OUT =673.82	SINGLE INLET

STRUCTURE TABLE				
STRUCTURE NAME	DETAILS	PIPES IN	PIPES OUT	STRUCTURE
ST-E13A	RIM = 680.87 TOP = 680.87	INV. IN = 673.57	INV. OUT =673.57	SINGLE INLET
ST-E14	RIM = 670.59 TOP = 670.59	INV. IN = 666.59	INV. OUT =666.59	SINGLE INLET
ST-E15	RIM = 680.21 TOP = 680.21	INV. IN = 675.96	INV. OUT =675.96	SINGLE INLET
ST-E15A	RIM = 680.21 TOP = 680.21		INV. OUT =676.21	SINGLE INLET
ST-E16	RIM = 681.44 TOP = 681.44		INV. OUT =677.44	SINGLE INLET
ST-E17	RIM = 680.34 TOP = 680.34	INV. IN = 676.09 INV. IN = 676.09	INV. OUT =676.09	SINGLE INLET
ST-E17A	RIM = 680.34 TOP = 680.34		INV. OUT =676.34	SINGLE INLET
ST-E18	RIM = 680.15 TOP = 680.15	INV. IN = 675.11 INV. IN = 675.11	INV. OUT =675.11	DOUBLE INLET
ST-E18A	RIM = 679.54 TOP = 679.54	INV. IN = 674.86	INV. OUT =674.86	SINGLE INLET
ST-E18B	RIM = 680.54 TOP = 680.54		INV. OUT =676.19	SINGLE INLET
ST-E19	RIM = 682.14 TOP = 682.14		INV. OUT =678.14	SINGLE INLET
ST-E20	RIM = 681.32 TOP = 681.32	INV. IN = 676.18	INV. OUT =676.18	SINGLE INLET
ST-E20A	RIM = 680.14 TOP = 680.14	INV. IN = 676.53	INV. OUT =676.53	SINGLE INLET
ST-E20B	RIM = 682.00 TOP = 682.00		INV. OUT =678.00	AREA DRAIN
ST-E21	RIM = 679.35 TOP = 679.35	INV. IN = 675.35 INV. IN = 675.35	INV. OUT =675.35	SINGLE INLET
ST-E21A	RIM = 679.35 TOP = 679.35	INV. IN = 675.10	INV. OUT =675.10	SINGLE INLET
ST-E22	RIM = 677.48 TOP = 677.48	INV. IN = 673.23 INV. IN = 673.23	INV. OUT =673.23	SINGLE INLET
ST-E22A	RIM = 677.48 TOP = 677.48		INV. OUT =673.48	SINGLE INLET
ST-E23	RIM = 694.16 TOP = 694.16	INV. IN = 689.91	INV. OUT =689.91	SINGLE INLET
ST-E23A	RIM = 694.16 TOP = 694.16		INV. OUT =690.16	SINGLE INLET
ST-E24	RIM = 690.09 TOP = 690.09	INV. IN = 686.09	INV. OUT =686.09	SINGLE INLET
ST-E25	RIM = 687.61 TOP = 687.61	INV. IN = 683.36 INV. IN = 683.36	INV. OUT =683.36	SINGLE INLET
ST-E25A	RIM = 687.61 TOP = 687.61		INV. OUT =683.61	SINGLE INLET
ST-E26	RIM = 683.63 TOP = 683.63	INV. IN = 679.63	INV. OUT =679.63	SINGLE INLET
ST-E27	RIM = 680.57 TOP = 680.57	INV. IN = 676.57	INV. OUT =676.57	SINGLE INLET

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
RISER-1A TO HW-1A	18" Reinforced Concrete Pipe	58.80	1.00%
RISER-2A TO HW-2A	18" Reinforced Concrete Pipe	258.10	1.00%
RISER-2C TO HW-2C	18" Reinforced Concrete Pipe	189.97	1.00%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
ST-A1 TO ST-A2B	18" Reinforced Concrete Pipe	76.87	1.00%
ST-A1A TO ST-A1	18" Reinforced Concrete Pipe	24.17	1.00%
ST-A2 TO ST-A3	18" Reinforced Concrete Pipe	99.35	1.68%
ST-A2A TO ST-A2	18" Reinforced Concrete Pipe	24.20	1.38%
ST-A2B TO ST-A2	18" Reinforced Concrete Pipe	80.91	1.00%
ST-A3 TO ST-A4	18" Reinforced Concrete Pipe	96.12	2.95%
ST-A4 TO ST-A5	18" Reinforced Concrete Pipe	53.55	1.00%
ST-A4A TO ST-A4	18" Reinforced Concrete Pipe	24.17	1.00%
ST-A5 TO ST-A5A	18" Reinforced Concrete Pipe	24.17	1.00%
ST-A5A TO ST-A5B	18" Reinforced Concrete Pipe	131.76	9.08%
ST-A5B TO ST-A5C	24" Reinforced Concrete Pipe	119.07	1.00%
ST-A5C TO HW-A1	24" Reinforced Concrete Pipe	57.78	1.90%
ST-A5D TO ST-A5B	24" Reinforced Concrete Pipe	183.04	1.00%
ST-A6 TO ST-A4A	18" Reinforced Concrete Pipe	44.19	1.00%
ST-A7 TO ST-A8	18" Reinforced Concrete Pipe	150.04	2.14%
ST-A7A TO ST-A7	18" Reinforced Concrete Pipe	24.23	1.00%
ST-A8 TO ST-A5	18" Reinforced Concrete Pipe	94.63	1.46%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
RISER-1B TO ST-B18	18" Reinforced Concrete Pipe	170.11	8.08%
ST-B1 TO ST-B2	18" Reinforced Concrete Pipe	130.82	2.63%
ST-B1A TO ST-B1	18" Reinforced Concrete Pipe	24.16	1.00%
ST-B2 TO ST-B3	18" Reinforced Concrete Pipe	97.62	2.39%
ST-B2A TO ST-B2	18" Reinforced Concrete Pipe	24.17	1.00%
ST-B3 TO ST-B3A	18" Reinforced Concrete Pipe	24.23	1.00%
ST-B3A TO ST-B4	18" Reinforced Concrete Pipe	39.30	2.04%
ST-B4 TO ST-B4B	18" Reinforced Concrete Pipe	105.73	2.20%
ST-B4A TO ST-B4	18" Reinforced Concrete Pipe	24.15	1.00%
ST-B4B TO ST-B5	24" Reinforced Concrete Pipe	104.90	3.77%
ST-B4C TO ST-B4B	24" Reinforced Concrete Pipe	13.24	4.31%
ST-B5 TO ST-B6	24" Reinforced Concrete Pipe	88.31	8.65%
ST-B5A TO ST-B5	18" Reinforced Concrete Pipe	24.18	1.97%
ST-B6 TO ST-B7	24" Reinforced Concrete Pipe	113.19	10.03%
ST-B6A TO ST-B6	18" Reinforced Concrete Pipe	24.19	1.97%
ST-B7 TO ST-B8	24" Reinforced Concrete Pipe	119.65	13.21%
ST-B7A TO ST-B7	18" Reinforced Concrete Pipe	24.19	1.97%
ST-B8 TO ST-B10A	30" Reinforced Concrete Pipe	53.00	1.00%
ST-B9 TO ST-B8	24" Reinforced Concrete Pipe	59.53	1.00%
ST-B9A TO ST-B9	18" Reinforced Concrete Pipe	25.33	3.36%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
ST-B9B TO ST-B9	18" Reinforced Concrete Pipe	134.49	15.61%
ST-B10 TO ST-B11	30" Reinforced Concrete Pipe	100.64	1.00%
ST-B10A TO ST-B10	30" Reinforced Concrete Pipe	109.96	4.91%
ST-B11 TO ST-B11B	30" Reinforced Concrete Pipe	36.13	1.00%
ST-B11A TO ST-B11	18" Reinforced Concrete Pipe	25.15	21.97%
ST-B11B TO ST-B12	30" Reinforced Concrete Pipe	137.99	1.00%
ST-B12 TO ST-B12A	30" Reinforced Concrete Pipe	24.17	1.00%
ST-B12A TO HW-B1	30" Reinforced Concrete Pipe	47.45	1.00%
ST-B13 TO ST-B14	18" Reinforced Concrete Pipe	163.08	1.00%
ST-B13A TO ST-B13	18" Reinforced Concrete Pipe	24.18	1.00%
ST-B14 TO ST-B15	18" Reinforced Concrete Pipe	160.34	1.19%
ST-B14A TO ST-B14	18" Reinforced Concrete Pipe	24.18	1.10%
ST-B15 TO ST-B16	18" Reinforced Concrete Pipe	202.23	5.20%
ST-B15A TO ST-B15	18" Reinforced Concrete Pipe	24.16	1.00%
ST-B16 TO ST-B17	18" Reinforced Concrete Pipe	196.46	4.17%
ST-B16A TO ST-B16	18" Reinforced Concrete Pipe	24.18	1.00%
ST-B17 TO ST-B6	18" Reinforced Concrete Pipe	46.41	9.49%
ST-B17A TO ST-B17	18" Reinforced Concrete Pipe	24.16	1.00%
ST-B18 TO HW-B2	18" Reinforced Concrete Pipe	113.99	5.17%
ST-B18A TO ST-B18	18" Reinforced Concrete Pipe	85.61	4.90%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
ST-C1 TO ST-C2	18" Reinforced Concrete Pipe	139.83	4.50%
ST-C1A TO ST-C1	18" Reinforced Concrete Pipe	24.17	1.00%
ST-C2 TO ST-C3	18" Reinforced Concrete Pipe	109.96	4.91%
ST-C3 TO ST-C4	18" Reinforced Concrete Pipe	106.55	4.40%
ST-C3A TO ST-C3	18" Reinforced Concrete Pipe	24.17	1.00%
ST-C4 TO ST-C5	18" Reinforced Concrete Pipe	105.58	5.52%
ST-C5 TO ST-C6	18" Reinforced Concrete Pipe	107.53	14.80%
ST-C5A TO ST-C5	18" Reinforced Concrete Pipe	24.18	1.00%
ST-C6 TO ST-C7	18" Reinforced Concrete Pipe	65.03	1.78%
ST-C6A TO ST-C6	18" Reinforced Concrete Pipe	135.10	1.00%
ST-C7 TO ST-C7A	18" Reinforced Concrete Pipe	24.18	1.00%
ST-C7A TO HW-C1	18" Reinforced Concrete Pipe	151.76	1.00%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
ST-D1 TO ST-D2	18" Reinforced Concrete Pipe	110.87	2.10%
ST-D1A TO ST-D1	18" Reinforced Concrete Pipe	24.17	1.00%
ST-D1B TO ST-D1	18" Reinforced Concrete Pipe	131.67	8.29%
ST-D2 TO ST-D3	18" Reinforced Concrete Pipe	56.07	1.78%
ST-D2A TO ST-D2	18" Reinforced Concrete Pipe	124.21	6.40%
ST-D3 TO ST-D3A	24" Reinforced Concrete Pipe	25.28	1.00%
ST-D3A TO ST-D4	24" Reinforced Concrete Pipe	251.79	1.52%
ST-D4 TO ST-D5	24" Reinforced Concrete Pipe	110.01	4.28%
ST-D5 TO HW-D1	24" Reinforced Concrete Pipe	156.88	1.00%
ST-D5A TO ST-D5	18" Reinforced Concrete Pipe	24.19	1.97%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
HW-E4 TO ST-E12A	18" Reinforced Concrete Pipe	11.50	1.00%
ST-E1 TO ST-E2	18" Reinforced Concrete Pipe	88.68	1.44%
ST-E2 TO ST-E2A	18" Reinforced Concrete Pipe	24.17	1.00%
ST-E2A TO ST-E2B	18" Reinforced Concrete Pipe	46.58	1.00%
ST-E2B TO ST-E2C	18" Reinforced Concrete Pipe	103.31	1.00%
ST-E2C TO ST-E3	18" Reinforced Concrete Pipe	179.61	1.00%
ST-E3 TO ST-E4	18" Reinforced Concrete Pipe	181.75	1.80%
ST-E4 TO ST-E5	18" Reinforced Concrete Pipe	126.31	2.15%
ST-E5 TO ST-E6	18" Reinforced Concrete Pipe	163.21	2.33%
ST-E6 TO ST-E7	24" Reinforced Concrete Pipe	110.78	1.00%
ST-E6A TO ST-E6	18" Reinforced Concrete Pipe	24.19	1.97%
ST-E7 TO ST-E13	24" Reinforced Concrete Pipe	40.91	1.00%
ST-E7A TO ST-E8	18" Reinforced Concrete Pipe	41.10	6.63%
ST-E8 TO ST-E9	18" Reinforced Concrete Pipe	95.10	6.55%
ST-E9 TO ST-E10	18" Reinforced Concrete Pipe	111.17	1.79%
ST-E10 TO ST-E10A	18" Reinforced Concrete Pipe	24.19	1.00%
ST-E10A TO ST-E11A	18" Reinforced Concrete Pipe	39.83	6.72%
ST-E11 TO ST-E12	18" Reinforced Concrete Pipe	114.48	7.12%
ST-E11A TO ST-E11	18" Reinforced Concrete Pipe	24.17	1.00%
ST-E12 TO HW-E1	24" Reinforced Concrete Pipe	157.82	1.00%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
ST-E12A TO ST-E12	18" Reinforced Concrete Pipe	24.49	1.98%
ST-E13 TO ST-E13A	30" Reinforced Concrete Pipe	24.17	1.00%
ST-E13A TO HW-E5	30" Reinforced Concrete Pipe	163.61	1.00%
ST-E14 TO ST-E10	18" Reinforced Concrete Pipe	40.03	7.15%
ST-E15 TO ST-E14	18" Reinforced Concrete Pipe	133.32	6.99%
ST-E15A TO ST-E15	18" Reinforced Concrete Pipe	24.16	1.00%
ST-E16 TO ST-E17	18" Reinforced Concrete Pipe	108.78	1.23%
ST-E17 TO ST-E18	18" Reinforced Concrete Pipe	96.96	1.00%
ST-E17A TO ST-E17	18" Reinforced Concrete Pipe	24.19	1.00%
ST-E18 TO ST-E18A	18" Reinforced Concrete Pipe	24.72	0.98%
ST-E18A TO HW-E2	18" Reinforced Concrete Pipe	145.74	1.00%
ST-E18B TO ST-E18	18" Reinforced Concrete Pipe	85.08	1.25%
ST-E19 TO ST-E21	18" Reinforced Concrete Pipe	98.81	2.79%
ST-E20 TO ST-E21	18" Reinforced Concrete Pipe	41.92	1.89%
ST-E20A TO ST-E20	18" Reinforced Concrete Pipe	33.50	1.00%
ST-E20B TO ST-E20A	18" Reinforced Concrete Pipe	136.09	1.07%
ST-E21 TO ST-E21A	18" Reinforced Concrete Pipe	24.21	1.00%
ST-E21A TO ST-E22	18" Reinforced Concrete Pipe	50.56	3.59%
ST-E22 TO HW-E3	18" Reinforced Concrete Pipe	30.13	1.00%
ST-E22A TO ST-E22	18" Reinforced Concrete Pipe	24.17	1.00%

PIPE TABLE			
NAME	SIZE	LENGTH	SLOPE
ST-E23 TO ST-E24	18" Reinforced Concrete Pipe	123.64	3.06%
ST-E23A TO ST-E23	18" Reinforced Concrete Pipe	24.17	1.00%
ST-E24 TO ST-E25	18" Reinforced Concrete Pipe	74.88	3.59%
ST-E25 TO ST-E26	18" Reinforced Concrete Pipe	125.69	2.94%
ST-E25A TO ST-E25	18" Reinforced Concrete Pipe	24.16	1.00%
ST-E26 TO ST-E27	18" Reinforced Concrete Pipe	109.66	2.76%
ST-E27 TO ST-E6A	18" Reinforced Concrete Pipe	53.69	1.27%

FLOOD NOTE
A PORTION OF THIS PROPERTY LIES WITHIN AN AREA DESIGNATED AS AE, AS EVIDENCED ON FEMA PANEL #47119001806 OF MAURY COUNTY, TN, DATED 04/16/2007.

OWNER OF RECORD
FP TCI CCS LLC MAP 41, P/O PARCEL 15.00
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

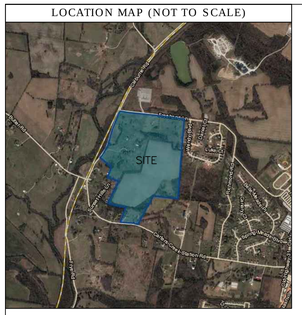
DRAINAGE PLAN TABLES

MAP 41, P/O PARCEL 15.00
COLUMBIA, TENNESSEE 37174

SUMMIT AT CARTER'S STATION

REVISIONS		
NO.	DATE	
1	03/02/22	SANITARY SEWER MAIN REVISION
2	03/16/22	REVISIONS PER TDEC COMMENTS
3	04/14/22	REVISIONS PER CITY COMMENTS
4	08/03/22	REVISIONS PER TDEC COMMENTS
5	09/07/22	REVISIONS PER PULTE CO

LOCATION MAP (NOT TO SCALE)



LEGEND

- IRON PIN SET (IPS)
- IRON PIN FOUND (IPF)
- CALCULATED POINT
- MAGNAIL SET
- FENCE POST
- UTILITY POLE
- SEWER MANHOLE
- DRIVEWAY
- EDGE OF ROAD
- ZONING LINE
- OHP — OVERHEAD UTILITY LINES
- UNDERGROUND SANITARY SEWER
- W — WATER LINE
- PROPERTY BOUNDARY
- CONTOUR LINE
- FLOODPLAIN

IF YOU DIG TENNESSEE...
CALL US FIRST!
1-800-351-1111
TENNESSEE ONE CALL
IT'S THE LAW

0 200 400 600

SCALE 1" = 200'

COMMITMENT NOS. 21000050245 (TAMARACK) & 21000050246 (PULTE) EXCEPTIONS:

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHED, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I - REQUIREMENTS ARE MET (NOT A SURVEY MATTER).

2. STANDARD EXCEPTIONS (NOT A SURVEY MATTER):
   a. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.
   b. ENCROACHMENTS, OVERLAPS, BOUNDARY LINE DISPUTES OR OTHER MATTERS WHICH WOULD BE DISCLOSED BY AN ACCURATE SURVEY AND INSPECTION OF THE PREMISES.
   c. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.
   d. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIAL HERETO OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
   e. ANY TITLES OR RIGHTS ASSERTED BY ANYONE INCLUDING BUT NOT LIMITED TO, PERSONS, CORPORATIONS, GOVERNMENTS OR OTHER ENTITIES, TO TIDE LANDS, OR LANDS COMPRISING THE SHORES OR BOTTOMS OF NAVIGABLE RIVERS, LAKES, BAYS, OCEANS OR GULF, OR LANDS BEYOND THE LINE OF THE HARBOR OR BULKHEAD LINES AS ESTABLISHED OR CHANGED BY THE UNITED STATES GOVERNMENT OR WATER RIGHTS, IF ANY.
   f. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.

SPECIAL EXCEPTIONS:

3. TAXES FOR THE YEAR 2021, A LIEN NOW DUE AND PAYABLE BUT NOT YET DELINQUENT, AND SUBSEQUENT YEARS, WHICH ARE A LIEN NOT YET DUE AND PAYABLE (NOT A SURVEY MATTER).

4. TAXES RESULTING FROM SUPPLEMENTAL, REVISED OR CORRECTED ASSESSMENTS UNDER TENNESSEE CODE ANNOTATED, SECTION 67-5-603, ET SEQ., AND SECTION 67-1-1001, ET SEQ (NOT A SURVEY MATTER).

5. RIGHTS OF TENANTS IN POSSESSION UNDER UNRECORDED LEASES (NOT A SURVEY MATTER).

6. ANY INACCURACY IN THE AREA, SQUARE FOOTAGE OR ACREAGE OF THE LAND OR ATTACHED PLAT, IF ANY. THE COMPANY DOES NOT INSURE THE AREA, SQUARE FOOTAGE OR ACREAGE OF THE LAND (NOT A SURVEY MATTER).

7. RIGHTS OF THE PUBLIC, COUNTY, STATE OR MUNICIPALITY IN AND TO THAT PORTION OF THE LAND TAKEN OR USED FOR ROAD PURPOSES (PUBLIC ROAD RIGHTS-OF-WAY AS SHOWN HEREON).

8. ANY TRUST, RIGHT, INTEREST OR CLAIM THAT MAY EXIST, ARISE OR BE ASSERTED AGAINST THE TITLE UNDER OR PURSUANT TO THE PERISHABLE AGRICULTURAL COMMODITIES ACT OF 1930, AS AMENDED, 7 U.S.C. §499a, ET SEQ., OR ANY SIMILAR STATE OR FEDERAL LAW (NOT A SURVEY MATTER).

9. ANY TRUST, RIGHT, INTEREST OR CLAIM THAT MAY EXIST, ARISE, OR BE ASSERTED AGAINST THE TITLE UNDER OR PURSUANT TO THE PACKERS AND STOCKYARD ACT OF 1921, AS AMENDED, 7 U.S.C. §181, ET SEQ., OR ANY SIMILAR STATE OR FEDERAL LAW (NOT A SURVEY MATTER).

10. MINERALS OF WHATSOEVER KIND, SUBSURFACE AND SURFACE SUBSTANCES, INCLUDING BUT NOT LIMITED TO COAL, LIGNITE, OIL, GAS, URANIUM, CLAY, ROCK, SAND AND GRAVEL IN, ON UNDER AND THAT MAY BE PRODUCED FROM THE LAND, TOGETHER WITH ALL RIGHTS, PRIVILEGES AND IMMUNITIES RELATING THERETO, WHETHER OR NOT APPEARING IN THE PUBLIC RECORDS OR LISTED IN SCHEDULE B. THE COMPANY MAKES NO REPRESENTATION AS TO THE PRESENT OWNERSHIP OF ANY SUCH INTERESTS. THERE MAY BE LEASES, GRANTS, EXCEPTIONS OR RESERVATION OF INTEREST THAT ARE NOT LISTED (NOT A SURVEY MATTER).

11. ALL MATTERS SHOWN ON PLATS OF RECORD IN PLAT BOOK 6, PAGE 443B (AFFECTS COMMITMENT NOS. 21000050245 & 21000050246; OVERALL BOUNDARY OF PROPERTY, NO EASEMENTS); PLAT BOOK 7, PAGE 258 (AFFECTS COMMITMENT NO. 21000050246; 2-LOT SUBDIVISION ALONG CARTERS CREEK STATION ROAD, NO EASEMENTS); AND PLAT BOOK 10, PAGE 280 (RESUBDIVISION OF LOT ALONG CARTERS CREEK STATION ROAD, EASEMENTS AFFECT COMMITMENT NO. 21000050246 AS SHOWN HEREON), ALL IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE.

12. EASEMENTS AND/OR RIGHTS-OF-WAY TO MAURY COUNTY, TENNESSEE, RECORDED IN BOOK R1665, PAGE 681 IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE (RIGHT-OF-WAY FOR CARTERS CREEK STATION ROAD, SURVEY MATCHES RIGHT-OF-WAY). EASEMENTS AND/OR RIGHTS-OF-WAY TO MAURY COUNTY, TENNESSEE, RECORDED IN BOOK R1673, PAGE 68, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE (DOES NOT APPLY TO THE SUBJECT PROPERTY).

13. RIGHT-OF-WAY OR EASEMENT TO THE CITY OF COLUMBIA, TENNESSEE, RECORDED IN BOOK R1913, PAGE 120, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE (DOES NOT APPLY TO THE SUBJECT PROPERTY).

14. RIGHT-OF-WAY EASEMENT TO THE MAURY COUNTY WATER SYSTEM OF MAURY COUNTY, TENNESSEE, RECORDED IN BOOK R1937, PAGE 846, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE (EASEMENT AFFECTS COMMITMENT NO. 21000050246 AS RELATED TO PUBLIC WATER LINE SHOWN HEREON ALONG CARTERS CREEK STATION ROAD).

15. APPLICATION(S) FOR GREENBELT ASSESSMENT - AGRICULTURAL RECORDED IN BOOK, R2106, PAGE 200; BOOK R2358, PAGE 1442; BOOK R2391, PAGE 78; AND BOOK R2418, PAGE 245, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE. (NOT A SURVEY MATTER)

16. DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS AND RESTRICTIONS CARTER'S STATION RECORDED IN BOOK R2396, PAGE 644; AS AFFECTED BY FIRST SUPPLEMENTAL DECLARATION (ANNEXING SECTION, PHASE 1B) TO DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR CARTER'S STATION RECORDED IN BOOK R2408, PAGE 1163; AS AFFECTED BY FIRST SUPPLEMENTAL DECLARATION (ANNEXING SECTION 1, PHASE 1C) TO DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR CARTER'S STATION RECORDED IN BOOK R2448, PATE 1408; AS AFFECTED BY SUPPLEMENTAL DECLARATION (ANNEXING SECTION 2, PHASE 1A) TO DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR CARTER'S STATION RECORDED IN BOOK R2481, PAGE 461; AS AFFECTED BY SUPPLEMENTAL DECLARATION (ANNEXING SECTION 2, PHASE 1B) TO DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS FOR CARTER'S STATION RECORDED IN BOOK R2511, PAGE 1424; AS AFFECTED BY SUPPLEMENTAL DECLARATION (ANNEXING SECTION 2, PHASE 3 AND SECTION 5, PHASE 1) TO DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR CARTER'S STATION RECORDED IN BOOK R2605, PAGE 1047; AS AFFECTED BY SUPPLEMENTAL DECLARATION TO DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR CARTER'S STATION (ANNEXING SECTION 5, PHASE 2A AND SECTION 6, PHASE 1) RECORDED IN BOOK R2748, PAGE 769, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE. (DOES NOT APPLY TO THE SUBJECT PROPERTY)

17. INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES BETWEEN FP TCI CCS, LLC AND THE CITY OF COLUMBIA, TENNESSEE, RECORDED IN BOOK R2462, PAGE 1471, IN THE REGISTER'S OFFICE OF MAURY COUNTY,TENNESSEE. (DOES NOT APPLY TO THE SUBJECT PROPERTY)

18. QUITCLAIM DEED TO THE CARTER'S STATION HOMEOWNERS ASSOCIATION, INC RECORDED IN BOOK R2481, PAGE 473, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE (DOES NOT APPLY TO THE SUBJECT PROPERTY).

19. MEMORANDUM OF AGREEMENT BETWEEN FP TCI CCS, LLC, RELIANT BANK, AND SDH NASHVILLE, LLC, RECORDED IN BOOK R2549, PAGE 246; AS AMENDED BY AMENDED AND RESTATED MEMORANDUM OF AGREEMENT RECORDED IN BOOK R2600, PAGE 1018, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE. (REFERS TO HOMESTEAD AT CARTERS STATION, SECTION I; DOES NOT AFFECT THE SUBJECT PROPERTY)

20. INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES BETWEEN FP TCI CCS, LLC AND THE CITY OF COLUMBIA, TENNESSEE, RECORDED IN BOOK R2571, PAGE 1209, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE. (DOES NOT APPLY TO THE SUBJECT PROPERTY)

21. TEMPORARY CONSTRUCTION EASEMENT TO RICHMOND AMERICAN HOMES, OF TENNESSEE, INC., RECORDED IN BOOK R2744, PAGE 769, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE. (EASEMENT AFFECTS COMMITMENT NO. 21000050245 AS SHOWN HEREON)

22. TEMPORARY GRADING AND CONSTRUCTION EASEMENT AGREEMENT TO PULTE HOMES TENNESSEE LIMITED PARTNERSHIP, RECORDED IN BOOK R2766, PAGE 299, IN THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE. (EASEMENT AFFECTS COMMITMENT NO. 21000050246 AS SHOWN HEREON)

GENERAL NOTES

1) BEARINGS ARE BASED ON DEED OF RECORD.

2) THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS OF RECORD.

3) ALL DEED BOOK REFERENCES PERTAIN TO REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE.

4) UTILITIES AS SHOWN WERE TAKEN FROM VISIBLE FIELD LOCATIONS.UTILITY DETAILS AND PRECISE GROUND LOCATIONS SHOULD BE OBTAINED FROM THE PROPER AUTHORITIES BEFORE ANY GROUND DISTURBANCE OR CONSTRUCTION IS STARTED.

5) CURRENT ZONING IS MCD, R-6, & R-10 AS SHOWN HEREON.

6) THERE IS NO EVIDENCE OF CURRENT EARTH MOVING WORK.

7) THIS IS A GROUND RUN SURVEY; NO RECTIFIED ORTHOPHOTOGRAPHY, PHOTOGRAMMETRIC MAPPING, OR LASER SCANNING DEVICES WERE USED.

8) THERE IS NO EVIDENCE OF USE OF THIS SITE AS A SOLID WASTE DUMP.

9) A PORTION OF SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION "AE" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), FOR COMMUNITY PANEL NO. 471190180E, DATED 04-16-2007, IN MAURY COUNTY, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED.

10) TITLE COMMITMENT NOS. 21000050245 (TAMARACK LAND TENNESSEE, LLC.) AND 21000050246 (PULTE HOMES TENNESSEE LIMITED PARTNERSHIP) WERE FURNISHED TO THIS SURVEYOR. THIS SURVEYOR DID NOT PERFORM A TITLE SEARCH.

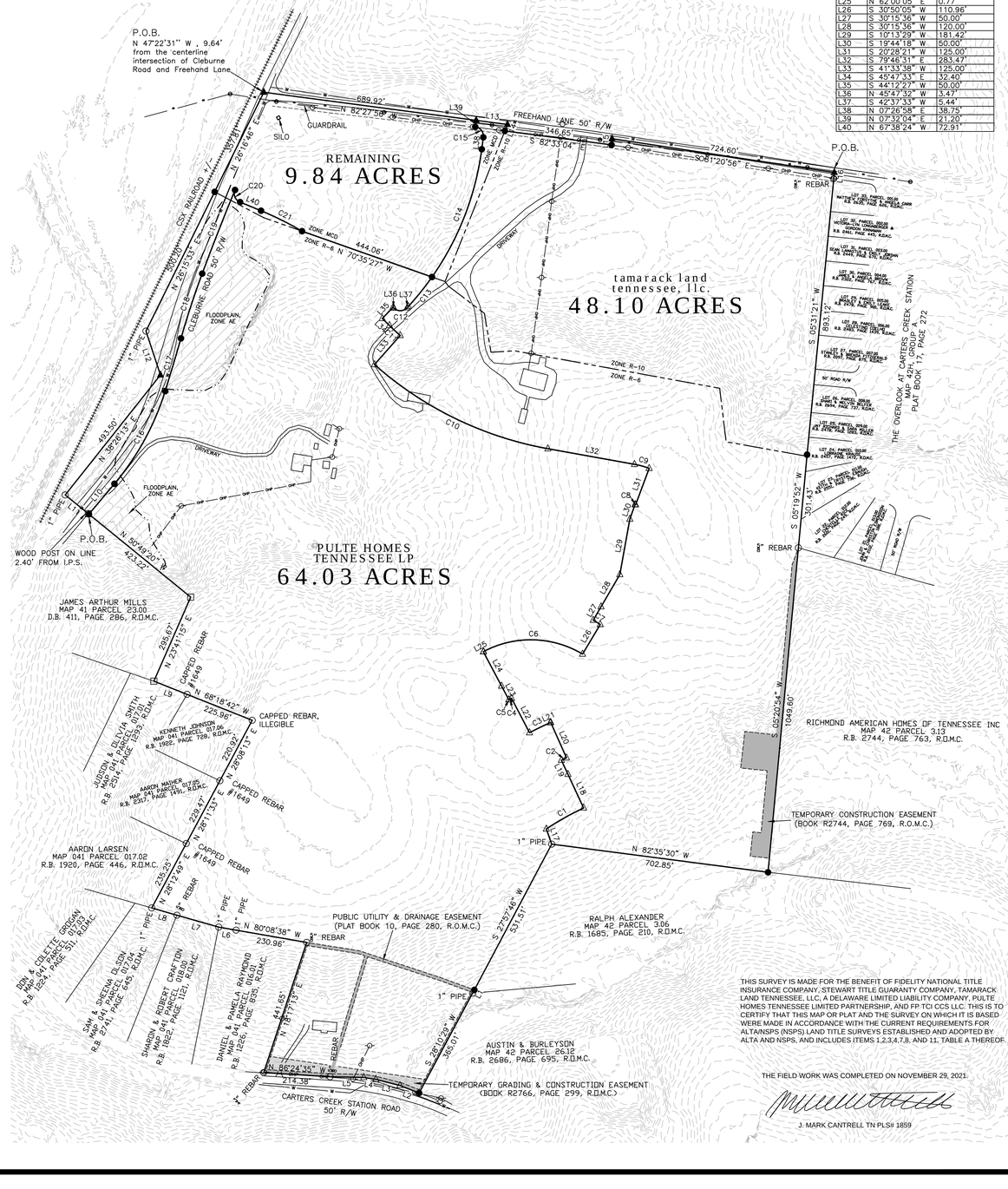
11) THE PROPERTY DESCRIBED HEREON IS MORE OR LESS THE PROPERTY DESCRIBED IN COMMITMENT NO. 21000050245, WITH AN EFFECTIVE DATE OF DECEMBER 13, 2021, AT 8:00 AM AND A PORTION OF THE PROPERTY DESCRIBED IN COMMITMENT NO. 21000050246, WITH AN EFFECTIVE DATE OF OCTOBER 26, 2021, AT 8:00 AM, AND THAT ALL EASEMENTS, COVENANTS, AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.

12) THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND THERE ARE NO VISIBLE ENCROACHMENTS ON THE SUBJECT PROPERTY OR UPON ADJACENT LAND ABUTTING SAID PROPERTY EXCEPT AS SHOWN HEREON, AND WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF TENNESSEE.

13) CONTOURS SHOWN HEREON WERE DERIVED USING LIDAR, AND WERE NOT DETERMINED BY GROUND RUN SURVEY.

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	905.00'	137.79'	137.66'	S 60°43'09" W
C2	1091.55'	18.18'	18.18'	S 65°33'41" W
C3	1200.00'	74.24'	74.23'	N 64°11'21" E
C4	150.00'	9.27'	9.26'	N 63°47'09" E
C5	1325.03'	0.68'	0.68'	S 62°00'04" W
C6	325.00'	333.64'	319.18'	N 88°34'28" W
C7	425.00'	26.51'	26.50'	S 57°57'12" E
C8	150.00'	1.92'	1.92'	N 69°53'40" W
C9	275.00'	49.18'	49.12'	S 74°39'05" E
C10	1150.00'	628.95'	621.14'	S 64°06'26" E
C11	1025.00'	47.36'	47.35'	S 47°06'57" E
C12	30.00'	47.95'	43.01'	S 88°25'00" W
C13	925.00'	121.94'	121.85'	S 38°50'57" W
C14	925.00'	445.96'	441.65'	S 21°15'40" W
C15	30.00'	47.18'	42.47'	N 37°36'22" W
C16	858.00'	342.88'	340.60'	N 28°42'25" E
C17	8547.08'	177.22'	177.21'	N 16°37'41" E
C18	2933.12'	219.39'	219.33'	N 18°10'36" E
C19	7505.09'	289.61'	289.60'	N 21°25'30" E
C20	30.00'	47.21'	42.49'	N 22°33'17" W
C21	1025.00'	147.87'	147.74'	N 63°30'25" W

LINE	BEARING	DISTANCE
L1	S 28°14'56" W	11.85'
L2	N 68°34'00" W	66.36'
L3	N 75°47'48" W	79.83'
L4	N 80°55'48" W	39.54'
L5	N 88°46'34" W	108.66'
L6	N 80°09'10" W	56.77'
L7	N 74°09'38" W	140.02'
L8	N 73°45'29" W	84.50'
L9	N 68°23'01" W	115.11'
L10	N 40°05'45" E	127.80'
L11	N 50°59'14" W	98.10'
L12	N 18°15'39" W	148.75'
L13	S 82°27'56" E	101.73'
L14	S 21°38'01" W	22.44'
L15	N 04°27'27" E	20.18'
L16	S 05°31'21" W	20.06'
L17	S 19°25'14" E	51.86'
L18	S 24°55'09" E	120.00'
L19	S 24°55'09" E	50.00'
L20	S 24°02'18" E	125.00'
L21	S 65°57'42" W	1.65'
L22	S 27°35'00" E	124.75'
L23	S 28°00'48" E	50.00'
L24	S 28°00'48" E	125.00'
L25	N 62°00'05" E	0.77'
L26	S 30°50'05" W	110.96'
L27	S 30°15'36" W	50.00'
L28	S 30°15'36" W	120.00'
L29	S 10°13'29" W	181.42'
L30	S 19°44'18" W	50.00'
L31	S 20°28'21" W	125.00'
L32	S 79°46'31" E	283.47'
L33	S 41°33'38" W	125.00'
L34	S 45°47'33" E	32.40'
L35	S 44°12'27" W	50.00'
L36	N 45°47'32" W	3.47'
L37	S 42°37'33" W	5.44'
L38	N 07°26'58" E	38.75'
L39	N 07°32'04" E	21.20'
L40	N 67°38'24" W	72.91'


P.O.B.
N 47°22'31" W , 9.64' from the centerline intersection of Cleburne Road and Freehand Lane
689.92'
N 82°27'56" W
SILO
GUARDRAIL
FREEHAND LANE 50' R/W
346.65'
S 82°33'04" E
724.60'
S08°20'56" E
P.O.B.
5/8" REBAR
REMAINING
9.84 ACRES
CSX RAILROAD
N 26°16'46" E
1825.97'
CLEBURNE ROAD 50' R/W
N 28°13'33" E
C16
C20
L40
C21
ZONE MCD
ZONE R-6
N 70°35'27" W
444.06'
C14
ZONE R-10
ZONE R-6
DRIVEWAY
tamarack land tennessee, llc.
48.10 ACRES
THE OVERLOOK AT CARTERS CREEK STATION MAP 42H-, GROUP A PLAT BOOK 17, PAGE 272
S 05°31'21" W
893.12'
50' ROAD R/W
S 05°19'52" W
1043.43'
8" REBAR
S 05°20'54" W
1049.60'
RICHMOND AMERICAN HOMES OF TENNESSEE INC PARCEL 3.02 R.B. 2744, PAGE 763, R.O.M.C.
TEMPORARY CONSTRUCTION EASEMENT (BOOK R2744, PAGE 769, R.O.M.C.)
N 82°35'30" W
702.85'
1" PIPE
N 07°08'38" W
230.96'
5" REBAR
1" PIPE
S 27°57'46" W
531.51'
PUBLIC UTILITY & DRAINAGE EASEMENT (PLAT BOOK 10, PAGE 280, R.O.M.C.)
RALPH ALEXANDER MAP 42 PARCEL 3.06 R.B. 1685, PAGE 210, R.O.M.C.
AUSTIN & BURLEYSON MAP 42 PARCEL 26.12 R.B. 2686, PAGE 695, R.O.M.C.
TEMPORARY GRADING & CONSTRUCTION EASEMENT (BOOK R2766, PAGE 299, R.O.M.C.)
CARTERS CREEK STATION ROAD 50' R/W
N 86°24'16" W
214.39'
5/8" REBAR
S 28°10'59" W
355.07'
1" PIPE
N 18°15'39" W
148.75'
441.65'
N 63°30'25" W
147.74'
N 21°25'30" E
289.60'
N 22°33'17" W
42.49'
N 67°38'24" W
72.91'
S 21°38'01" W
22.44'
N 04°27'27" E
20.18'
S 05°31'21" W
20.06'
N 19°25'14" E
51.86'
S 24°55'09" E
120.00'
S 24°55'09" E
50.00'
S 24°02'18" E
125.00'
S 65°57'42" W
1.65'
S 27°35'00" E
124.75'
S 28°00'48" E
50.00'
S 28°00'48" E
125.00'
N 62°00'05" E
0.77'
S 30°50'05" W
110.96'
S 30°15'36" W
50.00'
S 30°15'36" W
120.00'
S 10°13'29" W
181.42'
S 19°44'18" W
50.00'
S 20°28'21" W
125.00'
S 79°46'31" E
283.47'
S 41°33'38" W
125.00'
S 45°47'33" E
32.40'
S 44°12'27" W
50.00'
N 45°47'32" W
3.47'
S 42°37'33" W
5.44'
N 07°26'58" E
38.75'
N 07°32'04" E
21.20'
N 67°38'24" W
72.91'
WOOD POST ON LINE 2.40' FROM I.P.S.
N 50°49'20" E
423.22'
JAMES ARTHUR MILLS MAP 41 PARCEL 23.00 D.B. 411, PAGE 286, R.O.M.C.
PULTE HOMES TENNESSEE LP
64.03 ACRES
FLOODPLAIN, ZONE AE
FLOODPLAIN, ZONE AE
DRIVEWAY
DRIVEWAY
JUDSON & LEVITA SMITH MAP 41 PARCEL 23.01 D.B. 2514, PAGE 1253, R.O.M.C.
KENNETH JOHNSON MAP 041 PARCEL 01.06 R.B. 1982, PAGE 788, R.O.M.C.
AARON MATHER ET UX MAP 041 PARCEL 01.04 R.B. 2317, PAGE 1491, R.O.M.C.
AARON LARSEN MAP 041 PARCEL 017.02 R.B. 1920, PAGE 446, R.O.M.C.
JOHN & COLETTE GORDON MAP 041 PARCEL 01.03 R.B. 1264, PAGE 511, R.O.M.C.
SAM & SHEENA OLSON MAP 041 PARCEL 01.04 R.B. 2741, PAGE 645, R.O.M.C.
SHARON & ROBERT CRAFTON MAP 041 PARCEL 01.01 R.B. 1822, PAGE 1121, R.O.M.C.
DANIEL & PAMELA RAYMOND MAP 041 PARCEL 01.02 R.B. 1226, PAGE 1, R.O.M.C.
CAPPED REBAR #1649
CAPPED REBAR, ILLEGIBLE
CAPPED REBAR #1649
CAPPED REBAR #1649
CAPPED REBAR #1649
5/8" REBAR
5/8" REBAR
1" PIPE
1" PIPE
1" PIPE

CITY OF
COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

** 1 hard copy of all materials for submittal + PDF copy on a USB thumb drive or CD (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"

ADDRESS/LOCATION	Wellwind Road, Columbia, TN		
	TAX MAP: 42	GROUP:	PARCEL: 35.00
SUMMARY OF NATURE OF REQUEST AND WORK	This application is to approve the final plat for the fourth phase of Summit at Carter's Station.		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Annexation ❑ Rezoning ❑ Preliminary Plat [4] Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ❑ Multi-Family Site Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations/Rezoning/PUD's:** ❑ Written Legal Description copy ❑ Requested Zone Listed ❑ Compliance with Comprehensive Plan ❑ Annexation Permission Form ❑ Plans and/or Plats conforming to City standards with check list completed ❑ Columbia Water System Availability Letter **Plats/PUDs:** [4] Project Name (include Sections & Phases) Summit at Carter's Station, Phase 4 [4] Total Number of Lots 31 [4] Total acreage 9.35

Rev. 4/14/2022

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application.

Any requests to defer or move the item to future meetings dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	T-Square Engineering	PHONE	615.678.8212
ADDRESS	111 SE PKWY CT, Franklin, TN 37064	EMAIL	william.middleton@T2-Eng.com

PROPERTY OWNER NAME	Tamarack Land - Carters Station LLC	PHONE	201.463.7866
ADDRESS	712 Vista Blvd. #303 Waconia, MN 55387	EMAIL	Jeff@TamarackLand.com

In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

William Middleton	William Middleton	5-02-24
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Jeff Leone		5/8/24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

STAFF USE ONLY

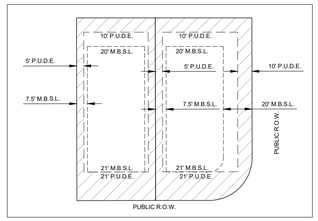
DOCKET NO.		FEE PAID	
RECEIPT NO.		REQUESTED AGENDA	

DATE NOTICES SENT TO ADJACENT PROPERTY OWNERS	
DATE OF PUBLIC NOTICES IN DAILY HERALD	

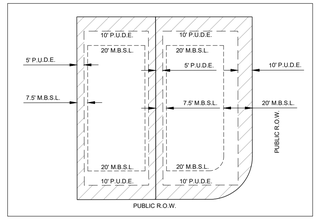
BOARD ACTION	



VICINITY MAP (NOT TO SCALE)



TYPICAL LOT (LOTS 511-523)
(NOT TO SCALE)



TYPICAL LOT (LOTS 501-510 & 524-527)
(NOT TO SCALE)

IF YOU DIG TENNESSEE...
CALL US FIRST!
1-800-351-1111
TENNESSEE ONE CALL
IT'S THE LAW

TN SPCS NAD 83
SCALE 1" = 100'

100 0 50 100 200

Parcel Line Table		
Line #	Length	Direction
L1	55.00	S12° 15' 27.35"E
L2	120.00	S77° 44' 32.65"W
L3	55.00	N12° 15' 27.35"W
L4	120.00	S77° 44' 32.65"W
L5	55.00	N12° 15' 27.35"W
L6	120.00	S77° 44' 32.65"W
L7	55.00	S12° 15' 27.35"E
L8	55.00	N12° 15' 27.35"W
L9	120.00	S77° 44' 32.65"W
L10	55.00	S12° 15' 27.35"E
L11	55.00	N12° 15' 27.35"W
L12	120.00	S77° 44' 32.65"W
L13	55.00	S12° 15' 27.35"E
L14	55.00	N12° 15' 27.35"W
L15	120.00	S77° 44' 32.65"W
L16	55.00	S12° 15' 27.35"E
L17	55.00	N12° 15' 27.35"W
L18	120.00	S77° 44' 32.65"W
L19	55.00	S12° 15' 27.35"E
L20	55.00	N12° 15' 27.35"W
L21	120.00	S77° 44' 32.65"W
L22	55.00	S12° 15' 27.35"E
L23	44.14	N12° 15' 27.35"W
L24	120.14	S77° 44' 32.65"W
L25	44.14	S12° 15' 27.35"E
L26	125.56	S77° 44' 32.65"W
L27	111.84	N77° 44' 32.65"E
L28	24.07	S64° 18' 54.15"E
L29	104.14	N12° 15' 27.35"W
L30	121.12	S77° 44' 32.65"W
L31	55.00	N12° 15' 27.35"W
L32	122.50	S77° 44' 32.65"W
L33	36.64	N12° 15' 27.35"W
L34	55.00	N12° 15' 27.35"W
L35	122.50	S77° 44' 32.65"W
L36	55.00	N12° 15' 27.35"W
L37	57.50	N12° 15' 27.35"W
L38	122.50	S77° 44' 32.65"W
L39	57.50	N12° 15' 27.35"W
L40	57.50	N12° 15' 27.35"W
L41	122.50	S77° 44' 32.65"W
L42	57.50	N12° 15' 27.35"W
L43	55.00	N12° 15' 27.35"W
L44	122.50	S77° 44' 32.65"W
L45	55.00	N12° 15' 27.35"W
L46	55.00	N12° 15' 27.35"W
L47	122.50	S77° 44' 32.65"W
L48	55.00	N12° 15' 27.35"W
L49	55.00	N12° 15' 27.35"W
L50	122.50	S77° 44' 32.65"W
L51	55.00	N12° 15' 27.35"W
L52	55.00	N12° 15' 27.35"W
L53	122.50	S77° 44' 32.65"W
L54	55.00	N12° 15' 27.35"W
L65	122.50	S77° 44' 32.65"W
L66	57.50	S12° 15' 27.35"E
L67	122.50	S77° 44' 32.65"W
L68	55.00	S12° 15' 27.35"E
L69	122.50	S77° 44' 32.65"W
L70	36.64	S12° 15' 27.35"E

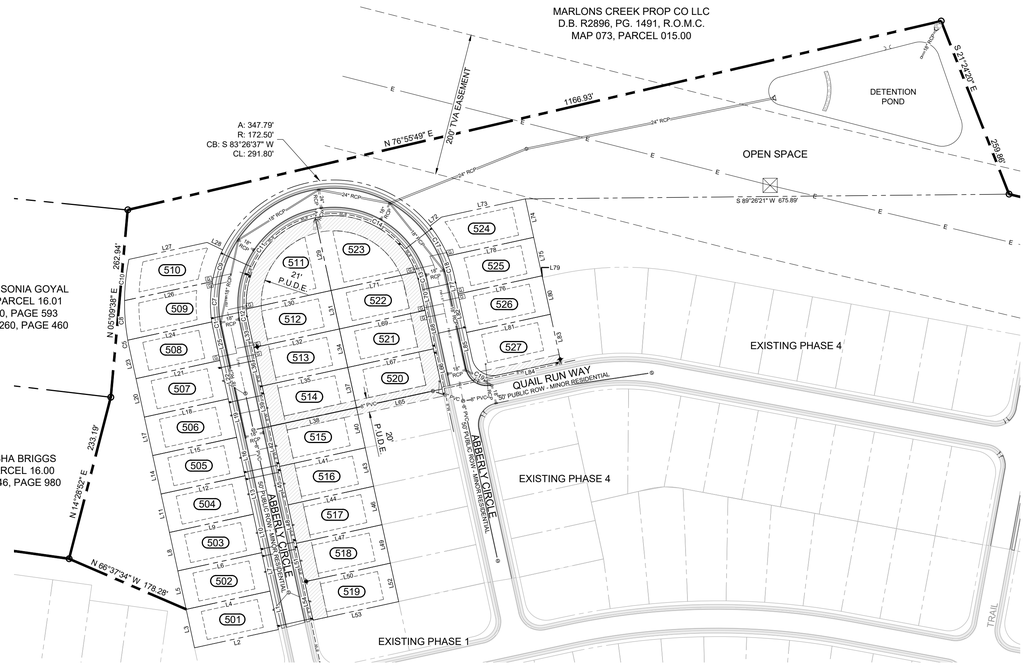
Parcel Line Table		
Line #	Length	Direction
L71	121.12	S77° 44' 32.65"W
L72	20.19	N51° 56' 58.88"E
L73	120.00	N77° 44' 32.65"E
L74	55.00	S12° 15' 27.35"E
L75	55.00	S12° 15' 27.35"E
L76	120.00	S77° 44' 32.65"W
L77	24.14	N12° 15' 27.35"W
L78	122.78	S77° 44' 32.65"W
L79	2.50	S12° 15' 27.35"E
L80	52.50	S12° 15' 27.35"E
L81	120.00	S77° 44' 32.65"W
L82	55.00	N12° 15' 27.35"W
L83	67.50	S12° 15' 27.35"E
L84	90.00	S77° 44' 32.65"W
L85	37.50	N12° 15' 27.35"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C10	58.01	291.72	11.39	N5° 59' 15"E	57.91
C9	46.66	172.50	15.50	S17° 56' 12"W	46.51
C11	173.99	122.50	81.38	N37° 03' 11"E	159.73
C13	18.43	122.50	8.62	S16° 34' 05"E	18.41
C12	18.43	122.50	8.62	N7° 56' 49"W	18.41
C14	173.99	122.50	81.38	S61° 34' 05"E	159.73
C17	48.88	172.50	16.23	N30° 40' 52"W	48.71
C18	31.03	172.50	10.31	N17° 24' 39"W	30.99
C5	10.87	292.50	2.13	N11° 11' 36"W	10.86
C1	10.87	172.50	3.61	S10° 27' 09"E	10.87
C19	47.12	30.00	90.00	N57° 15' 27"W	42.43
C8	55.57	292.50	10.88	N4° 41' 13"W	55.48
C7	56.71	172.34	18.85	S0° 46' 14"W	56.45

Lot Table		
Parcel #	Area SF	Area AC
501	6600.00	0.15
502	6600.00	0.15
503	6600.00	0.15
504	6600.00	0.15
505	6600.00	0.15
506	6600.00	0.15
507	6600.00	0.15
508	6600.51	0.15
509	6717.77	0.15

Lot Table		
Parcel #	Area SF	Area AC
510	7089.77	0.16
511	9544.90	0.22
512	6729.05	0.15
513	6737.50	0.15
514	7043.75	0.16
515	7043.75	0.16
516	6737.50	0.15
517	6737.50	0.15
518	6737.50	0.15

Lot Table		
Parcel #	Area SF	Area AC
519	6737.50	0.15
520	7043.75	0.16
521	6737.50	0.15
522	6729.05	0.15
523	9544.90	0.22
524	7108.04	0.16
525	6628.54	0.15
526	6600.00	0.15
527	7906.86	0.18



8"W	WATER LINE
18" RCP	STORM SEWER LINE
8" PVC	SANITARY SEWER LINE
E	OVERHEAD ELECTRIC LINE
	DRAINAGE EASEMENT
	UTILITY EASEMENT
	FIRE HYDRANT
	CATCH BASIN
D	STORMWATER MANHOLE
SS	SANITARY SEWER MANHOLE
	HEADWALL

SITE DATA	
CURRENT ZONING:	R-6
MINIMUM BUILDING SETBACKS	
FRONT:	20'
REAR:	20'
SIDE:	7.5'
TOTAL PHASE AREA:	9.74 ACRES
TOTAL OPEN SPACE:	4.21 ACRES
NEW STREETS:	1.20 ACRES

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE THIS PROPERTY INTO 27 LOTS, 1 OPEN SPACE, AND DEDICATE RIGHT-OF-WAY AND EASEMENTS.
2. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN THE CITY OF COLUMBIA, MAURY COUNTY, TN. ALL MATTERS PERTAINING TO CONSTRUCTION, USE, LOCATION OF IMPROVEMENTS, SIGNAGE, PARKING, NOISE, VIBRATION, EMISSIONS, FIRE HAZARDS, RADIATION, ILLUMINATION, SETBACK PROVISIONS, ETC. ARE SUBJECT TO THE CITY OF COLUMBIA'S ZONING REGULATIONS AS INTERPRETED AND REGULATED BY THE DEPARTMENT OF DEVELOPMENT SERVICES.
3. SUBJECT PROPERTY IS PARCEL 17.06 AS SHOWN ON MAURY COUNTY TAX MAP 73.
4. DEED REFERENCE: RECORD BOOK 2837, PAGE 394, REGISTER'S OFFICE OF MAURY COUNTY, TN.
5. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS) USING THE TDOT NETWORK. TENNESSEE STATE PLANE COORDINATE SYSTEM ZONE 4100, NAD83. DRONE AERIAL PHOTOMETRY WAS ALSO USED TO SURVEY SOME ELEMENTS.
6. NO TITLE REPORT HAS BEEN FURNISHED, THEREFORE THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
7. THE TOTAL AREA OF THE PROPERTY SURVEYED IS 9.74 +/- ACRES.
8. THE NEW RIGHT-OF-WAY DEDICATION AREA IS 1.20 +/- ACRES.
9. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0195E WITH AN EFFECTIVE DATE OF 4/16/2007, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 119C, PANEL NO. 0195 SUFFIX E, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED, SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.
10. CURRENT ZONING OF THE SUBJECT PROPERTY IS CD-3. THE SUBJECT PROPERTY AS SHOWN IS BASED ON A PRELIMINARY PLAT APPROVED UNDER ZONING ORDINANCE 3638 AND IS SUBJECT TO ALL VESTING OF THAT APPROVAL UNDER THE PREVIOUS ZONING OF R-6.
11. TYPICAL FRONT MINIMUM BUILDING SETBACK FOR R-6 ZONING IS 20 FEET. P.U.D.E. ON LOTS 511-523 IS 21 FEET. THE FRONT BUILDING SETBACK ON THESE LOTS HAS BEEN ADJUSTED TO ACCOMMODATE THE P.U.D.E.
12. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
13. ALL PLOT AND DEED RECORDATION REFERENCES SHOWN HEREON ARE AS RECORDED IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
14. THIS SURVEY HAS BEEN SIGNED AND SEALED DIGITALLY.
15. DUCK RIVER ELECTRIC MEMBERSHIP CORPORATION IS THE POWER PROVIDER.
16. STORM WATER MANAGEMENT OPERATION AND MAINTENANCE WILL BE GOVERNED BY THE INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORM WATER MANAGEMENT FACILITIES, DATED _____ IN RECORD BOOK ___, PAGE ___, REGISTER'S OFFICE OF MAURY COUNTY, TN.

SPECIAL UTILITY NOTE

THIS SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS AND/OR MAPS PREPARED BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THEREFORE, RELIANCE UPON THE TYPE, SIZE AND LOCATION OF UTILITIES SHOWN SHOULD BE DOWN SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTANCE, LOCATION AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT" THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN (3) NOR MORE THAN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT.

CERTIFICATE OF APPROVAL OF SUBDIVISION AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES ARE APPROVED BY THE CITY ENGINEERING DEPARTMENT AND MAURY COUNTY E911.

_____, 20____ _____
DATE MAURY E911

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20____ _____
DATE DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN RECORD BOOK NUMBER 2837, PAGE 394, MAURY COUNTY REGISTER'S OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED.

_____, 20____ _____
DATE OWNER

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CATEGORY I LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS LESS THAN OR EQUAL TO 1:10,000.

_____, 20____ _____
DATE MARK CANTRELL, R.L.S

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS AND OTHER ADOPTED ORDINANCES AND POLICIES.

_____, 20____ _____
DATE CITY ENGINEER

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

_____, 20____ _____
DATE NAME, TITLE, AGENCY OF AUTHORIZED AGENT

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE AND UTILITIES DESIGNATED IN QUAIL RUN MEADOWS SUBDIVISION (PHASE 5) HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $_____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

_____, 20____ _____
DATE CITY ENGINEER

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20____ _____
DATE DIRECTOR OF COLUMBIA WATER DEPARTMENT

J. MARK CANTRELL
XVI
PROFESSIONAL LAND SURVEYOR
AGRICULTURE
COMMERCE
TENNESSEE NO. 1850

OWNER OF RECORD
QUAIL RUN DEVELOPMENT CO., LLC 1804 WILLIAMSON COURT, SUITE 101 BRENTWOOD, TN 37027 D.B. R2837, PG. 394, R.O.M.C. MAP 073, PARCEL 017.06
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 5-3-2024
SCALE: 1" = 100'
DRAWN BY: DSW
REVIEWER:

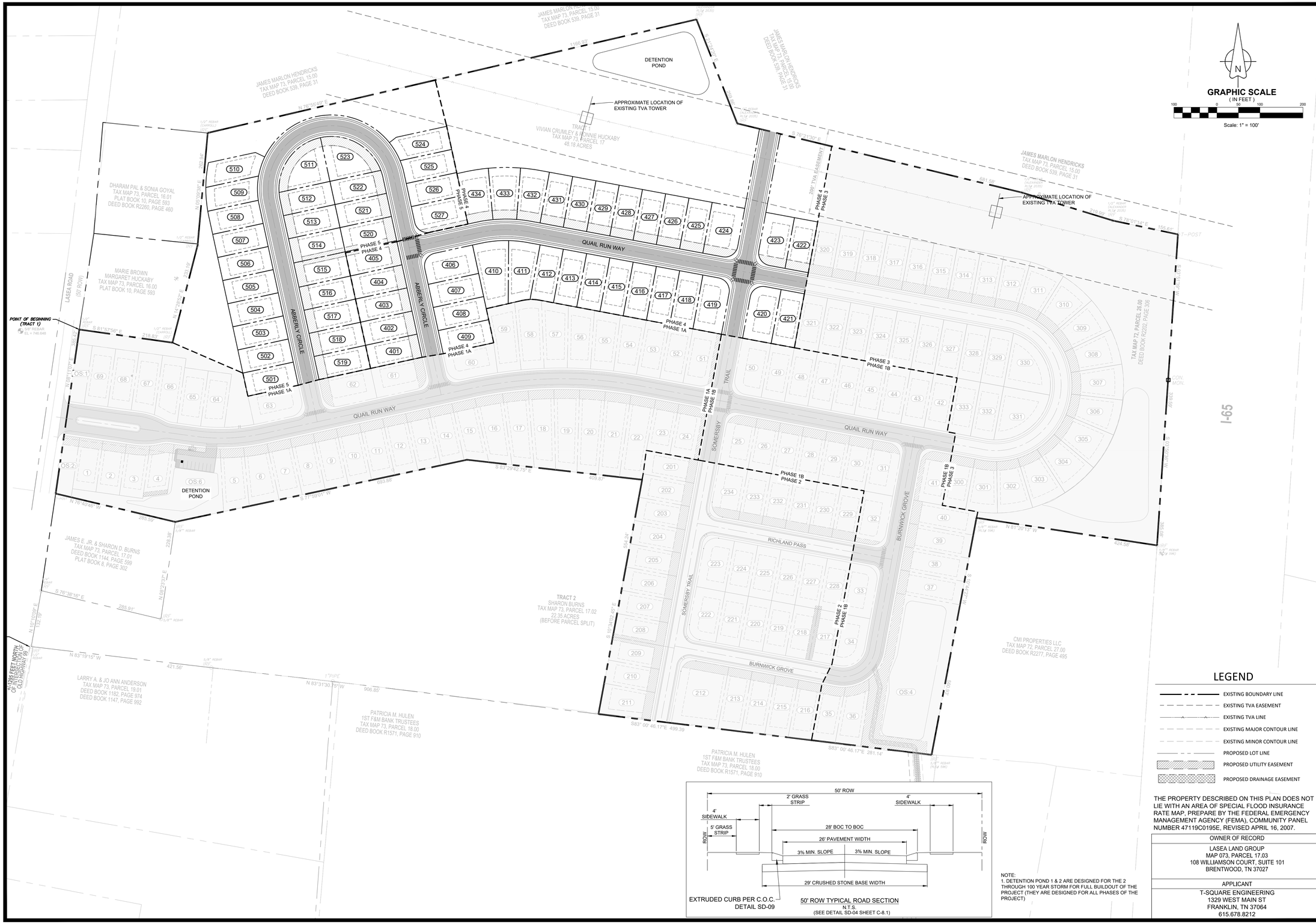
PHASE 5 FINAL PLAT
LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

QUAIL RUN MEADOWS SUBDIVISION

PROJECT
17-0707

SHEET
1 OF 1

T-SQUARE ENGINEERING
1329 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • www.T2-ENG.COM



LEGEND

- EXISTING BOUNDARY LINE
- EXISTING TVA EASEMENT
- EXISTING TVA LINE
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- PROPOSED LOT LINE
- PROPOSED UTILITY EASEMENT
- PROPOSED DRAINAGE EASEMENT

THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C0195E, REVISED APRIL 16, 2007.

NOTE:
1. DETENTION POND 1 & 2 ARE DESIGNED FOR THE 2 THROUGH 100 YEAR STORM FOR FULL BUILDOUT OF THE PROJECT (THEY ARE DESIGNED FOR ALL PHASES OF THE PROJECT)

OWNER OF RECORD
LASEA LAND GROUP MAP 073, PARCEL 17.03 108 WILLIAMSON COURT, SUITE 101 BRENTWOOD, TN 37027
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS
1	12/19/23	REVISIONS PER CITY OF COLUMBIA WASTEWATER
2	1/22/24	REVISIONS PER CITY OF COLUMBIA WASTEWATER

DATE: 12/18/23
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: NSM

QUAIL RUN MEADOWS SUBDIVISION PHASE 4 & 5

OVERALL SITE PLAN
1628 LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

NATHAN S. MCKEY
REGISTERED ENGINEER
No. 120139
STATE OF TENNESSEE
1/22/2024

17-0707

SHEET
C-2.0

T-SQUARE ENGINEERING
1329 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • www.T2-ENG.COM

P:\Projects\2017\17-0707 (NVR Lasea rd Site)\production\Phase 4\17-0707 Phase 4 2-Site Plan.dwg, 4/10/2024 9:25:34 AM

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

_____ day of _____, 20_____ ,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Quail Run Development Co. LLC
_____, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the "CMPC") on the

_____ day of _____, 20_____ ,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the "IMPROVEMENTS"); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER's properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register's Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

Quail Run Meadows, Phase 5

PROJECT

Completed by the Developer	*Completed by the City*
Quail Run Development Co. LLC DEVELOPER NAME	
Joel A. Smith AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
4-4-24 DATE	DATE
#101 1804 Williamson Ct. STREET	
Brentwood TN 37027 CITY, STATE, ZIP	
615 308 1885 PHONE	
JoeySmith@me.com EMAIL	
Attest	*Attest*
Hudson Smith ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
4/4/24 DATE	DATE

DOCUMENT PREPARED BY:
Name: Allison Corolla
Company T-Square Engineering
Address:
1329 West Main Street
Franklin, TN 37064
After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 73, Parcel 17.03
Project Name: Quail Run Meadows Subdivision, Phase 4 & 5

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2837, Page(s) 394.

THIS AGREEMENT, made this _____ day of _____, 20____, by and between Quail Run Development Co. LLC hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WE, the OWNER(S), with full authority to execute deeds, mortgages, other covenants, all rights, titles, and interests in the property described above, do hereby covenant with the CITY and agree as follows:

1. The OWNER(S) covenant and agree with the CITY that the OWNER(S) shall provide for adequate long term maintenance and continuation of stormwater control measures described in the Long Term Maintenance Plan and shown on the location map, deed of easement drawing or plat attached hereto to ensure that the facilities, are and remain in proper working condition in accordance with approved design standards, rules and regulations, and applicable laws. The OWNER(S) shall perform preventative maintenance activities at intervals described in the schedule attached hereto along with necessary landscaping (grass cutting, etc.) and trash removal as part of regular maintenance.

2. The OWNER(S) shall perform routine inspections to ensure that all long term stormwater management facilities are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at the site. The OWNER(S) or operators shall maintain documents of these inspections.

3. The OWNER(S) shall perform comprehensive inspections of all stormwater management facilities and practices. These inspections shall be conducted once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect.

4. The OWNER(S) shall grant to the CITY or its agent or contractor the right of entry at reasonable times and in a reasonable manner for the purpose of inspecting, operating, installing, constructing, reconstructing, maintaining or repairing the facility within the CITY.

5. The OWNER(S) shall record and grant to the CITY the necessary easements and rights-of-way and maintain perpetual access from public rights-of-way to the facility for the CITY or its agent and contractor.

6. If, upon inspection, the CITY finds that the OWNER(S) has failed to properly maintain the facilities, the CITY may order the work performed within ten (10) days. In the event the work is not performed within the specified time, the ONWER(S) agrees to allow the CITY to enter the property and take whatever steps it deems necessary to maintain the stormwater control facilities. This provision shall not be construed to allow the CITY to erect any structure of a permanent nature on the PROPERTY without first obtaining written approval of the OWNER(S)

7. The CITY is under no obligation to maintain or repair said facilities, and in no event shall this Agreement be construed to impose any obligation on the CITY. The OWNER(S) shall reimburse the CITY upon demand the costs incurred in the maintenance of the facilities.

8. If the OWNER(S) fails to pay the CITY for the above expensive after forty-five (45) days written notice, the OWNER(S) authorizes the CITY to collect said expenses from the OWNER(S) through appropriate legal action and the OWNER(S) shall be liable for the reasonable expenses of collection, court costs, and attorney fees.

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part,

against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide

10. The OWNER(S) shall not be able to transfer, assign or modify its responsibilities with respect to this agreement without the CITY's written prior consent. Nothing herein shall be construed to prohibit a transfer by OWNER(S) to subsequent owners and assigns.

11. No waiver of any provision of this AGREEMENT shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any default.

12. The OWNER(S) shall record a plat showing and accurately defining the easements for stormwater control facilities. The plat must reference the Instrument Number where this AGREEMENT and its attachments are recorded and contain a note that the OWNER(S) is responsible for maintaining the stormwater management facilities.

13. The OWNER(S) shall record this AGREEMENT in the office of the Register of Deeds for the county of Maury, Tennessee, and the AGREEMENT shall constitute a covenant running with the land, and shall be binding upon the OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successors in interest

ATTEST BY OWNER(S):

Print Name Joel A. Smith

Title Chief Manager

Signature Joel A Smith

Owner Quail Run Development LLC

Address 1804 Williamson Ct. #101

City, State ZIP Brentwood TN 37027

STATE OF TN
COUNTY OF Williamson

Before me, Alicia R Hamilton of the state and county mentioned, personally appeared Joel A. Smith, with whom I am personally acquainted and who acknowledged that he/she executed the foregoing instrument of the purposes therein contained.

Witness my hand this the 4th day of March, 2024.

Notary Public

ALICIA R. HAMILTON
TENNESSEE NOTARY PUBLIC
My Comm Exp. 06/21/25
COUNTY OF WILLIAMSON

My Commission Expires:_____

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY :_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted, and who acknowledged themselves to be the City Engineer of the City of Columbia or his designee and as such, being authorized so to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the _____ day of _____, 20_____.

_____
Notary Public
My Commission Expires:_____

T-SQUAREENGINEERING
CIVIL-SITE | TRAFFIC | WASTEWATER

1329 West Main Street
Franklin, TN 37064
615.678.8212

www.T2-eng.com

2/13/2024

City of Columbia
Development Services
700 N. Garden Street
Columbia, TN 38401

POST CONSTRUCTION LONG TERM MAINTENANCE PLAN
PROJECT NAME: QUAIL RUN MEADOWS, PHASE 4 & 5

SYSTEM DESCRIPTION:

The site consists of stormwater conveyances through piped channel and detention ponds.

- There is one (1) pond in Phase 4 that is sized to detain the 100-year peak event.
- 2,569 LF of round concrete pipe and 29 storms inlets.

Upon completion of the site construction, 'Record Drawings' in a version not less than AutoCAD 2006 LT (NAD83, NAVD88) of the stormwater controls will be provided to the City of Columbia for verification.

A copy of the INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES that has been completed, notarized and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.

MAINTENANCE PROCEDURES

1. STORMWATER DETENTION PONDS
    a. The outlet structure shall be checked regularly for clogging and shall be cleaned and repaired as necessary---monthly after it is first built then a regular sequence should be established or at least quarterly or after a large rain event.

    b. Check banks and bottom surface of basin for erosion and correct as necessary.

    c. Check at least quarterly and after each extreme storm event, the facility should be cleaned of accumulated debris. The banks of the surface pond should be checked and areas of erosion repaired. Remove nuisance wetland species and take appropriate measures to control mosquitoes.

    d. This maintenance typically includes sediment, floatable, and debris removal from inlets, outlets and skimmers.

    e. Pond vegetation needs to be trimmed or harvested as appropriate, grassy areas frequently mowed. Grass should be mowed so that it does not get over 12 inches.

f. Remove sediment when accumulation reached 6 inches, or if re-suspension is observed or probable.

g. Some sediment may contain contaminants which the Tennessee Department of Environment and Conservation (TDEC) requires special disposal procedure. If there is any uncertainty about what the sediment contains or it is known to contain contaminants, then TDEC should be consulted and their disposal recommendations followed. The TDEC Division of Water Pollution Control should be contacted at (931) 380-3371. Generally, special attention or sampling should be given to sediment accumulated in facilities serving industrial, manufacturing or heavy commercial sites, Page 2 of 4 Rev. 9/26/2016 fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff.

h. Some sediment collected may be innocuous (free of pollutants) and can be used as fill material, cover or land spreading. It is important that this material not be placed in any way that will promote or allow re-suspension in storm runoff.

2. 2,569 LF OF RCP AND 29 STORM DRAINS
   - These structures will be inspected and cleaned quarterly to ensure pipes and drain inlets do not fill with sediment or trash.

CONSTRUCTION PLANS
FOR
QUAIL RUN MEADOWS SUBDIVISION, PHASE 4 & 5

1628 Lasea Road
Columbia, Tennessee 37174
(Zoned R-6)

Developer: Joey Smith
1804 Williamson Court, Ste 101
Brentwood, TN 37027
Email: joeysmith@me.com
Phone: 615-308-1885

Engineer:
Surveyor: T-SQUARE ENGINEERING
Consulting Civil Engineering
1329 West Main Street | Franklin TN 37064
(615)370-1443 | Email tim@t2-eng.com

Water: Shane Andrews (Water Engineer Technician)
Columbia Power & Water Services
201 Pickens Lane
Columbia, TN 38402
931-375-7649

Electric: Michael Trew (District Manager)
Duck River Electric Membership Corporation
PO BOX 1226
Columbia, TN 38402
931-388-3131



Sheet Schedule

C-0.0	Cover Sheet
C-1.0	Existing Conditions and Demolition Plan
C-2.0	Overall Site Plan
C-2.1	Detailed Site Plan
C-2.2	Site Plan Notes
C-3.0	Initial Erosion Control Plan
C-3.1	Temporary Erosion Control Plan
C-3.2	Permanent Erosion Control Plan
C-4.0	Predevelopment Stormwater Plan
C-4.1	Post development Stormwater Plan
C-5.0	Grading Plan
C-5.1	Drainage Plan
C-5.2	Drainage Inlet Areas
C-6.0	Abberly Circle Plan & Profile
C-6.1	Abberly Circle Plan & Profile
C-6.2	Quail Run Way Plan & Profile
C-6.3	Somersby Trail Plan & Profile
C-7.0	Utility Plan
C-7.1	Sanitary Plan and Profile
C-7.2	Sanitary Plan and Profile
C-7.3	Sanitary Plan and Profile
C-8.0 - C-8.3	Detail Sheets

THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C0195E, REVISED APRIL 16, 2007.

OWNER OF RECORD
LASEA LAND GROUP MAP 073, PARCEL 17.03 108 WILLIAMSON COURT, SUITE 101 BRENTWOOD, TN 37027
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 12-01-2023
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: NSM

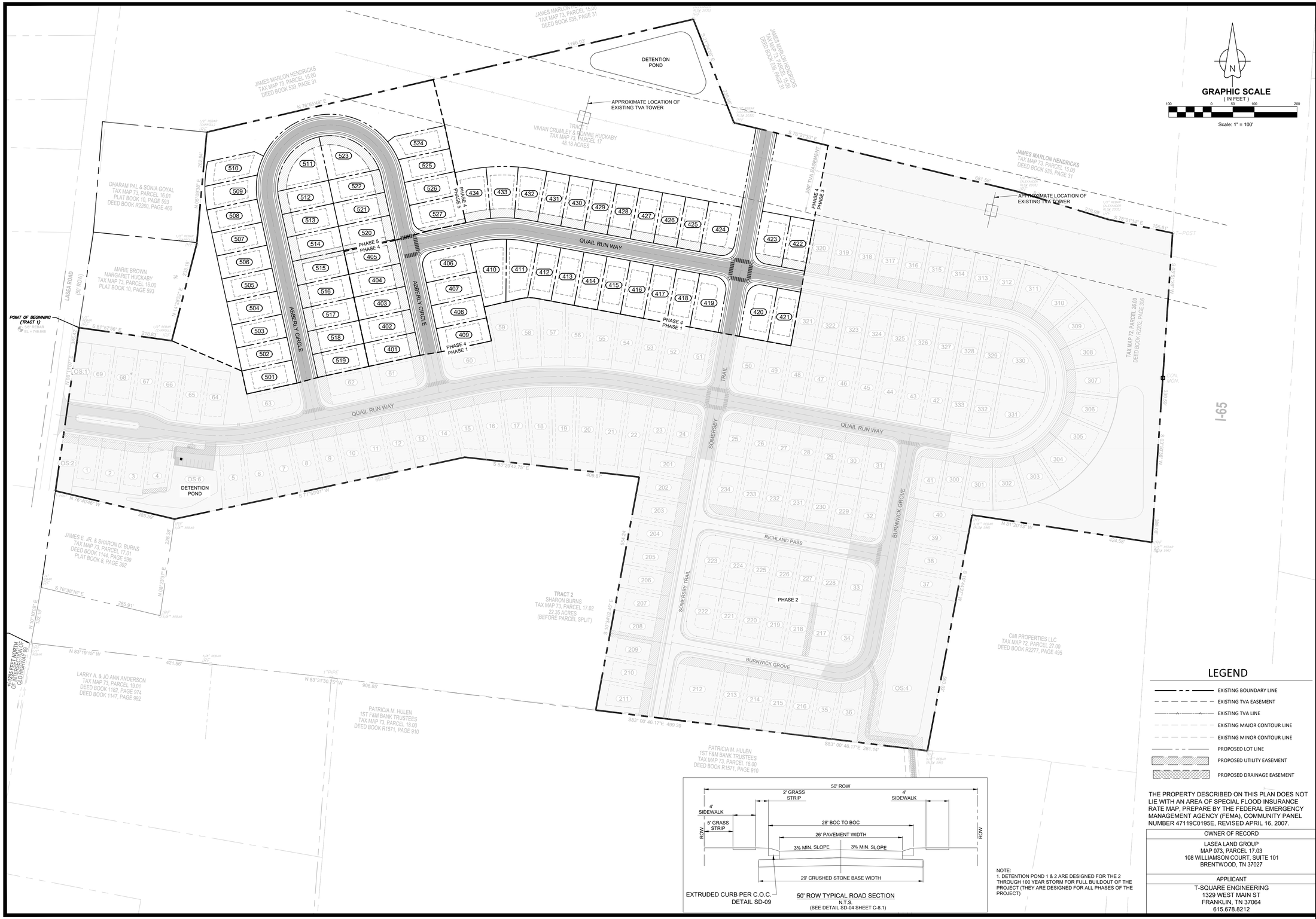
QUAIL RUN MEADOWS SUBDIVISION
PHASE 4 & 5

COVER SHEET
1628 LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

NATHAN S. MCKEY
REGISTERED ENGINEER
No. 122489
STATE OF TENNESSEE
12/01/2023

17-0707

SHEET
C-0.0



50' ROW TYPICAL ROAD SECTION
N.T.S.
(SEE DETAIL SD-04 SHEET C-8.1)

NOTE:
1. DETENTION POND 1 & 2 ARE DESIGNED FOR THE 2 THROUGH 100 YEAR STORM FOR FULL BUILDOUT OF THE PROJECT (THEY ARE DESIGNED FOR ALL PHASES OF THE PROJECT)

LEGEND

- EXISTING BOUNDARY LINE
- EXISTING TVA EASEMENT
- EXISTING TVA LINE
- EXISTING MAJOR CONTOUR LINE
- EXISTING MINOR CONTOUR LINE
- PROPOSED LOT LINE
- PROPOSED UTILITY EASEMENT
- PROPOSED DRAINAGE EASEMENT

THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C0195E, REVISED APRIL 16, 2007.

OWNER OF RECORD
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APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	REVISIONS	DATE

DATE: 12-01-2023
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: NSM

QUAIL RUN MEADOWS SUBDIVISION PHASE 4 & 5

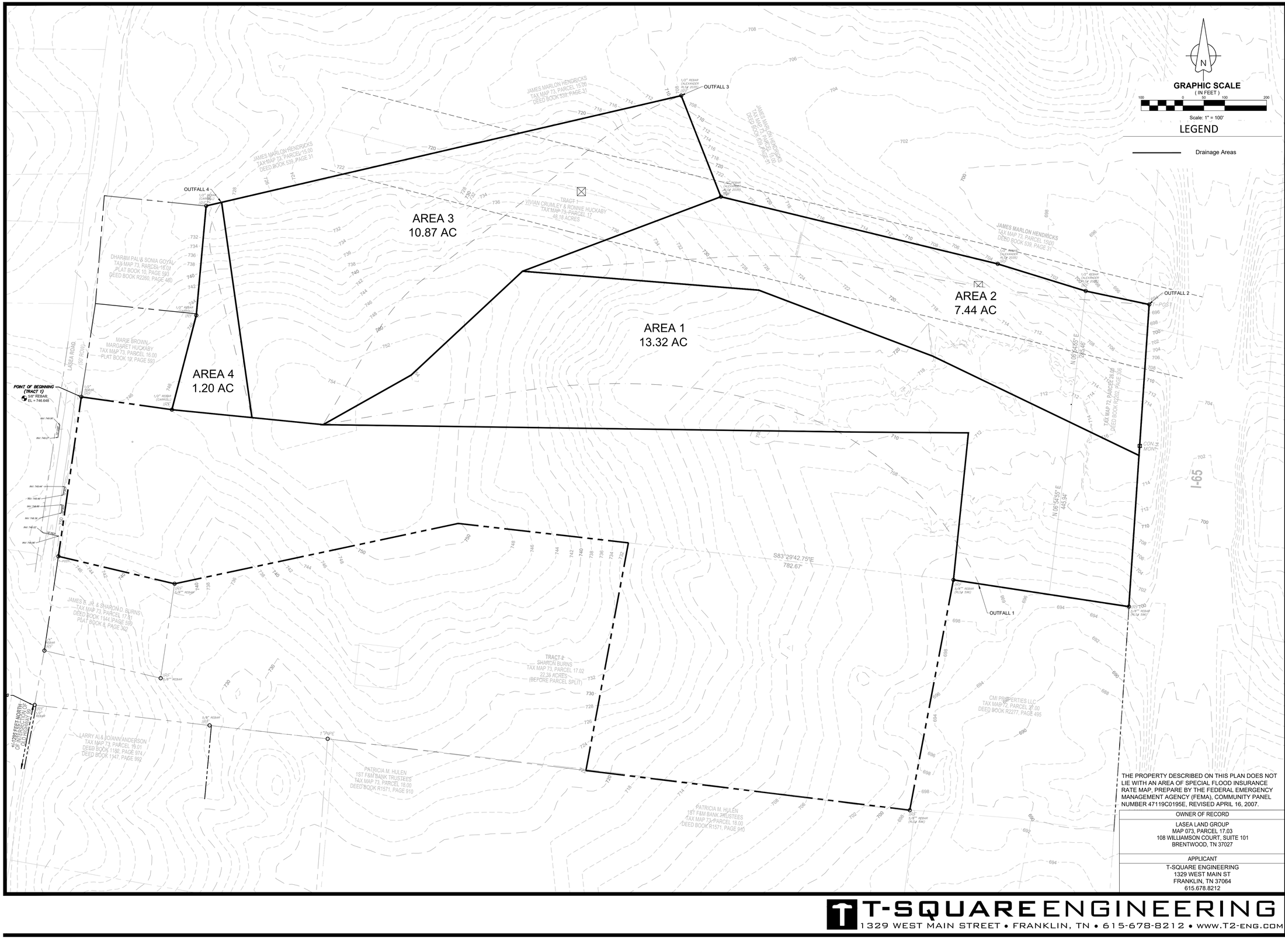
OVERALL SITE PLAN
1628 LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

NATHAN S. MCVEY
REGISTERED ENGINEER
No. 122139
STATE OF TENNESSEE
12/01/2023

17-0707

SHEET
C-2.0

T-SQUARE ENGINEERING
1329 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • www.T2-ENG.COM



THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C0195E, REVISED APRIL 16, 2007.

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APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS

DATE: 12-01-2023
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: NSM

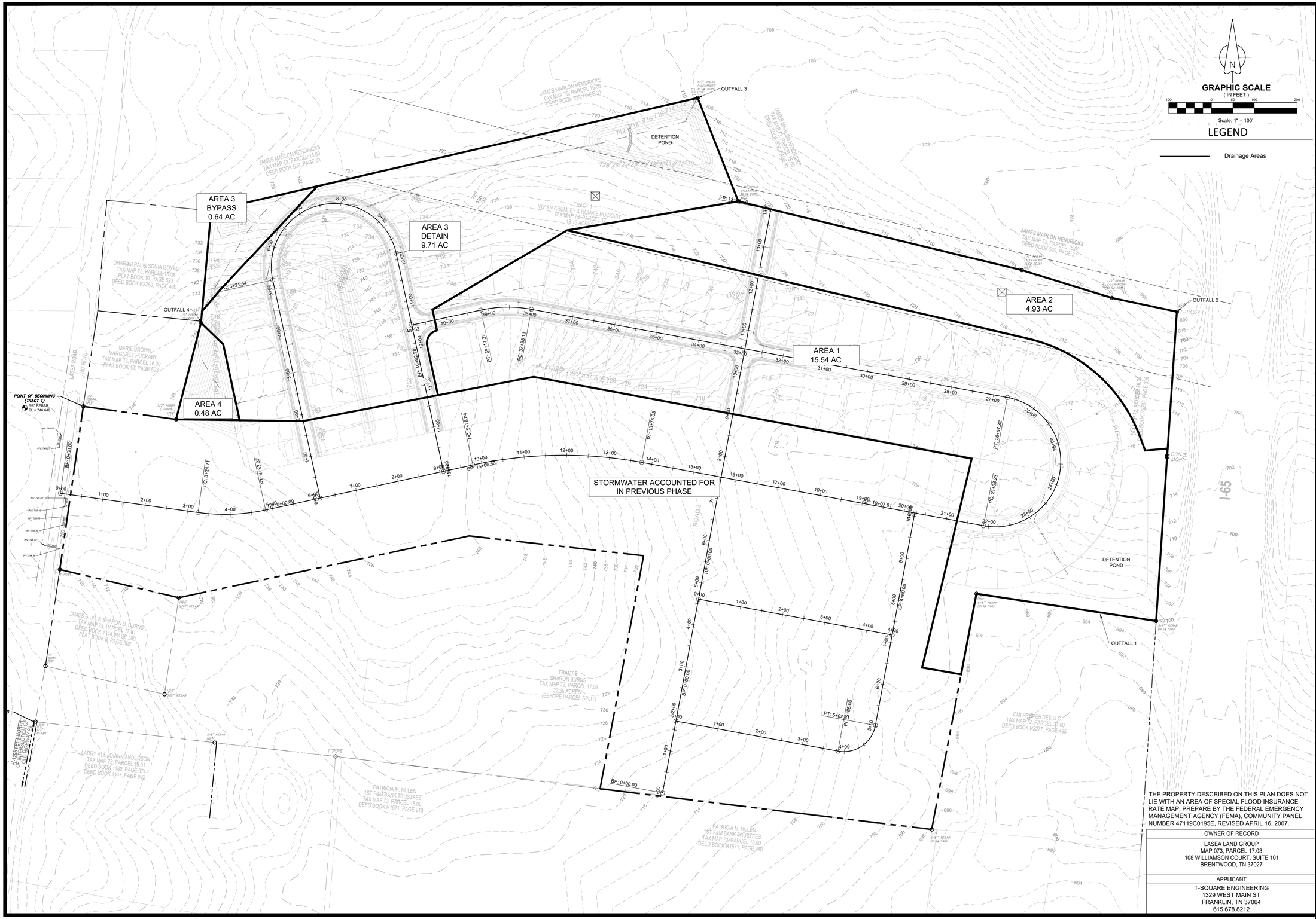
QUAIL RUN MEADOWS SUBDIVISION PHASE 4 & 5

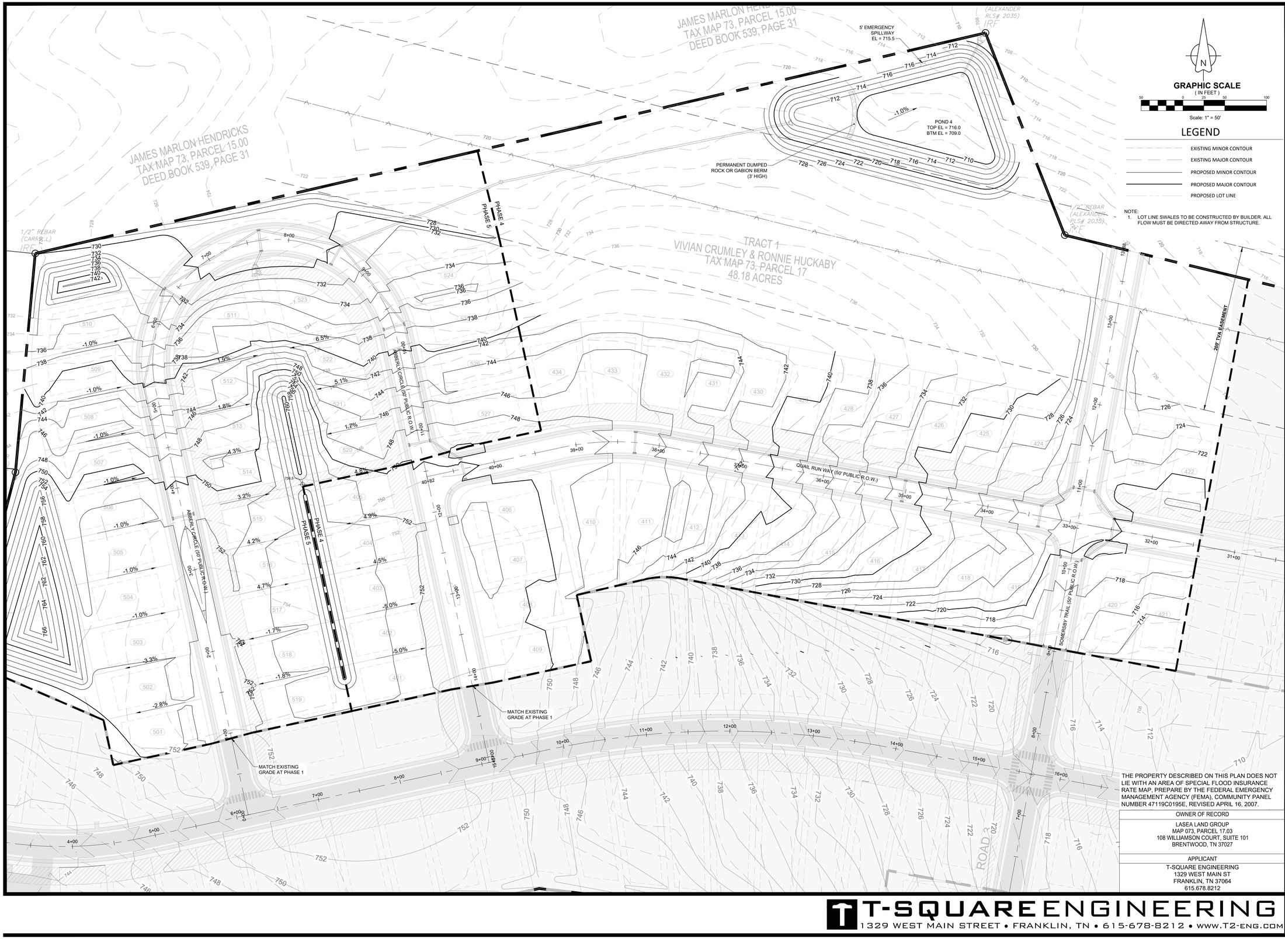
PRE-DEVELOPMENT STORMWATER PLAN
1628 LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

NATHAN S. MCVEY
REGISTERED ENGINEER
No. 122159
STATE OF TENNESSEE
12/01/2023

17-0707

SHEET
C-4.0


N
GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
Scale: 1" = 100'
LEGEND
Drainage Areas
AREA 1
15.54 AC
AREA 2
4.93 AC
AREA 3
BYPASS
0.64 AC
AREA 3
DETAIN
9.71 AC
AREA 4
0.48 AC
OUTFALL 1
OUTFALL 2
OUTFALL 3
OUTFALL 4
DETENTION POND
DETENTION POND
STORMWATER ACCOUNTED FOR IN PREVIOUS PHASE
POINT OF BEGINNING (TRACT 1)
5/8" REBAR
EL = 746.648
LASEA ROAD
(50' R/W)
JAMES MARLON HENDRICKS
TAX MAP 73, PARCEL 15.00
DEED BOOK 539, PAGE 31
DHARAM PAL & SONIA GOYAL
TAX MAP 73, PARCEL 16.01
PLAT BOOK 10, PAGE 593
DEED BOOK R2260, PAGE 480
MARIE BROWN
MARGARET HUCKABY
TAX MAP 73, PARCEL 16.00
PLAT BOOK 19, PAGE 593
TRACT 1
VIVIAN CRUMLEY & RONNIE HUCKABY
TAX MAP 73, PARCEL 17.00
48.18 ACRES +/-
JAMES MARLON HENDRICKS
TAX MAP 73, PARCEL 15.00
DEED BOOK 539, PAGE 31
JAMES MARLON HENDRICKS
TAX MAP 73, PARCEL 15.00
DEED BOOK 539, PAGE 31
TAX MAP 73, PARCEL 20.00
DEED BOOK R2220, PAGE 506
JAMES R. JR. & SHARON D. BURNS
TAX MAP 73, PARCEL 17.01
DEED BOOK 1144, PAGE 289
PLAT BOOK 8, PAGE 302
TRACT 2
SHARON BURNS
TAX MAP 73, PARCEL 17.02
22.35 ACRES +/-
(BEFORE PARCEL SPLIT)
LARRY AL & JOANN ANDERSON
TAX MAP 73, PARCEL 16.01
DEED BOOK 1180, PAGE 974
DEED BOOK 1147, PAGE 992
PATRICIA M. HULEN
1ST F&M BANK TRUSTEES
TAX MAP 73, PARCEL 16.00
DEED BOOK R1571, PAGE 910
PATRICIA M. HULEN
1ST F&M BANK TRUSTEES
TAX MAP 73, PARCEL 18.00
DEED BOOK R1571, PAGE 910
CMI PROPERTIES LLC
TAX MAP 73, PARCEL 20.00
DEED BOOK R2217, PAGE 495
I-65
CON'N MONT.
BP: 0+00.00
EP: 15+06.66
PC: 3+24.71
PT: 4+83.31
PC: 5+21.64
PT: 11+17.17
PC: 37+98.11
PC: 15+76.64
PT: 15+76.03
PT: 28+67.32
PC: 21+89.23
BP: 10+07.81
EP: 4+60.00
PT: 5+02.65
PC: 3+65.00
BP: 0+00.00
BP: 0+00.00
EP: 13+
1/2" REBAR
ALEXANDER
(EL=# 2035)
1/2" REBAR
(CAPPED)
(EL=# 2035)
1/2" REBAR
(EL=# 2035)
1/2" REBAR
(EL=# 2035)
1/2" REBAR



THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C0195E, REVISED APRIL 16, 2007.

OWNER OF RECORD
LASEA LAND GROUP MAP 073, PARCEL 17.03 108 WILLIAMSON COURT, SUITE 101 BRENTWOOD, TN 37027
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS

DATE: 12-01-2023
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: NSM

GRADING PLAN
1628 LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

QUAIL RUN MEADOWS SUBDIVISION PHASE 4 & 5

NATHAN S. MCVEY
REGISTERED ENGINEER
No. 122158
STATE OF TENNESSEE
12/01/2023

17-0707

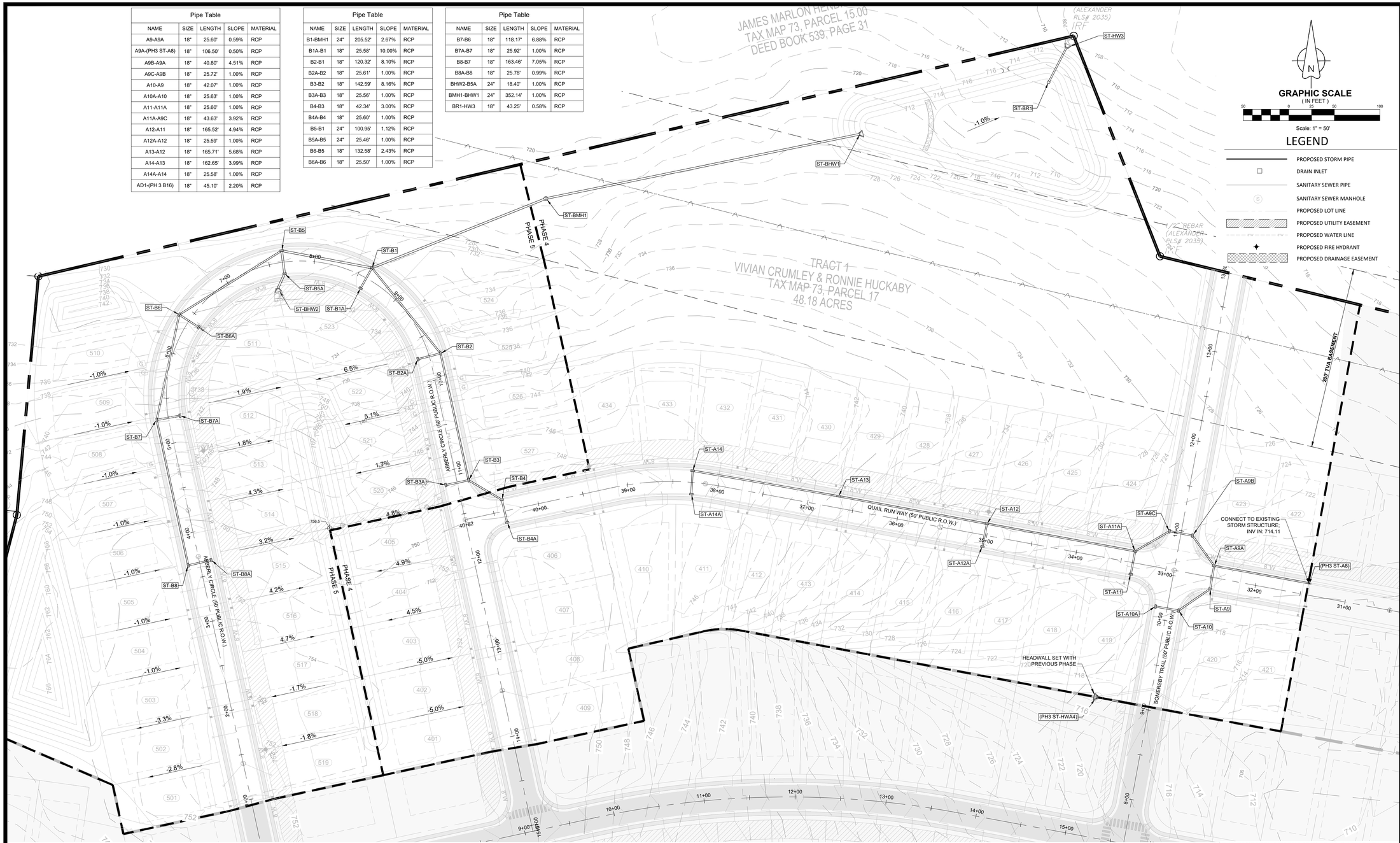
SHEET
C-5.0

T-SQUARE ENGINEERING
1329 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • www.T2-ENG.COM

Pipe Table				
NAME	SIZE	LENGTH	SLOPE	MATERIAL
A9-A9A	18"	25.60'	0.59%	RCP
A9A-(PH3 ST-A8)	18"	106.50'	0.50%	RCP
A9B-A9A	18"	40.80'	4.51%	RCP
A9C-A9B	18"	25.72'	1.00%	RCP
A10-A9	18"	42.07'	1.00%	RCP
A10A-A10	18"	25.63'	1.00%	RCP
A11-A11A	18"	25.60'	1.00%	RCP
A11A-A9C	18"	43.63'	3.92%	RCP
A12-A11	18"	165.52'	4.94%	RCP
A12A-A12	18"	25.59'	1.00%	RCP
A13-A12	18"	165.71'	5.68%	RCP
A14-A13	18"	162.65'	3.99%	RCP
A14A-A14	18"	25.58'	1.00%	RCP
AD1-(PH 3 B16)	18"	45.10'	2.20%	RCP

Pipe Table				
NAME	SIZE	LENGTH	SLOPE	MATERIAL
B1-BMH1	24"	205.52'	2.67%	RCP
B1A-B1	18"	25.58'	10.00%	RCP
B2-B1	18"	120.32'	8.10%	RCP
B2A-B2	18"	25.61'	1.00%	RCP
B3-B2	18"	142.59'	8.16%	RCP
B3A-B3	18"	25.56'	1.00%	RCP
B4-B3	18"	42.34'	3.00%	RCP
B4A-B4	18"	25.60'	1.00%	RCP
B5-B1	24"	100.95'	1.12%	RCP
B5A-B5	24"	25.46'	1.00%	RCP
B6-B5	18"	132.58'	2.43%	RCP
B6A-B6	18"	25.50'	1.00%	RCP

Pipe Table				
NAME	SIZE	LENGTH	SLOPE	MATERIAL
B7-B6	18"	118.17'	6.88%	RCP
B7A-B7	18"	25.92'	1.00%	RCP
B8-B7	18"	163.46'	7.05%	RCP
B8A-B8	18"	25.78'	0.99%	RCP
BHW2-B5A	24"	18.40'	1.00%	RCP
BMH1-BHW1	24"	352.14'	1.00%	RCP
BR1-HW3	18"	43.25'	0.58%	RCP



GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
Scale: 1" = 50'

LEGEND

- PROPOSED STORM PIPE
- DRAIN INLET
- SANITARY SEWER PIPE
- SANITARY SEWER MANHOLE
- PROPOSED LOT LINE
- PROPOSED UTILITY EASEMENT
- PROPOSED WATER LINE
- PROPOSED FIRE HYDRANT
- PROPOSED DRAINAGE EASEMENT

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
(PH3 ST-A8) HEADWALL	INV IN = 714.11
(PH3 ST-HWA4) HEADWALL	INV OUT = 713.29
ST-A9 SINGLE INLET	RIM = 719.99 INV IN = 714.79 INV OUT = 714.79
ST-A9A SINGLE INLET	RIM = 720.00 INV IN = 714.64 INV IN = 714.64 INV OUT = 714.64

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-A9B SINGLE INLET	RIM = 720.68 INV IN = 716.48 INV OUT = 716.48
ST-A9C SINGLE INLET	RIM = 720.74 INV IN = 716.74 INV OUT = 716.74
ST-A10 SINGLE INLET	RIM = 719.46 INV IN = 715.21 INV OUT = 715.21
ST-A10A SINGLE INLET	RIM = 719.47 INV OUT = 715.47

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-A11 SINGLE INLET	RIM = 722.71 INV OUT = 718.71
ST-A11A SINGLE INLET	RIM = 722.70 INV IN = 718.45 INV IN = 718.45 INV OUT = 718.45
ST-A12 SINGLE INLET	RIM = 730.87 INV IN = 726.63 INV IN = 726.63 INV OUT = 726.63
ST-A12A SINGLE INLET	RIM = 730.89 INV OUT = 726.89

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-A13 SINGLE INLET	RIM = 740.05 INV IN = 736.05 INV OUT = 736.05
ST-A14 SINGLE INLET	RIM = 746.82 INV IN = 742.54 INV OUT = 742.54
ST-A14A SINGLE INLET	RIM = 746.80 INV OUT = 742.80

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-B1 SINGLE INLET	RIM = 730.08 INV IN = 723.00 INV IN = 723.00 INV IN = 723.00 INV OUT = 723.00
ST-B1A SINGLE INLET	RIM = 730.20 INV OUT = 725.56
ST-B2 SINGLE INLET	RIM = 737.11 INV IN = 732.75 INV IN = 732.75 INV OUT = 732.75
ST-B2A SINGLE INLET	RIM = 737.01 INV OUT = 733.01

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-B3 SINGLE INLET	RIM = 748.65 INV IN = 744.38 INV IN = 744.38 INV OUT = 744.38
ST-B3A SINGLE INLET	RIM = 748.64 INV OUT = 744.64
ST-B4 SINGLE INLET	RIM = 749.92 INV IN = 745.65 INV OUT = 745.65
ST-B4A SINGLE INLET	RIM = 749.91 INV OUT = 745.91

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-B5 SINGLE INLET	RIM = 728.25 INV IN = 724.13 INV IN = 724.13 INV OUT = 724.13
ST-B5A TRIPLE INLET	RIM = 728.38 INV IN = 724.38 INV OUT = 724.38
ST-B6 SINGLE INLET	RIM = 731.49 INV IN = 727.35 INV IN = 727.35 INV OUT = 727.35
ST-B6A SINGLE INLET	RIM = 731.60 INV OUT = 727.60

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-B7 SINGLE INLET	RIM = 739.77 INV IN = 735.48 INV IN = 735.48 INV OUT = 735.48
ST-B7A SINGLE INLET	RIM = 739.74 INV OUT = 735.74
ST-B8 SINGLE INLET	RIM = 751.33 INV IN = 747.01 INV OUT = 747.01
ST-B8A SINGLE INLET	RIM = 751.31 INV OUT = 747.27

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-BHW1 HEADWALL	INV IN = 714.00
ST-BHW2 HEADWALL	INV OUT = 724.56
ST-BMH1 MANHOLE	RIM = 723.50 INV IN = 717.52 INV OUT = 717.52
ST-BR1 RISER	INV OUT = 709.00

STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
ST-HW3 HEADWALL	INV IN = 708.75

THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C0195E, REVISED APRIL 16, 2007.

OWNER OF RECORD

LASEA LAND GROUP
MAP 073, PARCEL 17.03
108 WILLIAMSON COURT, SUITE 101
BRENTWOOD, TN 37027

APPLICANT

T-SQUARE ENGINEERING
1329 WEST MAIN ST
FRANKLIN, TN 37064
615.678.8212

REVISIONS

NO.	DATE

DATE: 12-01-2023
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: NSM

QUAIL RUN MEADOWS SUBDIVISION PHASE 4 & 5

DRAINAGE PLAN
1628 LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

NATHAN S. MCKEY
REGISTERED ENGINEER
No. 122439
STATE OF TENNESSEE
12/01/2023

17-0707

SHEET
C-5.1

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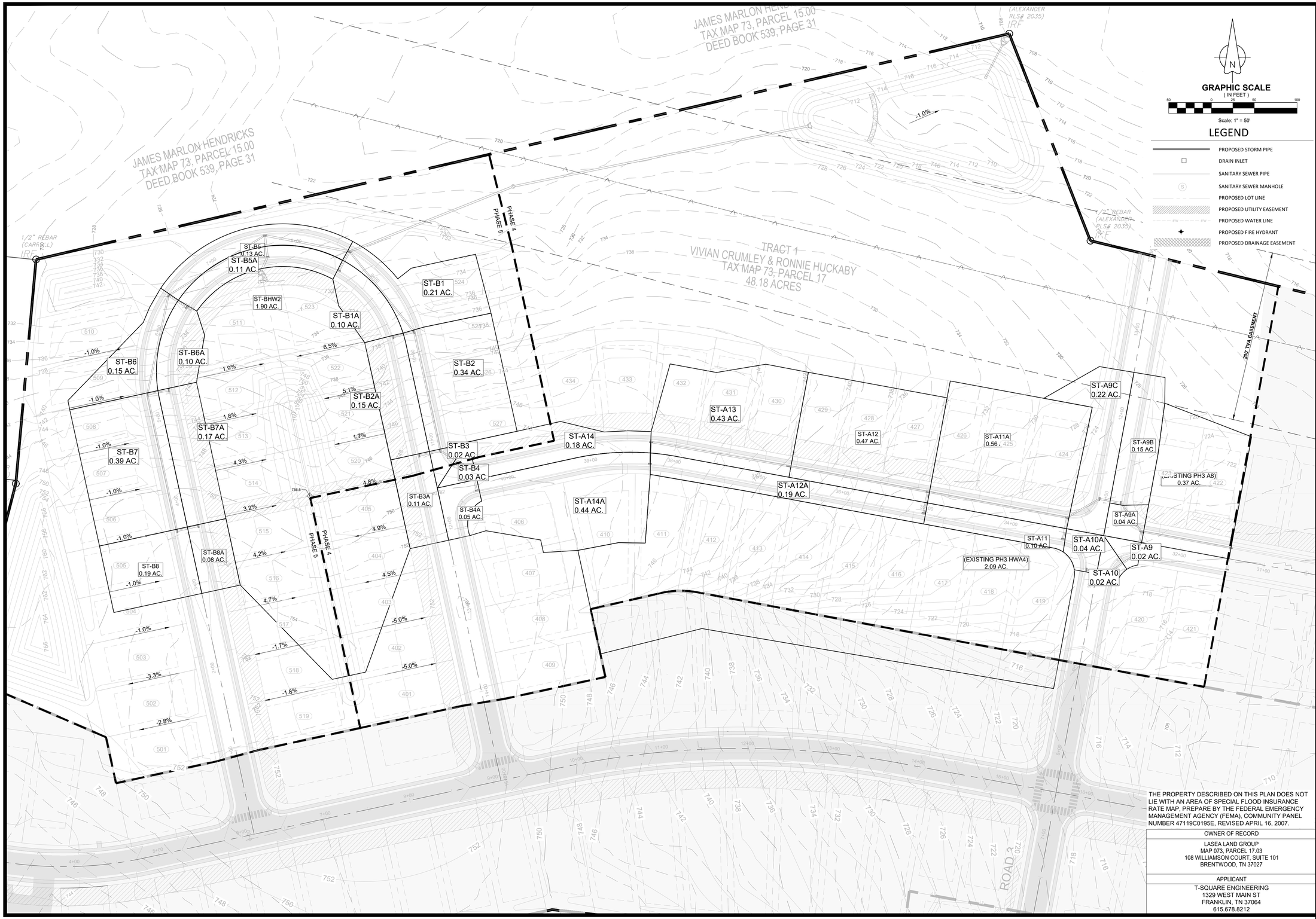

N

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
Scale: 1" = 50'

LEGEND

- PROPOSED STORM PIPE
- DRAIN INLET
- SANITARY SEWER PIPE
- SANITARY SEWER MANHOLE
- PROPOSED LOT LINE
- PROPOSED UTILITY EASEMENT
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- PROPOSED FIRE HYDRANT
- PROPOSED DRAINAGE EASEMENT

THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C0195E, REVISED APRIL 16, 2007.

OWNER OF RECORD
LASEA LAND GROUP MAP 073, PARCEL 17.03 108 WILLIAMSON COURT, SUITE 101 BRENTWOOD, TN 37027
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS

DATE: 12-01-2023
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: NSM

QUAIL RUN MEADOWS SUBDIVISION PHASE 4 & 5

INLET AREAS
1628 LASEA ROAD
COLUMBIA, TN 37174
MAURY COUNTY, TENNESSEE

NATHAN S. MCVEY
REGISTERED ENGINEER
No. 122158
STATE OF TENNESSEE
12/01/2023

17-0707

SHEET
C-5.2

T-SQUARE ENGINEERING
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CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

** 1 hard copy of all materials for submittal + PDF copy on a USB thumb drive or CD (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"

ADDRESS/LOCATION	Quail Run Meadows Subdivision		
	TAX MAP: 73	GROUP:	PARCEL: P/O 17.03
SUMMARY OF NATURE OF REQUEST AND WORK	This application is to approve the final plat for phase 5 of Quail Run Meadows Subdivision.		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Annexation ☐ Rezoning ☐ Preliminary Plat ☒ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Multi-Family Site Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations/Rezoning/PUD's:** ☐ Written Legal Description copy ☐ Requested Zone Listed ☐ Compliance with Comprehensive Plan ☐ Annexation Permission Form ☐ Plans and/or Plats conforming to City standards with check list completed ☐ Columbia Water System Availability Letter **Plats/PUDs:** ☒ Project Name (include Sections & Phases) Quail Run Meadows Subdivision, Phase 5 ☒ Total Number of Lots 27 ☒ Total acreage 9.74

Rev. 4/14/2022

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application.

Any requests to defer or move the item to future meetings dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	T-Square Engineering	PHONE	615.678.8212
ADDRESS	111 SE PKWY CT, Franklin, TN 37064	EMAIL	Allison.Corolla@T2-Eng.com

PROPERTY OWNER NAME	Quail Run Development Co. LLC	PHONE	615.337.5248
ADDRESS	1804 Williamson Court, Suite 101 Brentwood, TN 37027	EMAIL	Hudsonallensmith@gmail.com

In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Allison Corolla	*Allison Corolla*	4/4/2023
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Joel A Smith	Joel A Smith	4-4-24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

STAFF USE ONLY

DOCKET NO.		FEE PAID	
RECEIPT NO.		REQUESTED AGENDA	

DATE NOTICES SENT TO ADJACENT PROPERTY OWNERS	
DATE OF PUBLIC NOTICES IN DAILY HERALD	

BOARD ACTION	

OAKWOOD SUBDIVISION

PRELIMINARY PLAT

City of Columbia, Maury County, Tennessee

Map 89, Parcel 021.00

ENGINEER:
T-SQUARE ENGINEERING
LOUIS SLOYAN, PE
111 SE PARKWAY COURT
FRANKLIN, TN 37064
(615)678-8212

SURVEYOR:
T-SQUARE SURVEYING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
(615)678-8212

DEVELOPER:
SMITH DOUGLAS HOMES
DREW TAYLOR
DTAYLOR@SMITHDOUGLAS.COM

WATER:
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TN 38401
(931)388-4833

POWER:
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TN 38401
(931)388-4833

SEWER:
COLUMBIA WASTEWATER
1244 TREATMENT PLANT ROAD
COLUMBIA, TN 38401
(931)560-1001



SITE VICINITY MAP
N.T.S.

Sheet Schedule

C-0.0	COVER SHEET
C-1.0	EXISTING CONDITIONS
C-2.0	PRELIMINARY PLAT
C-2.1	PARCEL TABLES
C-2.2	PARCEL TABLES
C-2.3	RESOURCE PROTECTION PLAN
C-2.4	CIVIC SPACE PLAN
C-2.5	SITE DETAILS
C-2.6	SITE DETAILS
C-3.0	INITIAL EROSION CONTROL PLAN
C-3.1	TEMPORARY EROSION CONTROL PLAN
C-3.2	FINAL EROSION CONTROL PLAN
C-3.3	EROSION CONTROL DETAILS
C-5.0	GRADING PLAN
C-5.1	DRAINAGE PLAN
C-5.2	GRADING & DRAINAGE DETAILS
C-6.0	LIVE OAK DRIVE PLAN AND PROFILE
C-6.1	LIVE OAK DRIVE PLAN AND PROFILE
C-6.2	SPANISH OAK LANE AND PROFILE
C-6.3	SPANISH OAK LANE PLAN AND PROFILE
C-6.4	SCARLET OAK DRIVE PLAN AND PROFILE
C-6.5	LAUREL OAK LANE DRIVE PLAN AND PROFILE
C-6.6	ENGLISH OAK COURT & RED OAK DRIVE PLAN & PROFILE
C-7.0	UTILITY PLAN
C-7.1	FIRE HYDRANT COVERAGE PLAN

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD

MICHAEL DAVID MUSGROVE
104 CASCADE LAN
BELL BUCKLE, TN 37020
MAP 89, PARCEL 021.00
DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT

T-SQUARE ENGINEERING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

COVER SHEET
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116488
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-0.0

T-SQUARE ENGINEERING

P:\Projects\2023\23-0533 (Oakwood Dr - Drew Taylor)\Production\23-0533 1 - Site Plan Prelim Plat.dwg, 5/20/2024 1:31:37 PM



N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- EXISTING PROPERTY BOUNDARY
- ADJACENT PROPERTY LINES
- WATER NATURAL AREA BUFFER
- EXISTING POWER POLE
- OHP — EXISTING OVERHEAD POWER
- W — EXISTING WATER LINE
- EXISTING SANITARY MANHOLE
- EXISTING TREE LINE
- X — X — EXISTING FENCE

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN. DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

EXISTING CONDITIONS

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

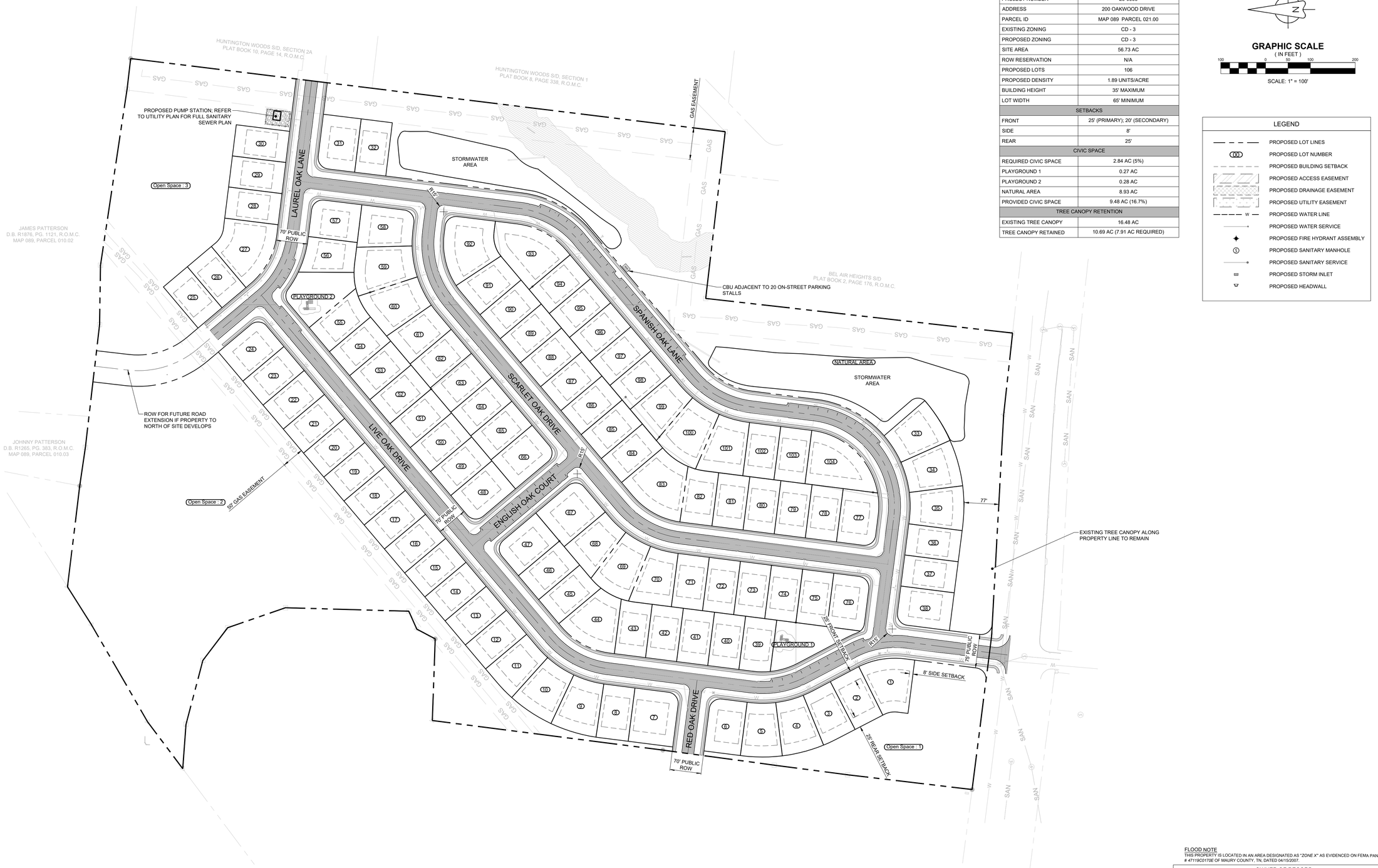
OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-1.0

P:\Projects\2023\23-0533 (Oakwood Dr. - Drew Taylor)\Production\23-0533 1 - Site Plan Prelim Plat.dwg, 5/20/2024 1:31:43 PM



SITE DATA	
PROJECT NAME	OAKWOOD SUBDIVISION
PROJECT NUMBER	23-0533
ADDRESS	200 OAKWOOD DRIVE
PARCEL ID	MAP 089 PARCEL 021.00
EXISTING ZONING	CD - 3
PROPOSED ZONING	CD - 3
SITE AREA	56.73 AC
ROW RESERVATION	N/A
PROPOSED LOTS	106
PROPOSED DENSITY	1.89 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.84 AC (5%)
PLAYGROUND 1	0.27 AC
PLAYGROUND 2	0.28 AC
NATURAL AREA	8.93 AC
PROVIDED CIVIC SPACE	9.48 AC (16.7%)
TREE CANOPY RETENTION	
EXISTING TREE CANOPY	16.48 AC
TREE CANOPY RETAINED	10.69 AC (7.91 AC REQUIRED)

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- PROPOSED LOT LINES
- (00) PROPOSED LOT NUMBER
- PROPOSED BUILDING SETBACK
- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- W PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- S PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

PRELIMINARY PLAT
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

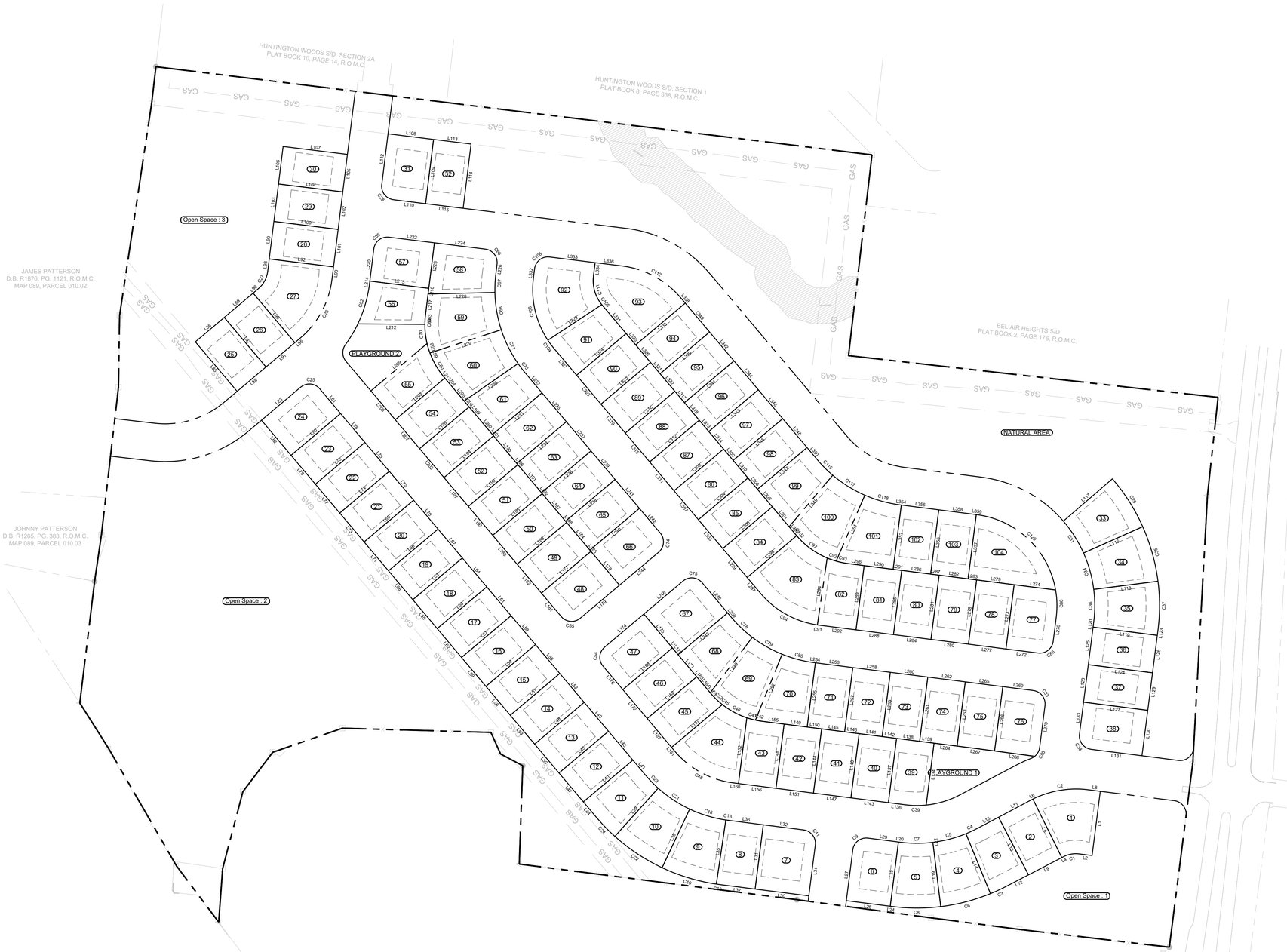
LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 115487
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.0

T-SQUARE ENGINEERING

P:\Projects\2023\23-0533 (Oakwood Dr. - Drew Taylor)\Production\23-0533 1 - Site Plan Prelim Plat.dwg, 5/20/2024 1:42:02 PM



GRAPHIC SCALE

(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

Parcel Line Table		
Line #	Length	Direction
L1	120.00	N82° 44' 50.67"W
L2	23.91	N7° 15' 09.33"E
L4	3.46	N27° 23' 56.67"W
L5	120.89	N63° 40' 38.29"E
L6	3.05	S27° 49' 10.04"E
L8	21.86	S7° 15' 09.33"W
L9	69.53	N27° 23' 56.67"W
L10	120.34	N62° 36' 03.33"E
L11	71.80	S27° 49' 10.04"E
L12	46.05	N27° 23' 56.67"W
L14	120.00	N67° 47' 05.30"E
L16	44.30	S27° 49' 10.04"E
L19	120.00	N82° 57' 50.01"E
L20	4.10	S7° 15' 09.33"W
L22	0.00	S82° 57' 49.99"W
L24	4.12	N7° 15' 09.33"E
L25	120.00	S82° 44' 50.67"E
L26	82.00	N7° 15' 09.33"E
L27	95.00	S82° 44' 50.67"E
L29	57.00	S7° 15' 09.33"W
L30	100.28	N7° 15' 09.33"E
L31	120.00	S82° 44' 50.67"E
L32	75.28	S7° 15' 09.33"W
L34	95.00	N82° 44' 50.67"W
L35	120.00	S81° 35' 08.26"E
L36	65.13	S7° 15' 09.33"W

Parcel Line Table		
Line #	Length	Direction
L37	65.13	N7° 15' 09.33"E
L38	120.00	S64° 48' 52.39"E
L39	120.00	S48° 02' 36.51"E
L40	120.00	S40° 08' 09.18"E
L41	36.94	S49° 51' 50.82"W
L44	36.94	N49° 51' 50.82"E
L45	120.00	S40° 08' 09.18"E
L46	70.00	S49° 51' 50.82"W
L47	70.00	N49° 51' 50.82"E
L48	120.00	S40° 08' 09.18"E
L49	70.00	S49° 51' 50.82"W
L50	70.00	N49° 51' 50.82"E
L51	120.00	S40° 08' 09.18"E
L52	70.00	S49° 51' 50.82"W
L53	70.00	N49° 51' 50.82"E
L54	120.00	S40° 08' 09.18"E
L55	70.00	S49° 51' 50.82"W
L56	70.00	N49° 51' 50.82"E
L57	120.00	S40° 08' 09.18"E
L58	70.00	S49° 51' 50.82"W
L59	70.00	N49° 51' 50.82"E
L60	120.00	S40° 08' 09.18"E
L61	70.00	S49° 51' 50.82"W
L62	70.00	N49° 51' 50.82"E
L63	120.00	S40° 08' 09.18"E
L64	70.00	S49° 51' 50.82"W

Parcel Line Table		
Line #	Length	Direction
L65	70.00	N49° 51' 50.82"E
L66	120.00	S40° 08' 09.18"E
L67	70.00	S49° 51' 50.82"W
L68	70.00	N49° 51' 50.82"E
L69	120.00	S40° 08' 09.18"E
L70	70.00	S49° 51' 50.82"W
L71	70.00	N49° 51' 50.82"E
L72	70.00	S49° 51' 50.82"W
L73	70.00	N49° 51' 50.82"E
L74	120.00	S40° 08' 09.18"E
L75	120.00	S40° 08' 09.18"E
L76	70.00	S49° 51' 50.82"W
L77	70.00	N49° 51' 50.82"E
L78	70.00	S49° 51' 50.82"W
L79	70.00	N49° 51' 50.82"E
L80	120.00	S40° 08' 09.18"E
L81	60.00	S49° 51' 50.82"W
L82	85.00	N49° 51' 50.82"E
L83	95.00	S40° 08' 09.18"E
L85	120.00	N49° 51' 50.82"E
L86	70.00	S40° 08' 09.18"E
L87	120.00	S49° 51' 50.82"W
L88	70.00	N40° 08' 09.18"W
L89	70.00	S40° 08' 09.18"E
L90	120.00	S49° 51' 50.82"W
L91	70.00	N40° 08' 09.18"W

Parcel Line Table		
Line #	Length	Direction
L92	120.00	S7° 02' 11.90"W
L93	23.27	N82° 57' 48.10"W
L95	12.58	N40° 08' 09.18"W
L96	12.58	S40° 08' 09.18"E
L98	23.27	S82° 57' 48.10"E
L99	70.00	S82° 57' 48.10"E
L100	120.00	S7° 02' 11.90"W
L101	70.00	N82° 57' 48.10"W
L102	70.00	N82° 57' 48.10"W
L103	70.00	S82° 57' 48.10"E
L104	120.00	S7° 02' 11.90"W
L105	70.00	N82° 57' 48.10"W
L106	70.00	S82° 57' 48.10"E
L107	120.00	S7° 02' 11.90"W
L108	84.98	S7° 01' 39.87"W
L109	120.00	N82° 58' 20.13"W
L110	60.00	N7° 01' 39.87"E
L112	95.00	S82° 57' 48.10"E
L113	70.00	S7° 01' 39.87"W
L114	120.00	N82° 58' 20.13"W
L115	70.00	N7° 01' 39.87"E
L116	120.00	N23° 59' 38.92"W
L117	120.00	S40° 45' 54.80"E
L118	120.00	N7° 13' 23.04"W
L119	120.00	N7° 15' 09.33"E
L120	9.59	S82° 44' 50.67"E

Parcel Line Table		
Line #	Length	Direction
L123	9.59	N82° 44' 50.67"W
L124	120.00	N7° 15' 09.33"E
L125	70.00	S82° 44' 50.67"E
L126	70.00	N82° 44' 50.67"W
L127	120.00	N7° 15' 09.33"E
L128	70.00	S82° 44' 50.67"E
L129	70.00	N82° 44' 50.67"W
L130	85.00	N82° 44' 50.67"W
L131	95.00	N7° 15' 09.33"E
L133	60.00	S82° 44' 50.67"E
L134	115.63	N82° 44' 50.67"W
L136	31.70	N7° 15' 09.33"E
L137	120.00	S82° 44' 50.67"E
L138	43.01	S7° 15' 09.33"W
L139	26.99	S7° 15' 09.33"W
L140	120.00	S82° 44' 50.67"E
L141	43.01	S7° 15' 09.33"W
L142	26.99	S7° 15' 09.33"W
L143	70.00	N7° 15' 09.33"E
L144	120.00	S82° 44' 50.67"E
L145	43.01	S7° 15' 09.33"W
L146	26.99	S7° 15' 09.33"W
L147	70.00	N7° 15' 09.33"E
L148	120.00	S82° 44' 50.67"E
L149	43.01	S7° 15' 09.33"W
L150	26.99	S7° 15' 09.33"W

Parcel Line Table		
Line #	Length	Direction
L151	70.00	N7° 15' 09.33"E
L152	122.86	S82° 44' 50.67"E
L155	40.83	S7° 15' 09.33"W
L156	70.00	N7° 15' 09.33"E
L157	123.08	S40° 08' 09.18"E
L160	9.83	N7° 15' 09.33"E
L161	8.78	N49° 51' 50.82"E
L162	120.00	S40° 08' 09.18"E
L163	2.35	S49° 51' 50.82"W
L164	36.49	S49° 51' 50.82"W
L165	0.94	S49° 51' 50.82"W
L167	70.00	N49° 51' 50.82"E
L168	120.00	S40° 08' 09.18"E
L169	2.35	S49° 51' 50.82"W
L170	13.97	S49° 51' 50.82"W
L171	53.68	S49° 51' 50.82"W
L172	70.00	N49° 51' 50.82"E
L174	95.00	S40° 08' 09.18"E
L175	82.00	S49° 51' 50.82"W
L176	57.00	N49° 51' 50.82"E
L177	120.00	S40° 08' 09.18"E
L178	82.00	S49° 51' 50.82"W
L179	95.00	N40° 08' 09.18"W
L181	57.00	N49° 51' 50.82"E
L182	70.00	N49° 51' 50.82"E
L183	120.00	S40° 08' 09.18"E

FLOOD NOTE

THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

PARCEL TABLES

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.1

T-SQUARE ENGINEERING

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Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C75	39.27	25.00	90.00	S4° 51' 51"W	35.36
C78	53.09	240.00	12.67	S43° 31' 36"W	52.98
C79	63.58	240.00	15.18	S29° 36' 00"W	63.40
C80	61.82	240.00	14.76	S14° 37' 53"W	61.65
C83	39.27	25.00	90.00	S52° 15' 09"W	35.36
C85	19.13	25.00	43.84	N60° 49' 30"W	18.67
C86	39.27	25.00	90.00	N37° 44' 51"W	35.36
C88	50.75	170.00	17.10	S88° 42' 01"W	50.56
C91	3.22	170.00	1.08	N7° 47' 42"E	3.22
C92	17.63	150.00	6.73	S19° 17' 23"W	17.62
C93	22.70	150.00	8.67	S11° 35' 15"W	22.68
C94	123.21	170.00	41.53	N29° 06' 03"E	120.53
C97	70.65	150.00	26.99	S36° 09' 02"W	70.00
C102	0.58	150.00	0.22	S49° 45' 14"W	0.58
C104	19.88	170.00	6.70	N53° 12' 53"E	19.87
C105	0.97	70.00	0.79	S50° 15' 41"W	0.97
C106	120.08	170.00	40.47	N76° 48' 04"E	117.60
C108	39.27	25.00	89.99	S37° 58' 02"E	35.35
C111	56.66	70.00	46.38	S73° 50' 52"W	55.13
C112	127.10	170.00	42.84	S28° 26' 45"W	124.16
C115	40.12	240.00	9.58	S45° 04' 29"W	40.08
C117	70.25	240.00	16.77	S31° 54' 00"W	70.00
C118	68.12	240.00	16.26	S15° 23' 01"W	67.89
C120	216.28	170.00	72.90	S43° 42' 01"W	201.99

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

Parcel Line Table		
Line #	Length	Direction
L184	67.00	S49° 51' 50.82"W
L185	3.00	S49° 51' 50.82"W
L186	120.00	S40° 08' 09.18"E
L187	67.00	S49° 51' 50.82"W
L188	3.00	S49° 51' 50.82"W
L189	70.00	N49° 51' 50.82"E
L190	120.00	S40° 08' 09.18"E
L191	67.90	S49° 51' 50.82"W
L192	2.10	S49° 51' 50.82"W
L193	70.00	N49° 51' 50.82"E
L194	120.00	S40° 08' 09.18"E
L195	67.00	S49° 51' 50.82"W
L196	3.00	S49° 51' 50.82"W
L197	70.00	N49° 51' 50.82"E
L198	120.00	S40° 08' 09.18"E
L199	26.35	S49° 51' 50.82"W
L200	40.65	S49° 51' 50.82"W
L201	3.00	S49° 51' 50.82"W
L202	70.00	N49° 51' 50.82"E
L203	120.00	S40° 08' 09.18"E
L204	26.35	S49° 51' 50.82"W
L205	29.35	S49° 51' 50.82"W
L206	14.30	S49° 51' 50.82"W
L207	70.00	N49° 51' 50.82"E
L208	70.00	N49° 51' 50.82"E
L209	136.12	S40° 08' 09.18"E

Parcel Line Table		
Line #	Length	Direction
L211	2.36	S49° 51' 50.82"W
L212	124.22	N0° 22' 48.55"E
L214	5.40	S82° 57' 48.10"E
L215	110.01	S7° 01' 39.87"W
L216	10.49	N82° 58' 10.59"W
L217	39.21	N82° 56' 53.33"W
L220	60.00	S82° 57' 48.10"E
L222	85.00	S7° 01' 39.87"W
L223	85.00	N82° 58' 10.59"W
L224	95.00	S7° 01' 39.87"W
L226	18.04	N82° 57' 48.10"W
L228	123.79	N1° 15' 23.61"W
L229	138.95	N18° 01' 39.49"W
L230	121.57	N34° 47' 55.36"W
L231	120.00	N40° 08' 09.18"W
L233	47.67	S49° 51' 50.82"W
L234	120.00	N40° 08' 09.18"W
L235	70.00	S49° 51' 50.82"W
L236	120.00	N40° 08' 09.18"W
L237	70.90	S49° 51' 50.82"W
L238	120.00	N40° 08' 09.18"W
L239	69.10	S49° 51' 50.82"W
L240	120.00	N40° 08' 09.18"W
L241	70.00	S49° 51' 50.82"W
L242	60.00	S49° 51' 50.82"W
L244	95.00	N40° 08' 09.18"W

Parcel Line Table		
Line #	Length	Direction
L245	120.00	N40° 08' 09.18"W
L246	95.00	S40° 08' 09.18"E
L248	73.32	S49° 51' 50.82"W
L249	128.99	N52° 48' 37.92"W
L250	11.56	S49° 51' 50.82"W
L252	131.72	N67° 59' 22.62"W
L254	1.95	S7° 15' 09.32"W
L255	120.00	N82° 44' 50.67"W
L256	70.00	S7° 15' 09.33"W
L257	120.00	N82° 44' 50.67"W
L258	70.00	S7° 15' 09.33"W
L259	120.00	N82° 44' 50.67"W
L260	70.00	S7° 15' 09.33"W
L261	120.00	N82° 44' 50.67"W
L262	70.00	S7° 15' 09.33"W
L263	120.00	N82° 44' 50.67"W
L264	43.01	N7° 15' 09.33"E
L265	70.00	S7° 15' 09.33"W
L266	120.21	N82° 44' 50.67"W
L267	70.00	N7° 25' 27.71"E
L268	75.03	N7° 34' 08.45"E
L269	57.00	S7° 15' 09.33"W
L270	78.31	N82° 44' 50.67"W
L272	60.00	N7° 15' 09.33"E
L273	120.00	S82° 44' 50.67"E
L274	77.48	S7° 15' 09.33"W

Parcel Line Table		
Line #	Length	Direction
L276	45.00	N82° 44' 50.67"W
L277	70.00	N7° 15' 09.33"E
L278	120.00	S82° 44' 50.67"E
L279	70.00	S7° 15' 09.33"W
L280	70.00	N7° 15' 09.33"E
L281	120.00	S82° 44' 50.67"E
L282	54.08	S7° 15' 09.33"W
L283	15.92	S7° 15' 09.33"W
L284	70.00	N7° 15' 09.33"E
L285	120.00	S82° 44' 50.67"E
L286	54.08	S7° 15' 09.33"W
L287	15.92	S7° 15' 09.33"W
L288	70.00	N7° 15' 09.33"E
L289	120.00	S82° 44' 50.67"E
L290	54.08	S7° 15' 09.33"W
L291	15.92	S7° 15' 09.33"W
L292	68.95	N7° 15' 09.33"E
L294	125.38	S81° 39' 45.78"E
L296	29.95	S7° 15' 09.33"W
L297	38.42	N49° 51' 50.82"E
L298	120.00	S40° 08' 09.18"E
L299	70.00	N49° 51' 50.82"E
L300	120.00	S40° 08' 09.18"E
L301	48.27	S49° 51' 50.82"W
L302	21.15	S49° 51' 50.82"W
L303	70.00	N49° 51' 50.82"E

Parcel Line Table		
Line #	Length	Direction
L304	120.00	S40° 08' 09.18"E
L305	27.54	S49° 51' 50.82"W
L306	42.46	S49° 51' 50.82"W
L307	70.00	N49° 51' 50.82"E
L308	120.00	S40° 08' 09.18"E
L309	27.54	S49° 51' 50.82"W
L310	42.46	S49° 51' 50.82"W
L311	70.00	N49° 51' 50.82"E
L312	120.00	S40° 08' 09.18"E
L313	27.54	S49° 51' 50.82"W
L314	42.46	S49° 51' 50.82"W
L315	70.00	N49° 51' 50.82"E
L316	120.00	S40° 08' 09.18"E
L317	27.54	S49° 51' 50.82"W
L318	42.46	S49° 51' 50.82"W
L319	70.00	N49° 51' 50.82"E
L320	120.00	S40° 08' 09.18"E
L321	27.54	S49° 51' 50.82"W
L322	42.46	S49° 51' 50.82"W
L323	70.00	N49° 51' 50.82"E
L324	120.00	S40° 08' 09.18"E
L325	27.54	S49° 51' 50.82"W
L326	42.46	S49° 51' 50.82"W
L327	64.13	N49° 51' 50.82"E
L329	119.66	S33° 26' 04.79"E
L331	69.03	S49° 51' 50.82"W

Parcel Line Table		
Line #	Length	Direction
L332	18.06	S82° 57' 48.10"E
L333	85.00	S7° 01' 43.24"W
L334	25.07	N82° 57' 48.10"W
L335	120.00	N40° 08' 09.18"W
L336	49.80	S7° 01' 33.44"W
L338	12.84	S49° 51' 50.82"W
L339	120.00	N40° 08' 09.18"W
L340	70.00	S49° 51' 50.82"W
L341	120.00	N40° 08' 09.18"W
L342	70.00	S49° 51' 50.82"W
L343	120.00	N40° 08' 09.18"W
L344	70.00	S49° 51' 50.82"W
L345	120.00	N40° 08' 09.18"W
L346	70.00	S49° 51' 50.82"W
L347	120.00	N40° 08' 09.18"W
L348	70.00	S49° 51' 50.82"W
L349	125.09	N49° 42' 52.37"W
L350	29.98	S49° 51' 50.82"W
L351	133.22	N66° 29' 08.24"W
L352	120.00	N82° 44' 50.67"W
L354	2.13	S7° 15' 09.33"W
L355	120.00	N82° 44' 50.67"W
L356	70.00	S7° 15' 09.33"W
L357	120.00	N82° 44' 50.67"W
L358	70.00	S7° 15' 09.33"W
L359	0.92	S7° 15' 09.33"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	30.24	50.00	34.65	N10° 04' 24"W	29.78
C2	103.09	182.37	32.39	S8° 56' 26"E	101.72
C3	32.57	360.00	5.18	N24° 48' 26"W	32.56
C4	23.47	240.00	5.60	S25° 01' 06"E	23.46
C5	63.58	240.13	15.17	S14° 37' 48"E	63.40
C6	95.37	360.00	15.18	N14° 37' 32"W	95.09
C7	59.86	240.00	14.29	S0° 06' 26"W	59.71
C8	89.78	360.00	14.29	N0° 06' 29"E	89.54
C9	39.27	25.00	90.00	S37° 44' 51"E	35.36
C11	39.27	25.00	90.00	S52° 15' 09"W	35.36
C13	4.87	240.00	1.16	S7° 50' 01"W	4.87
C16	7.30	360.00	1.16	N7° 50' 01"E	7.30
C18	70.25	240.00	16.77	S16° 48' 00"W	70.00
C19	105.38	360.00	16.77	N16° 48' 00"E	105.00
C21	70.25	240.00	16.77	S33° 34' 16"W	70.00
C22	105.38	360.00	16.77	N33° 34' 16"E	105.00
C23	33.12	240.00	7.91	S45° 54' 37"W	33.10
C24	49.68	360.00	7.91	N45° 54' 37"E	49.65
C25	39.27	25.00	90.00	S4° 51' 51"W	35.36
C26	127.07	170.00	42.83	N61° 32' 59"W	124.13
C27	37.37	50.00	42.83	S61° 32' 59"E	36.51
C28	39.27	25.00	90.01	N52° 01' 56"E	35.36
C29	105.38	360.00	16.77	S57° 37' 13"W	105.00
C31	70.25	240.00	16.77	N57° 37' 13"E	70.00
C34	70.25	240.00	16.77	N74° 23' 29"E	70.00
C35	105.38	360.00	16.77	S74° 23' 29"W	105.00

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C36	60.64	240.00	14.48	S89° 59' 07"E	60.47
C37	90.95	360.00	14.48	N89° 59' 07"W	90.71
C38	39.27	25.00	90.00	N52° 15' 09"E	35.36
C39	38.64	170.00	13.02	N0° 44' 31"E	38.55
C41	16.55	150.00	6.32	S15° 18' 15"W	16.54
C42	12.80	150.00	4.89	S9° 41' 53"W	12.80
C45	2.31	150.00	0.88	S37° 48' 01"W	2.31
C46	49.46	150.00	18.89	S27° 54' 42"W	49.24
C48	126.43	170.00	42.61	N28° 33' 30"E	123.54
C52	30.43	150.00	11.62	S44° 03' 11"W	30.38
C54	39.27	25.00	90.00	S85° 08' 09"E	35.36
C55	39.27	25.00	90.00	N4° 51' 51"E	35.36
C58	18.21	150.00	6.96	S73° 11' 31"W	18.20
C59	10.13	150.00	3.87	S67° 46' 44"W	10.13
C60	41.83	150.00	15.98	S57° 51' 14"W	41.70
C62	77.41	240.00	18.48	S73° 43' 23"E	77.08
C63	11.01	150.00	4.21	N85° 04' 00"W	11.01
C64	6.41	150.00	2.45	N88° 23' 41"W	6.41
C65	39.27	25.00	89.99	S37° 58' 04"E	35.35
C66	39.27	25.00	90.01	S52° 01' 56"W	35.36
C67	34.74	240.00	8.29	N87° 06' 36"W	34.71
C68	70.25	240.00	16.77	S80° 21' 28"W	70.00
C70	35.89	150.00	13.71	N83° 31' 30"E	35.81
C71	70.25	240.00	16.77	S63° 35' 13"W	70.00
C73	22.36	240.00	5.34	S52° 31' 58"W	22.35
C74	39.27	25.00	90.00	N85° 08' 09"W	35.36

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE
104 CASCADE LAN
BELL BUCKLE, TN 37020
MAP 89, PARCEL 021.00
DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT
T-SQUARE ENGINEERING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

PARCEL TABLES

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.2

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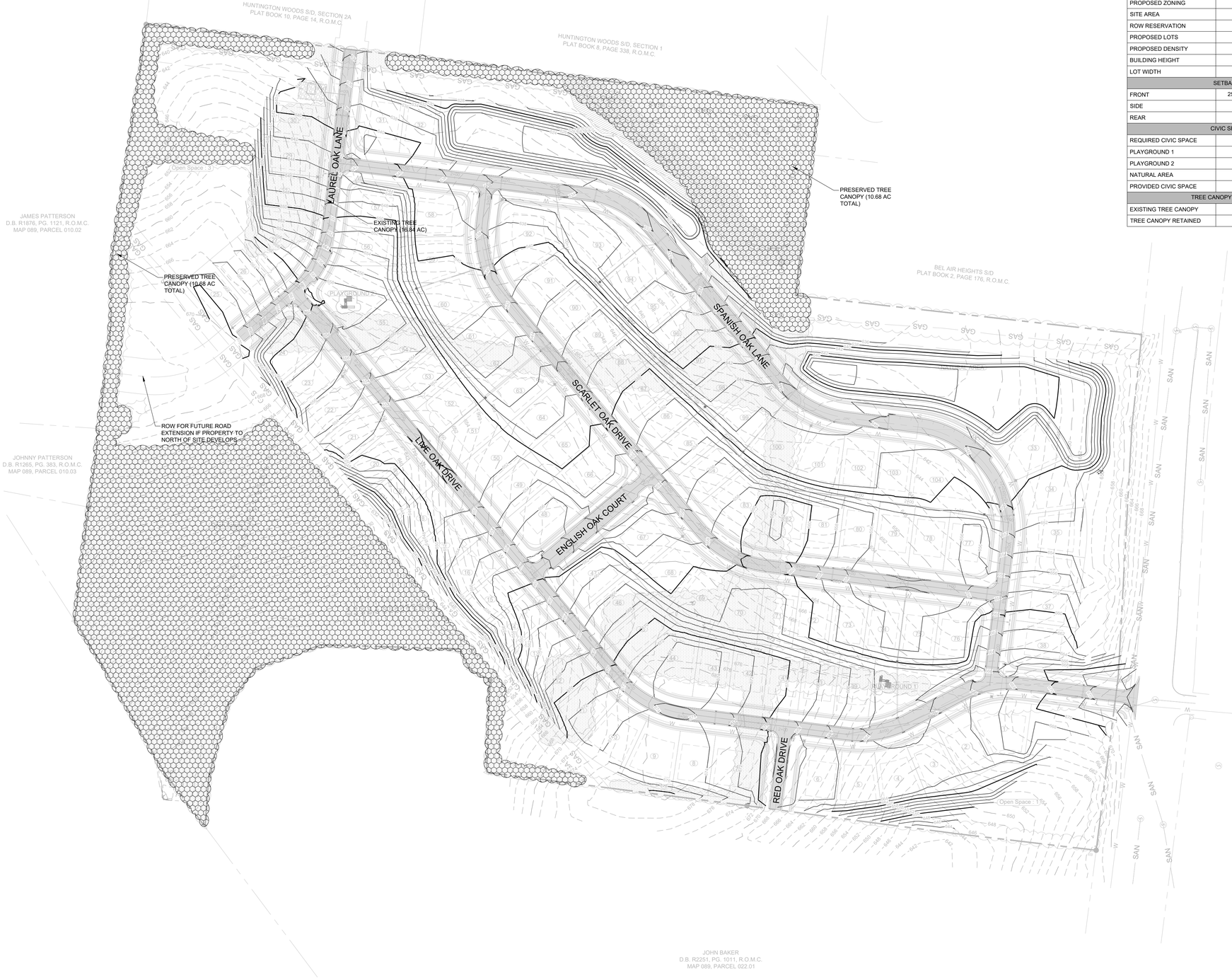

SITE DATA	
PROJECT NAME	OAKWOOD SUBDIVISION
PROJECT NUMBER	23-0533
ADDRESS	200 OAKWOOD DRIVE
PARCEL ID	MAP 089 PARCEL 021.00
EXISTING ZONING	CD - 3
PROPOSED ZONING	CD - 3
SITE AREA	56.73 AC
ROW RESERVATION	N/A
PROPOSED LOTS	106
PROPOSED DENSITY	1.89 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.84 AC (5%)
PLAYGROUND 1	0.27 AC
PLAYGROUND 2	0.28 AC
NATURAL AREA	8.93 AC
PROVIDED CIVIC SPACE	9.48 AC (16.7%)
TREE CANOPY RETENTION	
EXISTING TREE CANOPY	16.48 AC
TREE CANOPY RETAINED	10.69 AC (7.91 AC REQUIRED)

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- PROPOSED LOT LINES
- PROPOSED LOT NUMBER
- PROPOSED BUILDING SETBACK
- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

RESOURCE PROTECTION PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.3

T-SQUARE ENGINEERING

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SITE DATA	
PROJECT NAME	OAKWOOD SUBDIVISION
PROJECT NUMBER	23-0533
ADDRESS	200 OAKWOOD DRIVE
PARCEL ID	MAP 089 PARCEL 021.00
EXISTING ZONING	CD - 3
PROPOSED ZONING	CD - 3
SITE AREA	56.73 AC
ROW RESERVATION	N/A
PROPOSED LOTS	106
PROPOSED DENSITY	1.89 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.84 AC (5%)
PLAYGROUND 1	0.27 AC
PLAYGROUND 2	0.28 AC
NATURAL AREA	8.93 AC
PROVIDED CIVIC SPACE	9.48 AC (16.7%)
TREE CANOPY RETENTION	
EXISTING TREE CANOPY	16.48 AC
TREE CANOPY RETAINED	10.69 AC (7.91 AC REQUIRED)

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

CIVIC PLAN

LEGEND
- PROPOSED LOT LINES
- PROPOSED LOT NUMBER
- WATER NATURAL AREA BUFFER
- DESIGNATED CIVIC SPACE

HUNTINGTON WOODS S/D, SECTION 2A
PLAT BOOK 10, PAGE 14, R.O.M.C.

HUNTINGTON WOODS S/D, SECTION 1
PLAT BOOK 8, PAGE 338, R.O.M.C.

BEL AIR HEIGHTS S/D
PLAT BOOK 2, PAGE 176, R.O.M.C.

JAMES PATTERSON
D.B. R1878, PG. 1121, R.O.M.C.
MAP 089, PARCEL 010.02

JOHNNY PATTERSON
D.B. R1265, PG. 383, R.O.M.C.
MAP 089, PARCEL 010.03

JOHN BAKER
D.B. R2251, PG. 1011, R.O.M.C.
MAP 089, PARCEL 022.01

LAUREL OAK LANE
SPANISH OAK LANE
SCARLET OAK DRIVE
LIVE OAK DRIVE
ENGLISH OAK COURT
RED OAK DRIVE

Open Space : 1
Open Space : 2
Open Space : 3
PLAYGROUND 1
PLAYGROUND 2

NATURAL AREA
THOROUGHFARE
FRONTAGE: 2,153 FT (43%)

EXISTING TREE LINE AT ROADWAY TO REMAIN

77'

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

CIVIC SPACE PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116488
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.4

T-SQUARE ENGINEERING

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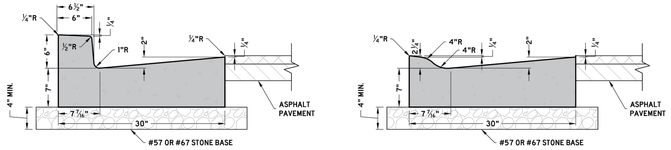
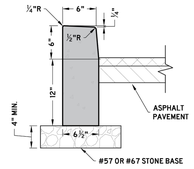


6-30 CONCRETE CURB AND GUTTER

LOWERED CONCRETE CURB AND GUTTER

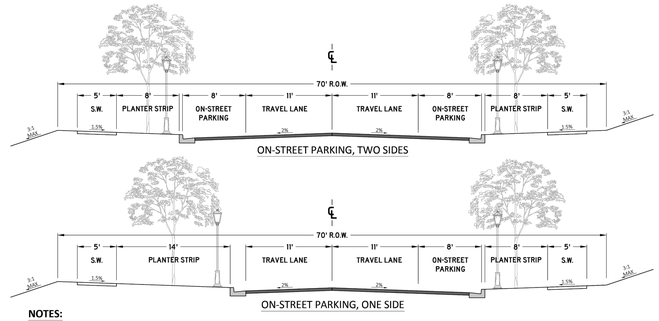
NOTES:

1. BASED ON TDOT STANDARD DRAWING RP-VC-11
2. ONLY PERMITTED IN APPLICABLE ROADWAY SECTIONS
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   - 5.1. 1/2 INCH THICK
   - 5.2. A MAXIMUM SPACING OF 100 FEET
   - 5.3. AT TANGENTS OF ALL RADII OF CURVES
   - 5.4. BETWEEN CURBS AND ANY RIGID OBJECTS
   - 5.5. ALIGNED WITH ADJACENT EXPANSION JOINTS
   - 5.6. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
   - 5.7. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139)
6. CONTRACTION JOINTS SHALL BE AS FOLLOWS:
   - 6.1. A MAXIMUM SPACING OF 10 FEET
   - 6.2. A MINIMUM SPACING OF 6 FEET
   - 6.3. 1/4 INCH DEPTH, EITHER SAWCUT OR HAND GROOVED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER



VERTICAL POST CURB

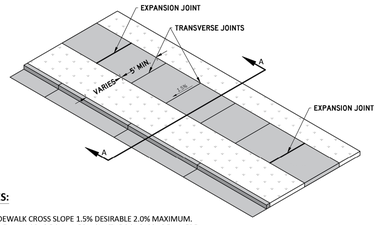
CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	CURB AND GUTTER AND POST CURB (NTS)	DATE 6/9/2022	SD-01



NOTES:

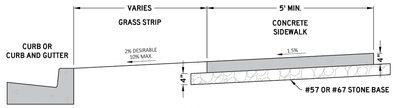
1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS.
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS.
3. PAVEMENT SECTION SHALL FOLLOW APPLICABLE ROADWAY CLASSIFICATION.
4. CURB AND GUTTER, SEE SD-01
5. TREES SHALL BE CENTERED WITHIN THE PLANTING STRIP, OFFSET A MINIMUM OF 20 FEET ALONG THE CENTERLINE OF THE ROAD FROM ANY STREET LIGHTING.
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED.
8. DIMENSIONS REFLECT A MINIMUM STANDARD.
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER.

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	CHARACTER DISTRICT STREET URBAN NEIGHBORHOOD (NTS)	DATE 6/9/2022	DS-03



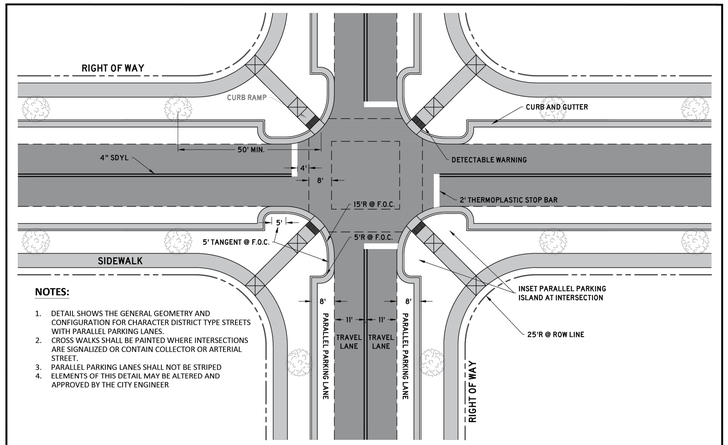
NOTES:

1. SIDEWALK CROSS SLOPE 1.5% DESIRABLE 2.0% MAXIMUM.
2. SIDEWALK GRADE SHALL FOLLOW THE ROAD GRADE WHERE POSSIBLE.
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. 4" MIN. THICKNESS CLASS A 3000 PSI CONCRETE WITH FIBER REINFORCEMENT, BROOM FINISHED.
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   - 5.1. 1/2 INCH THICK
   - 5.2. A MAXIMUM SPACING OF 25 FEET
   - 5.3. AT TANGENTS OF ALL RADII OF CURVES
   - 5.4. BETWEEN CURBS AND ANY RIGID OBJECTS
   - 5.5. ALIGNED WITH ADJACENT EXPANSION JOINTS
   - 5.6. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
   - 5.7. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139)
6. PROVIDE TRANSVERSE JOINTS AS NEARLY AS SQUARE AS PRACTICABLE. ON SIDEWALKS GREATER THAN 8 FEET IN WIDTH, PROVIDE A LONGITUDINAL JOINT ALONG THE CENTERLINE OF THE SIDEWALK.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER



SECTION AA

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	CONCRETE SIDEWALK (NTS)	DATE 6/9/2022	SD-10



NOTES:

1. DETAIL SHOWS THE GENERAL GEOMETRY AND CONFIGURATION FOR CHARACTER DISTRICT TYPE STREETS WITH PARALLEL PARKING LANES.
2. CROSS WALKS SHALL BE PAINTED WHERE INTERSECTIONS ARE SIGNALIZED OR CONTAIN COLLECTOR OR ARTERIAL STREET.
3. PARALLEL PARKING LANES SHALL NOT BE STRIPED
4. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	INTERSECTION CONFIGURATION AND GEOMETRY (NTS)	DATE 6/9/2022	SD-07

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SITE DETAILS
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 115455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.5

T-SQUARE ENGINEERING

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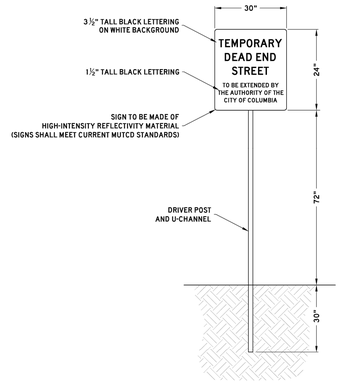


CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

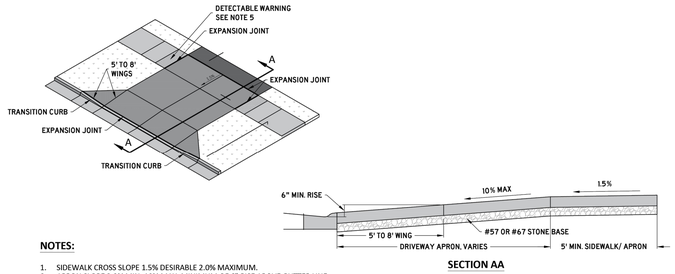
STANDARD DETAILS

STREET CONTINUATION SIGNAGE

(NTS)

DATE
6/9/2022

SD-19



SECTION AA

NOTES:

1. SIDEWALK CROSS SLOPE 1.5% DESIRABLE 2.0% MAXIMUM.
2. APRON SLOPE 2.0% MIN. 10% MAX. MINIMUM OF 6" RISE ABOVE GUTTER LINE.
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE WITH FIBER REINFORCEMENT
   4.1. 6" MIN. THICKNESS RESIDENTIAL.
   4.2. 8" MIN. THICKNESS COMMERCIAL, MULTI-FAMILY, AND MIXED-USE.
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   5.1. 1/2 INCH THICK.
   5.2. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1).
   5.3. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139).
6. DETECTABLE WARNINGS WHERE DRIVEWAY IS STOP CONTROLLED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

DRIVEWAY APRON

(NTS)

DATE
6/9/2022

SD-12

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SITE DETAILS

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYD
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.6

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N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
LOD	PROPOSED LIMITS OF DISTURBANCE
SF	PROPOSED SILT FENCE
	TREE PROTECTION FENCING
	PROPOSED CONSTRUCTION EXIT
	PROPOSED CONCRETE WASHOUT

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN. DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

INITIAL EROSION CONTROL PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOYD
REGISTERED ENGINEER
AGRICULTURE
No. 116488
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.0

P:\Projects\2023\23-0533 (Oakwood Dr. - Drew Taylor)\Production\23-0533 - Erosion Control Plan.dwg, 5/20/2024 1:34:02 PM



N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
499	PROPOSED MINOR CONTOURS
	PROPOSED PERMANENT SEEDING
	PROPOSED EROSION CONTROL MAT

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

PERMANENT EROSION CONTROL PLAN
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.2

T-SQUARE ENGINEERING

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FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS			
NO.	DATE		

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

TEMPORARY EROSION CONTROL PLAN
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.1

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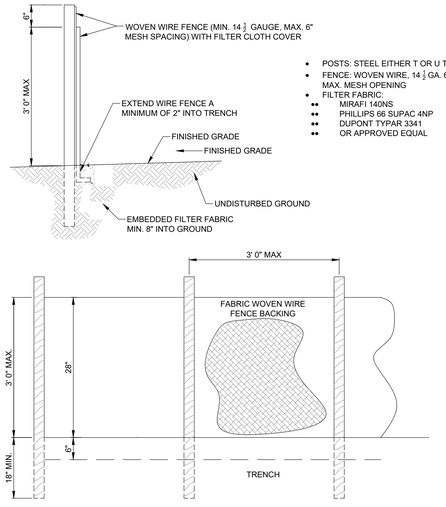
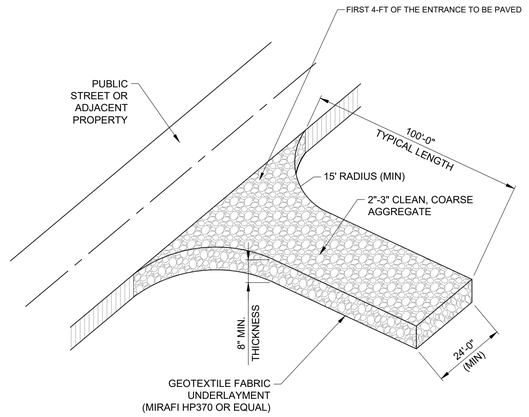


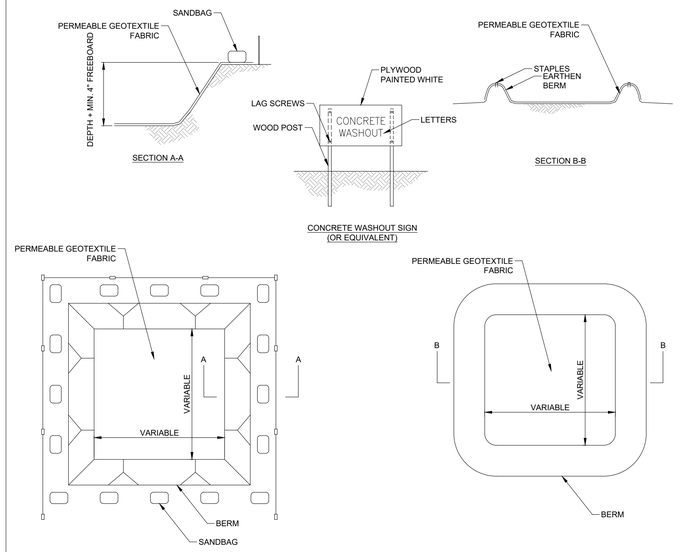
1. WOVEN WIRE CE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE OR WHEN TOP LINE IS NOT VISIBLE.
5. J-HOOK METHOD IS REQUIRED WHEN CROSSING CONTOURS PERPENDICULARLY.

TYPE "C" SEDIMENT/SILT FENCE
N.T.S



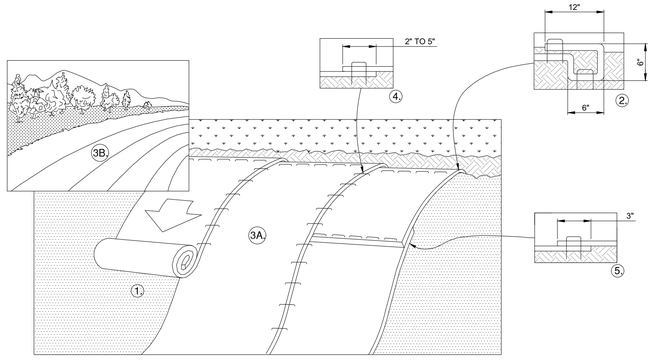
ISOMETRIC VIEW

CONSTRUCTION ENTRANCE
N.T.S.



NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. SIGNAGE IDENTIFYING THE CONCRETE WASHOUT AREA SHALL BE INSTALLED WITHIN 5FT.OF THE WASHOUT FACILITY.

CONCRETE WASHOUT
N.T.S



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
1.1. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM-12.5 CM) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BEE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION CONTROL MATTING DETAIL
N.T.S

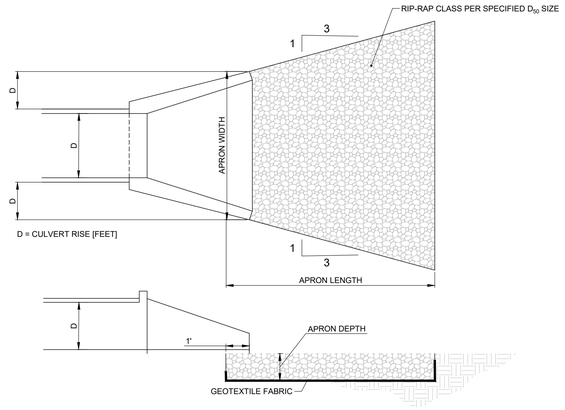


Table 10.1. Example Riprap Classes and Apron Dimensions

Class	D_{50} (mm)	D_{50} (in)	Apron Length[1]	Apron Depth
1	125	5	4D	$3.5D_{50}$
2	150	6	4D	$3.3D_{50}$
3	250	10	5D	$2.4D_{50}$
4	350	14	6D	$2.2D_{50}$
5	500	20	7D	$2.0D_{50}$
6	550	22	8D	$2.0D_{50}$

[1]D is the culvert rise.

OUTLET PROTECTION
DESIGNED TO THE 100-YR STORM PER HEC-11 STANDARDS
N.T.S

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

EROSION CONTROL DETAILS

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SOLIS
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.3

T-SQUARE ENGINEERING

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GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

PRE-DEVELOPMENT STORMWATER PLAN

C-4.0

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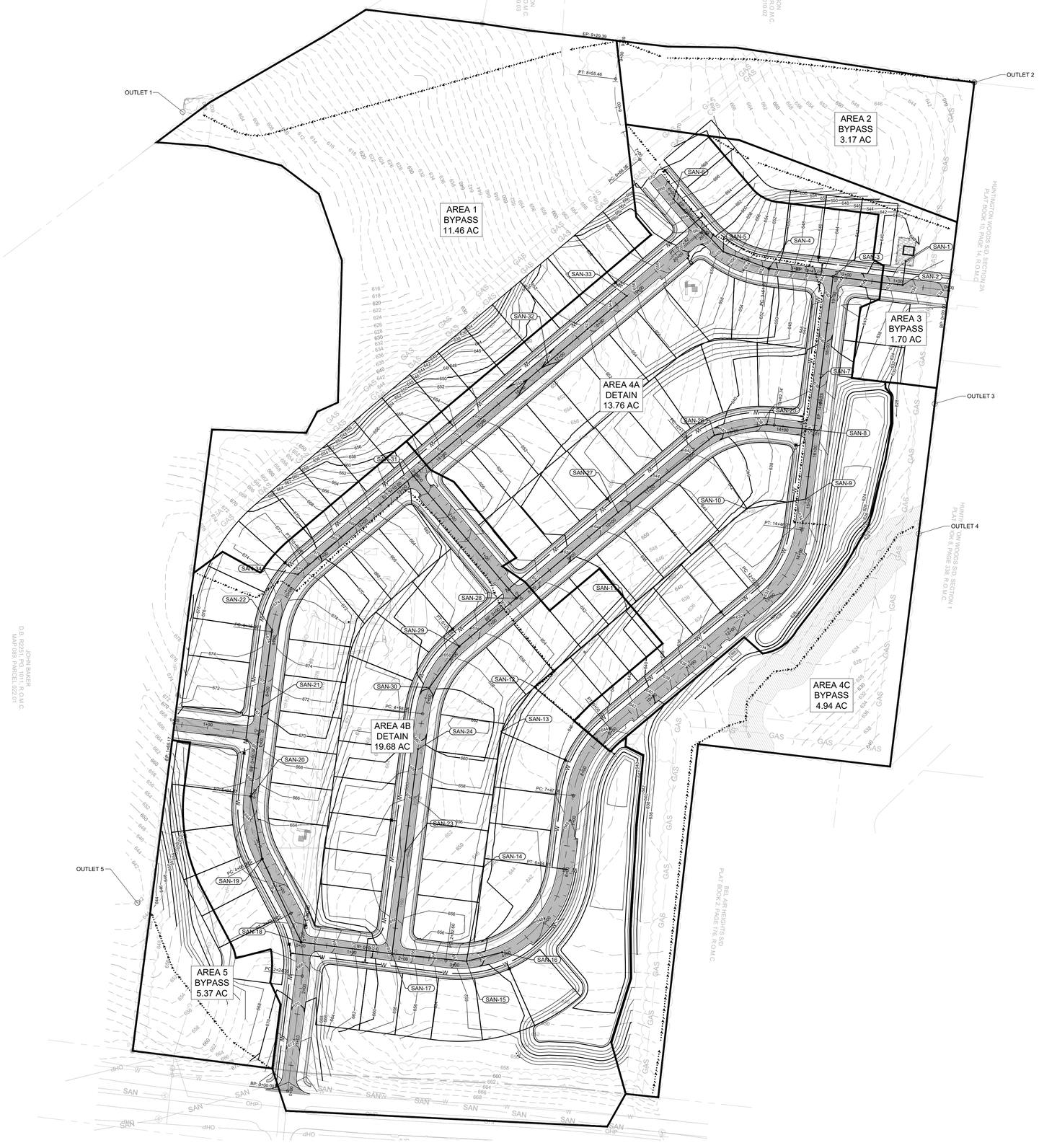

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GRAPHIC SCALE
(IN FEET)

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SCALE: 1" = 100'

POST-DEVELOPMENT STORMWATER PLAN

C-4.1

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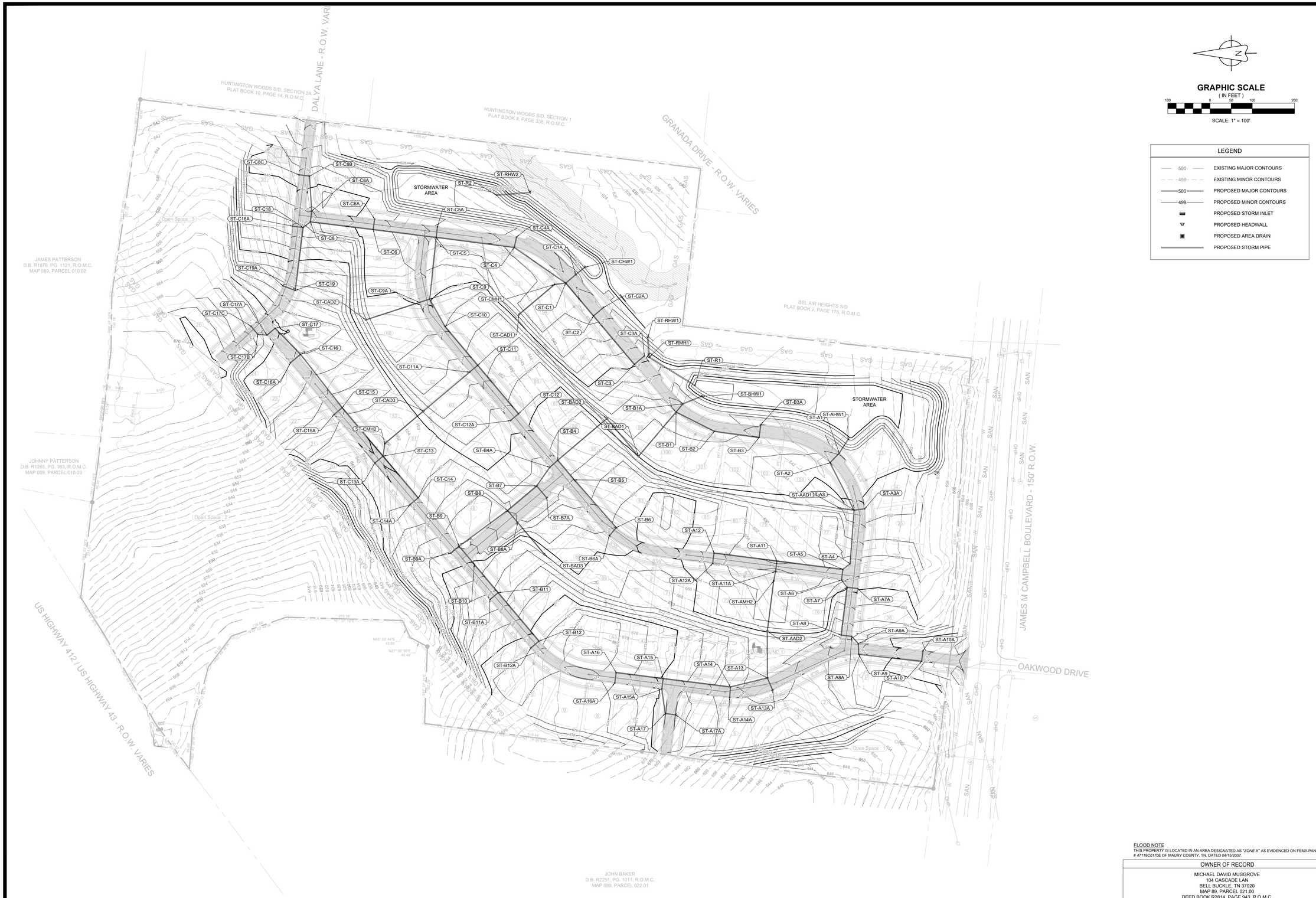

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
499	PROPOSED MINOR CONTOURS
	PROPOSED STORM INLET
	PROPOSED HEADWALL
	PROPOSED AREA DRAIN
	PROPOSED STORM PIPE

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0175E OF MAURY COUNTY, TN. DATED 04/15/2007.

OWNER OF RECORD

MICHAEL DAVID MUSGROVE
104 CASCADE LAN
BELL BUCKLE, TN 37020
MAP 89, PARCEL 021.00
DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT

T-SQUARE ENGINEERING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

DRAINAGE PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYD
REGISTERED ENGINEER
AGRICULTURE
POWELL
No. 116486
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-5.1

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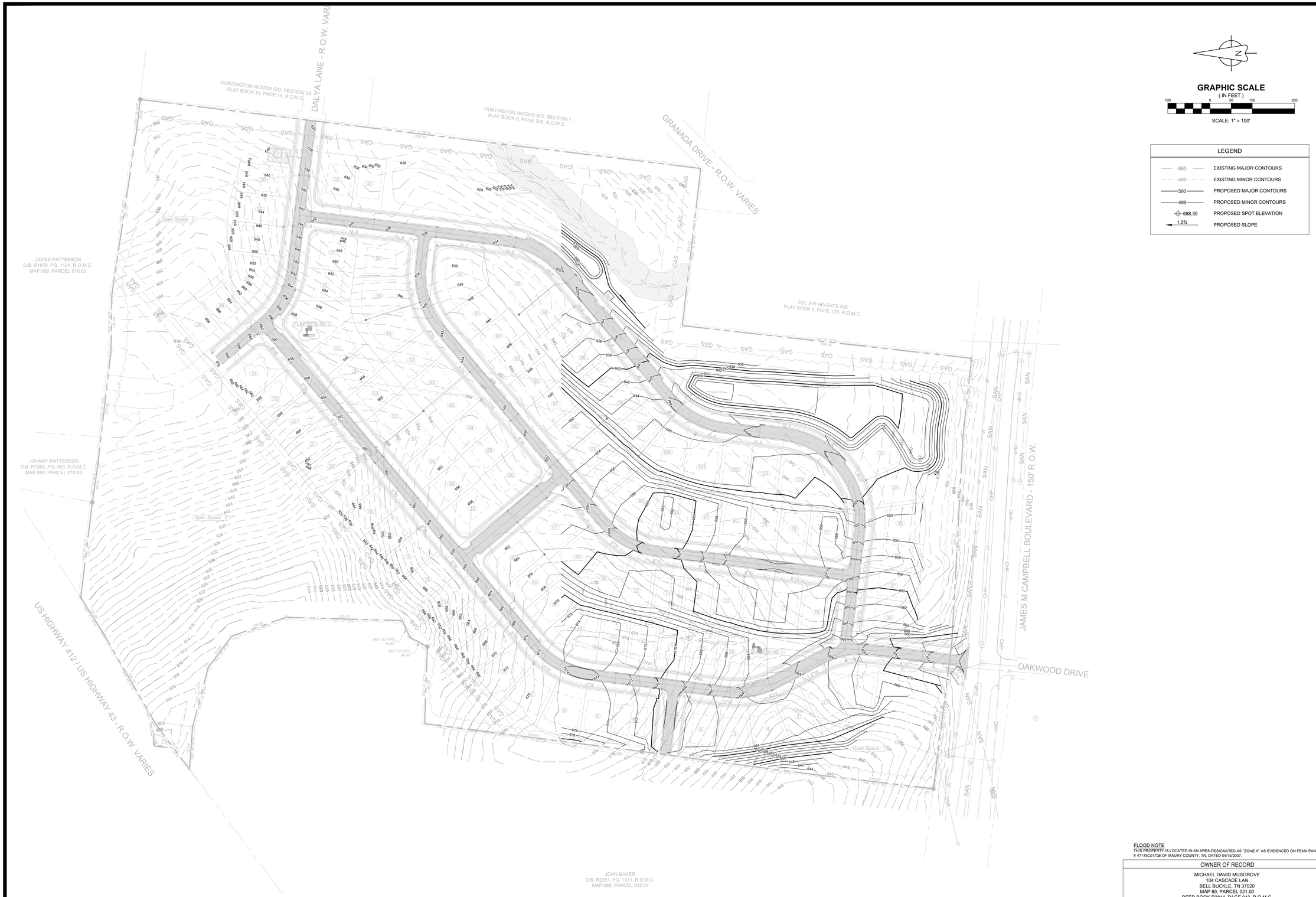

N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
499	PROPOSED MINOR CONTOURS
688.30	PROPOSED SPOT ELEVATION
1.0%	PROPOSED SLOPE

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

GRADING PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOVAK
REGISTERED ENGINEER
AGRICULTURE
NO. 115486
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-5.0

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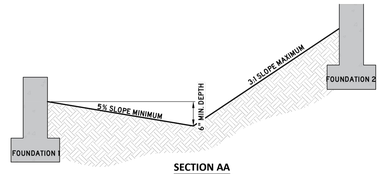
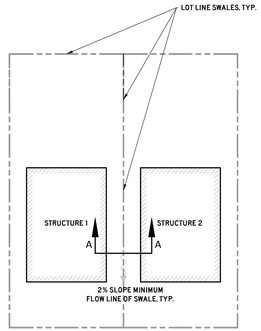


SECTION AA



PLAN

NOTES:

1. SURFACE DRAINAGE SHALL BE DIVERTED TO A STORM SEWER CONVEYANCE. ALL AREAS WITHIN A LOT SHALL BE GRADED TO DRAIN TO AN APPROVED STORMWATER CONVEYANCE.
2. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATIONS.
   - 2.1. LOTS SHALL BE GRADED TO PROVIDE A MINIMUM OF 6 INCHES OF FALL WITHIN THE FIRST 10 FEET OF THE STRUCTURE ALONG THE DIRECTION OF FLOW.
   - 2.2. LOTS SHALL BE GRADED TO PROVIDE A MINIMUM OF 1V:20H OF FALL PERPENDICULAR TO THE FACE OF THE FOUNDATION WALL WITHIN THE FIRST 5 FEET.
   - 2.3. IMPERVIOUS SURFACES SHALL BE SLOPED AT A MINIMUM OF 2% AWAY FROM THE STRUCTURE.
3. SWALES SHALL BE LOCATED ALONG LOT LINES TO REDUCE LOT TO LOT DRAINAGE, AND DIRECT STORMWATER RUNOFF TOWARDS APPROVED STORMWATER CONVEYANCES.
4. SWALES SHALL HAVE A MINIMUM SLOPE OF 2%.
5. FOUNDATIONS SHALL BE AT MINIMUM 12 INCHES ABOVE ANY THE RIM ELEVATION OR HIGHEST FLOW LINE OF ANY PUBLIC STORMWATER INFRASTRUCTURE THAT SURFACE DRAINAGE FROM THE LOT IS DIRECTED TO.
6. NON-PUBLIC STORMWATER INFRASTRUCTURE SHALL NOT SUCH AS YARD DRAINS SHALL NOT ALLEVIATE THE REQUIREMENTS OF NOTES 2 AND 3.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

RESIDENTIAL LOT GRADING AND DRAINAGE

(NTS)

DATE
6/9/2022

DD-04

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

GRADING & DRAINAGE DETAILS

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. LOYD
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-5.2

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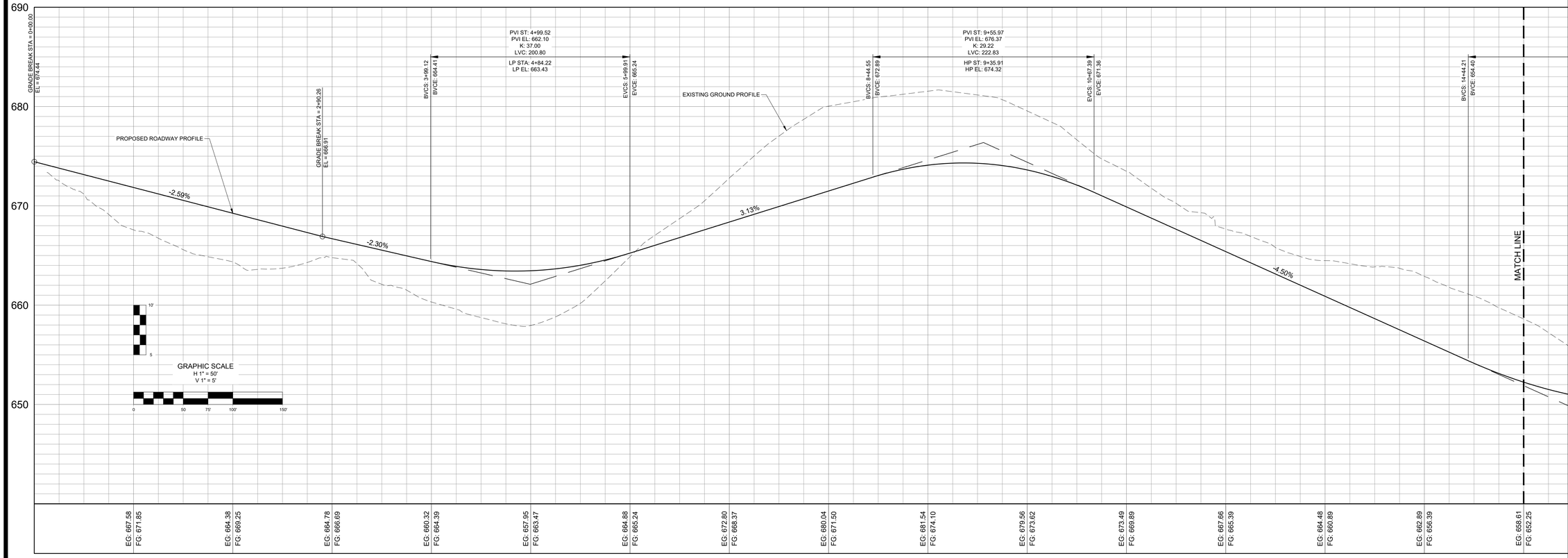

NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

LIVE OAK DRIVE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.0

T-SQUARE ENGINEERING

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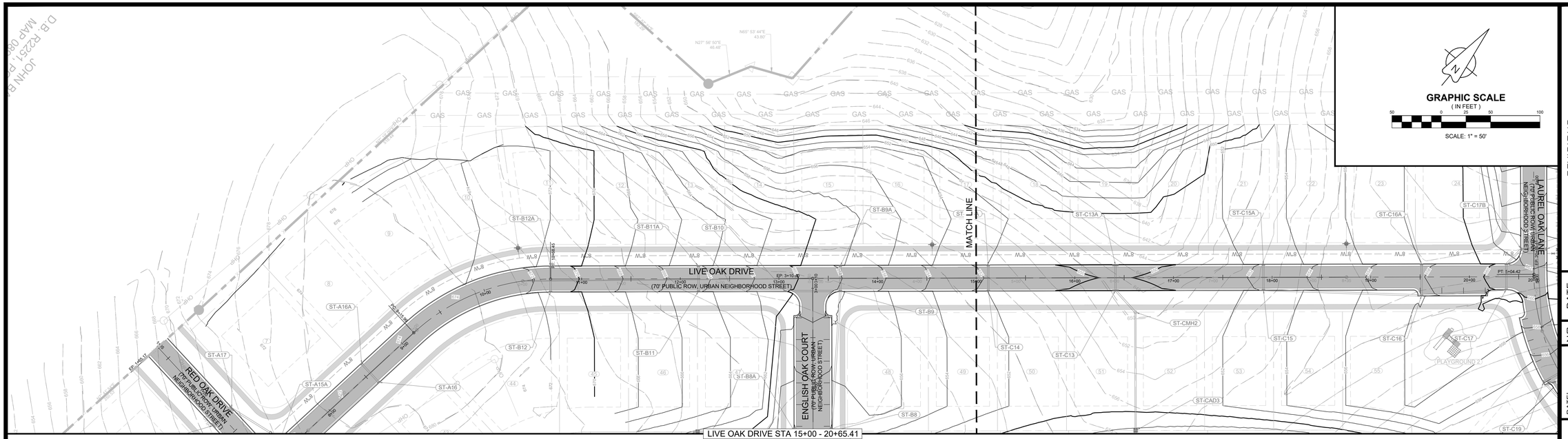

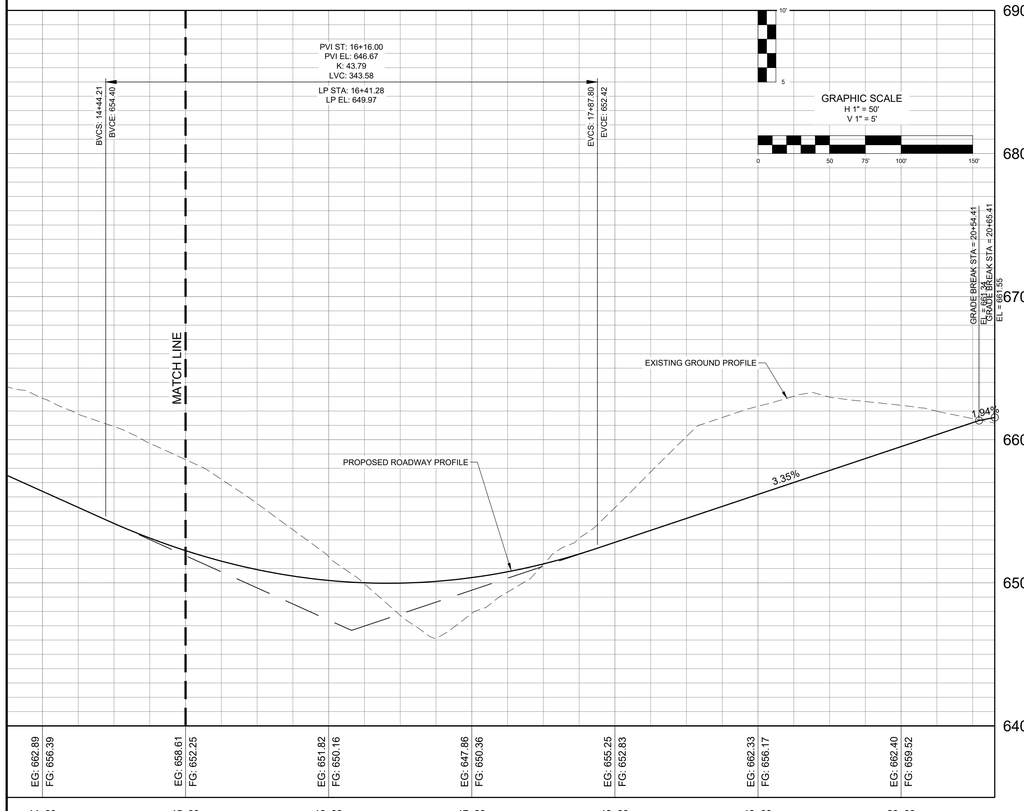

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

LIVE OAK DRIVE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.1

T-SQUARE ENGINEERING

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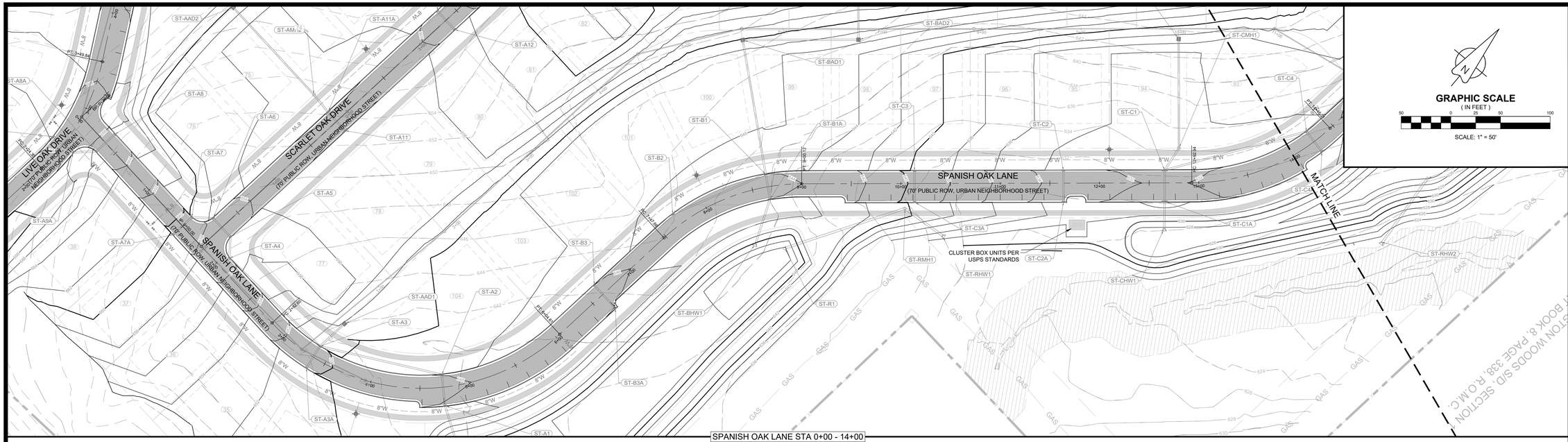
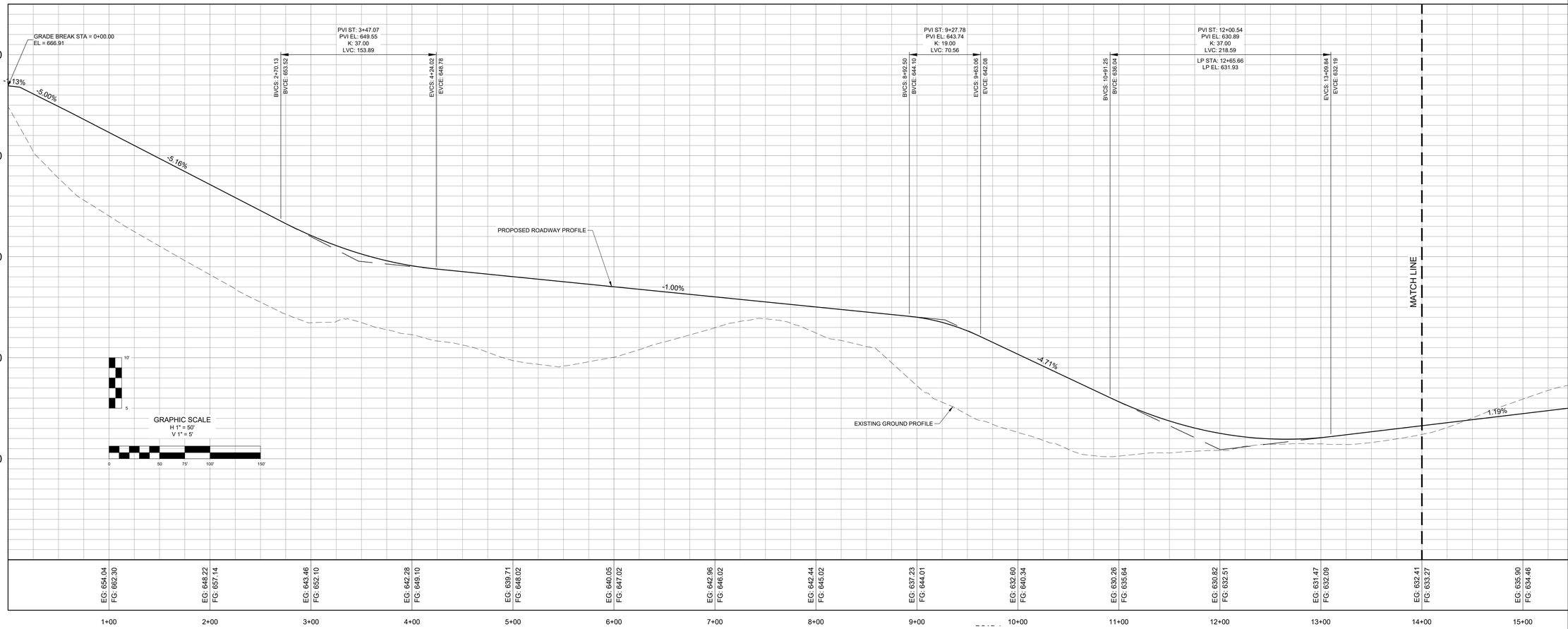


SPANISH OAK LANE STA 0+00 - 14+00



1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00	12+00	13+00	14+00	15+00
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FG: 662.30	FG: 657.14	FG: 652.10	FG: 649.10	FG: 648.02	FG: 647.02	FG: 646.02	FG: 645.02	FG: 644.01	FG: 640.34	FG: 635.64	FG: 632.51	FG: 632.09	FG: 633.27	FG: 634.46

BVCS: 2+70.13 BVCE: 653.52 · EVCS: 4+24.02 EVCE: 648.78
BVCS: 8+92.50 BVCE: 644.10 · EVCS: 9+63.06 EVCE: 642.08
BVCS: 10+91.25 BVCE: 636.04 · EVCS: 13+09.84 EVCE: 632.19

NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SPANISH OAK LANE
PLAN AND PROFILE
MAP 89, PARCEL 02.01 & 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 116485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.2

T-SQUARE ENGINEERING

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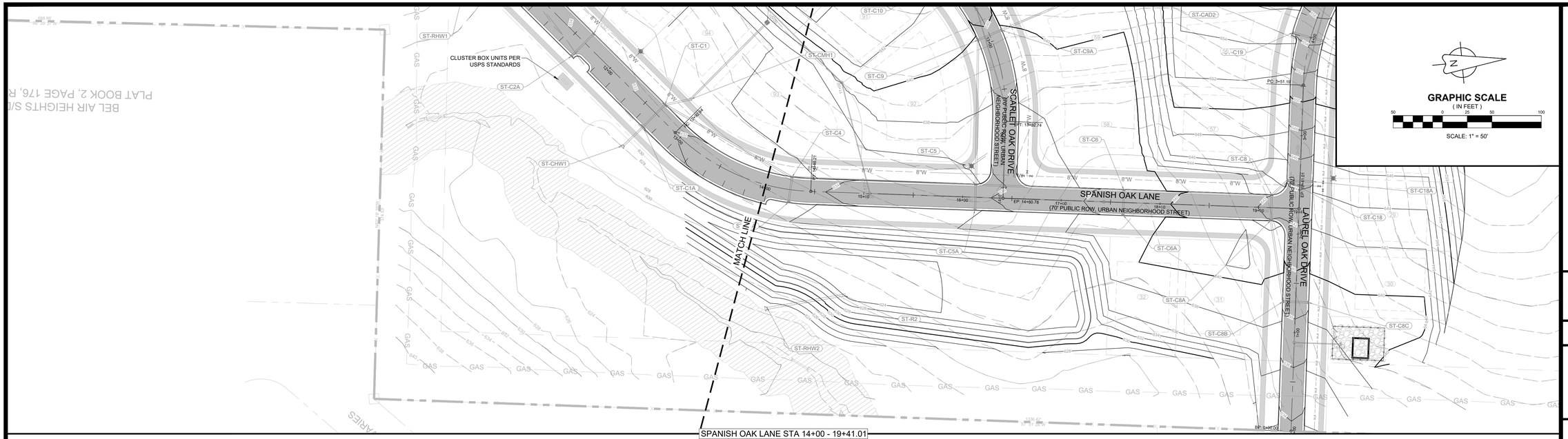

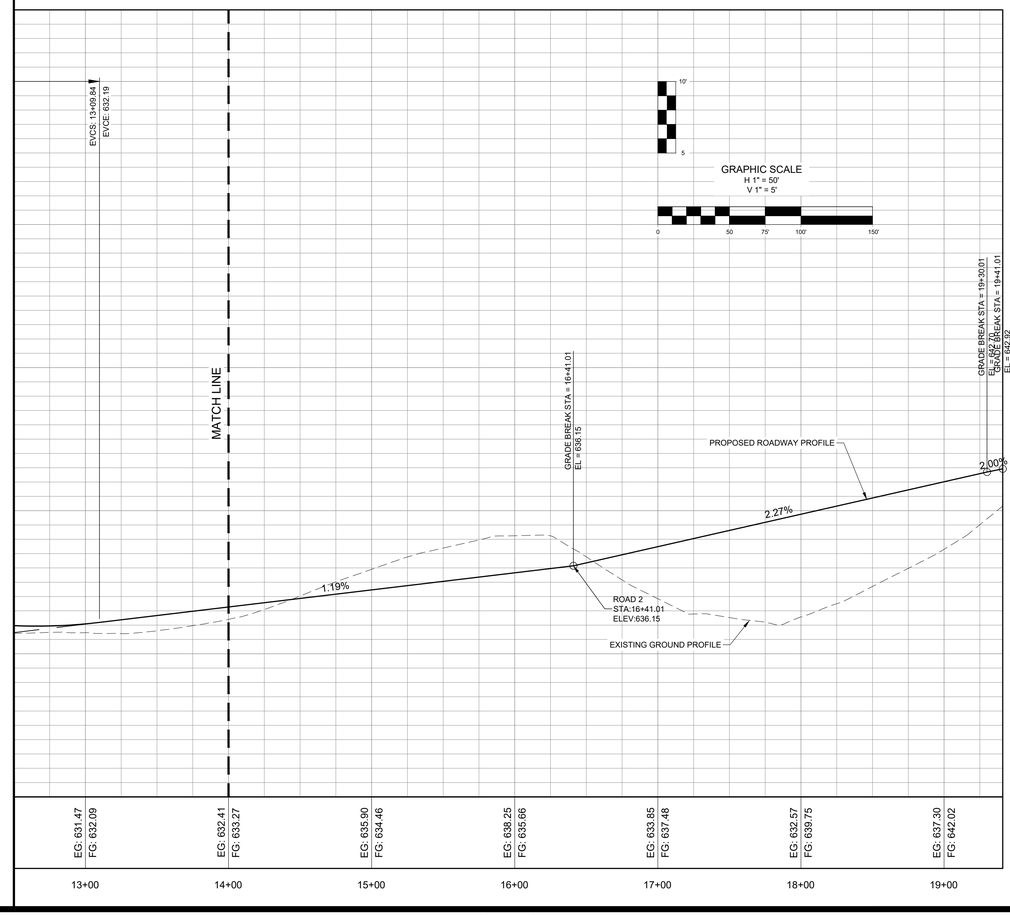

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SPANISH OAK LANE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYD
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.3

T-SQUARE ENGINEERING

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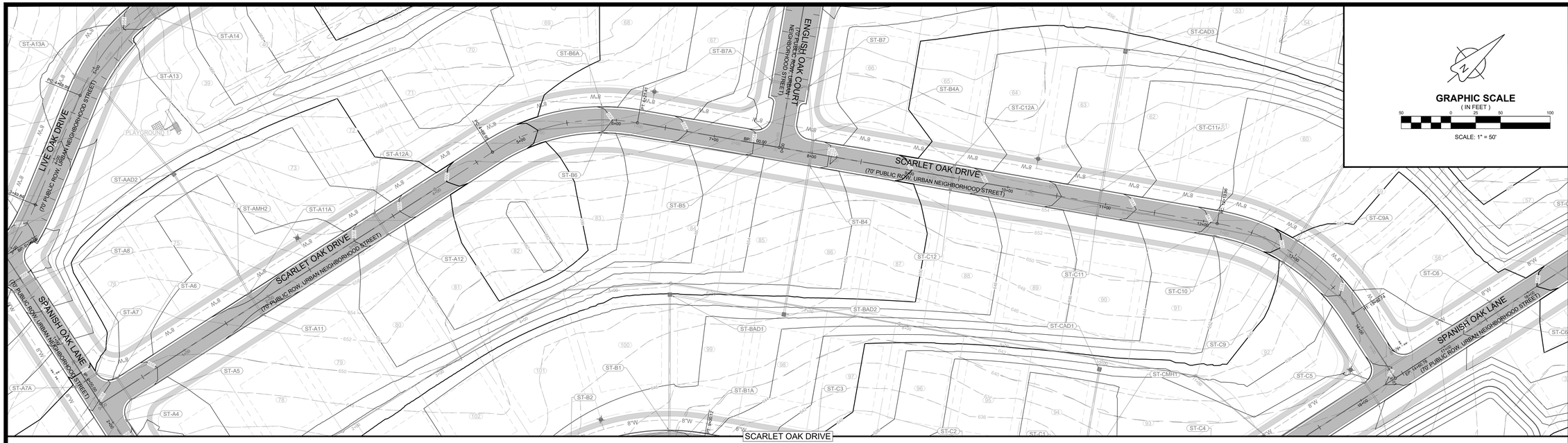

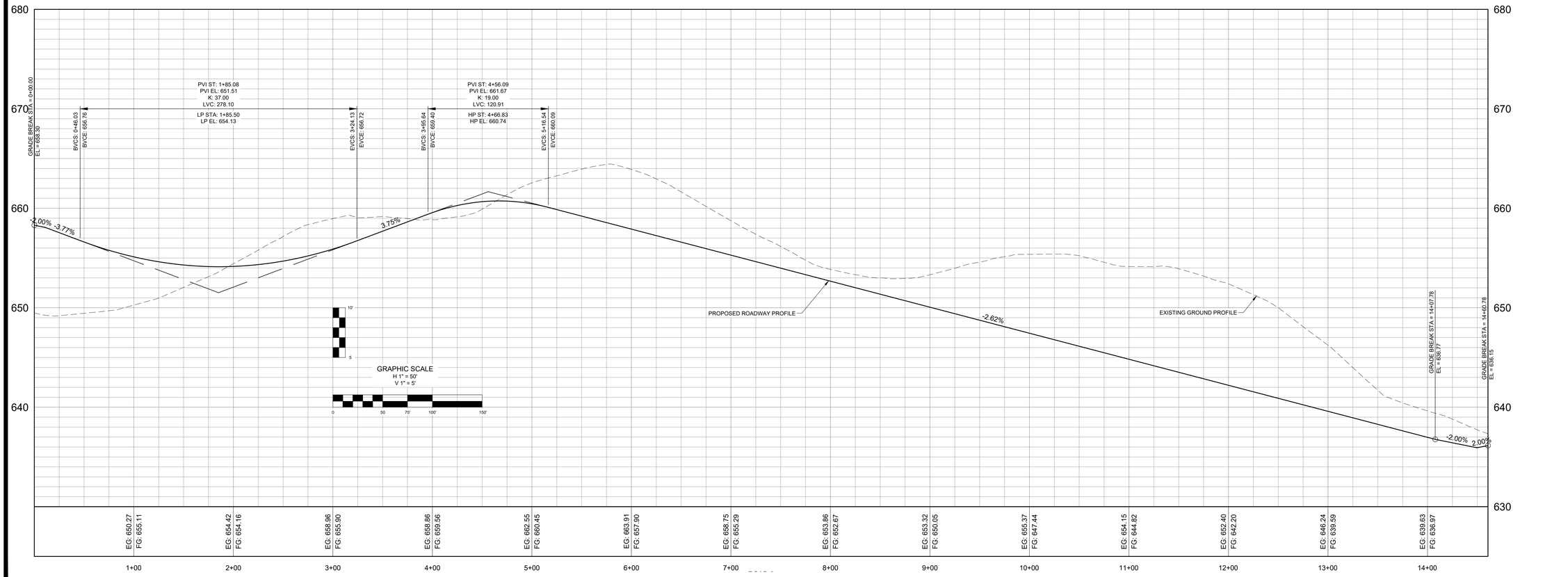

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REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

SCARLET OAK DRIVE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.4

T-SQUARE ENGINEERING

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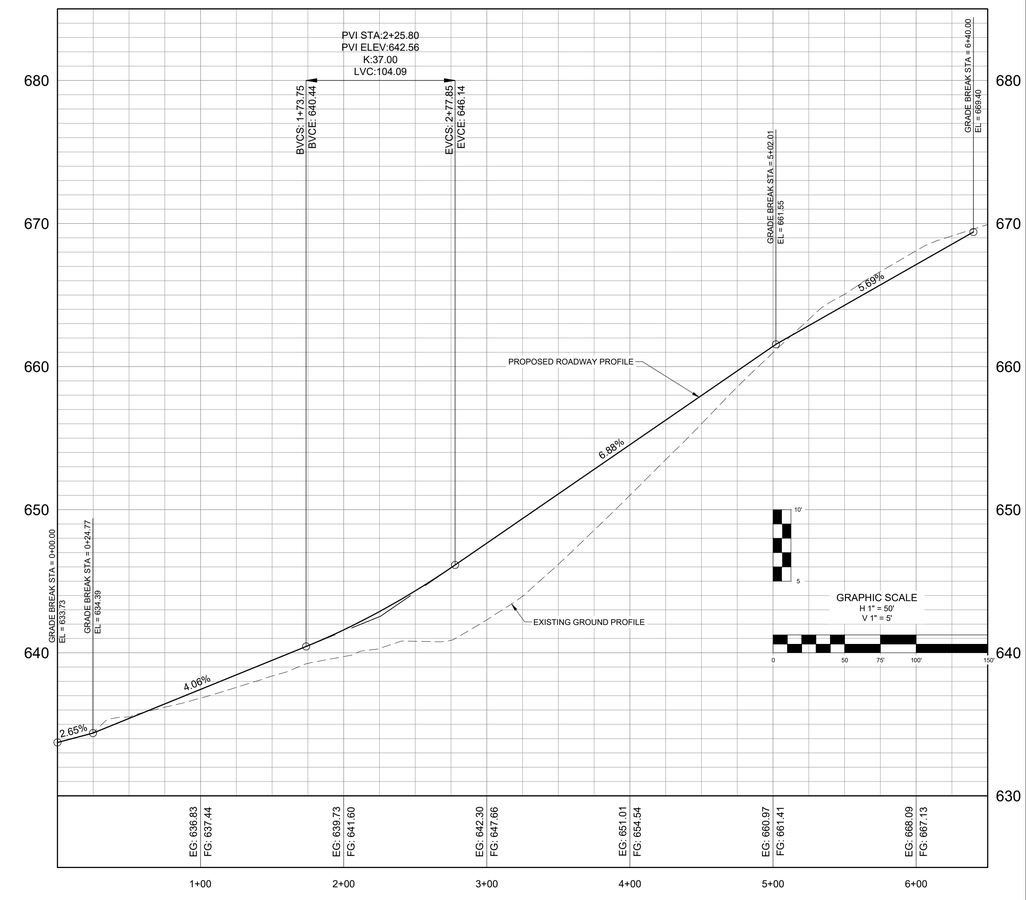

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

LAUREL OAK LANE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 116485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.5

T-SQUARE ENGINEERING

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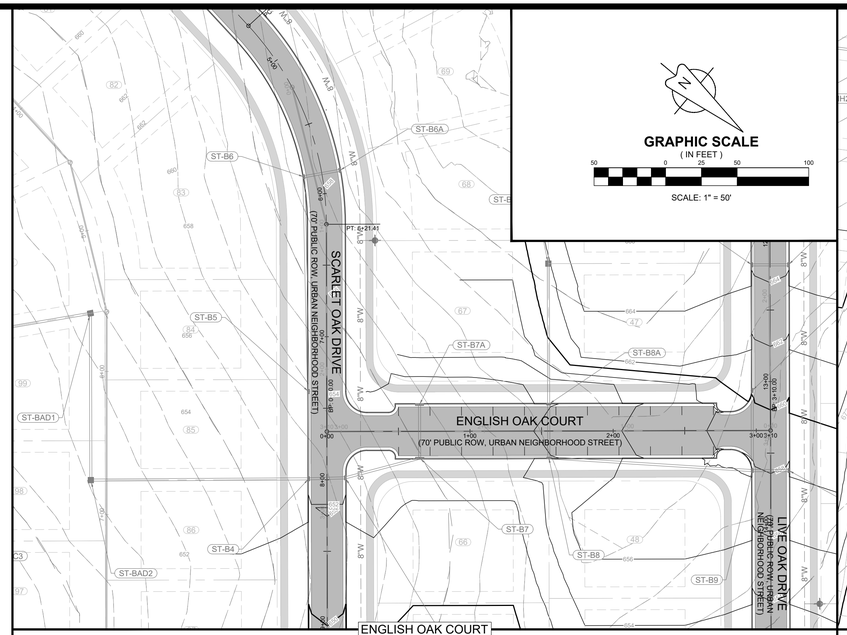
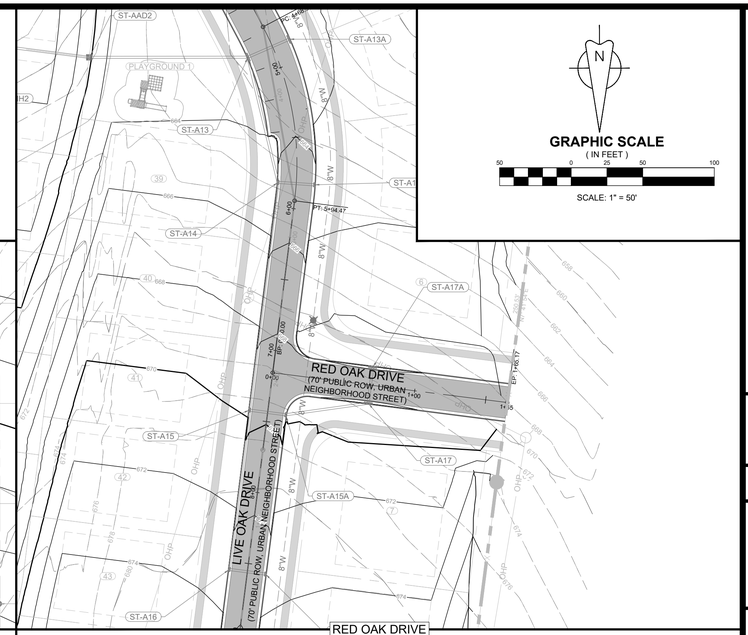
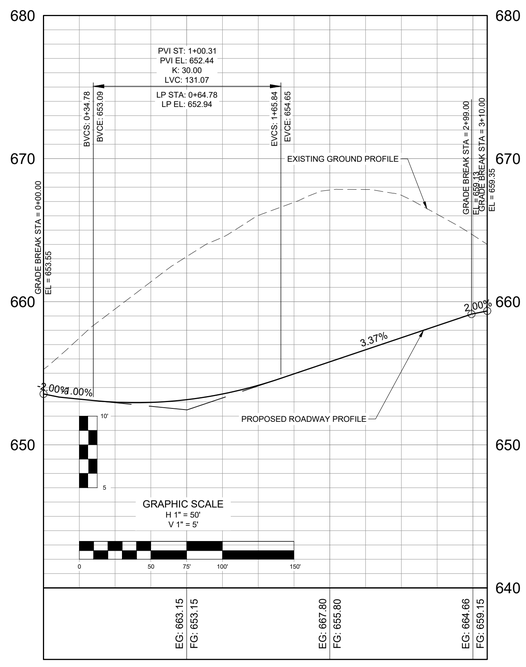
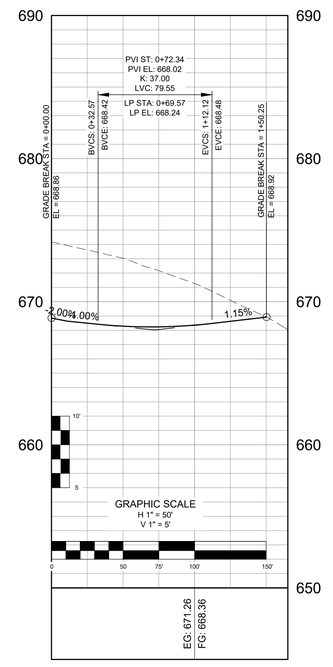


ENGLISH OAK COURT



RED OAK DRIVE





REVISIONS		
NO.	DATE	

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REVIEWER: LTS

ENGLISH OAK CT & RED OAK DR
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.6

T-SQUARE ENGINEERING

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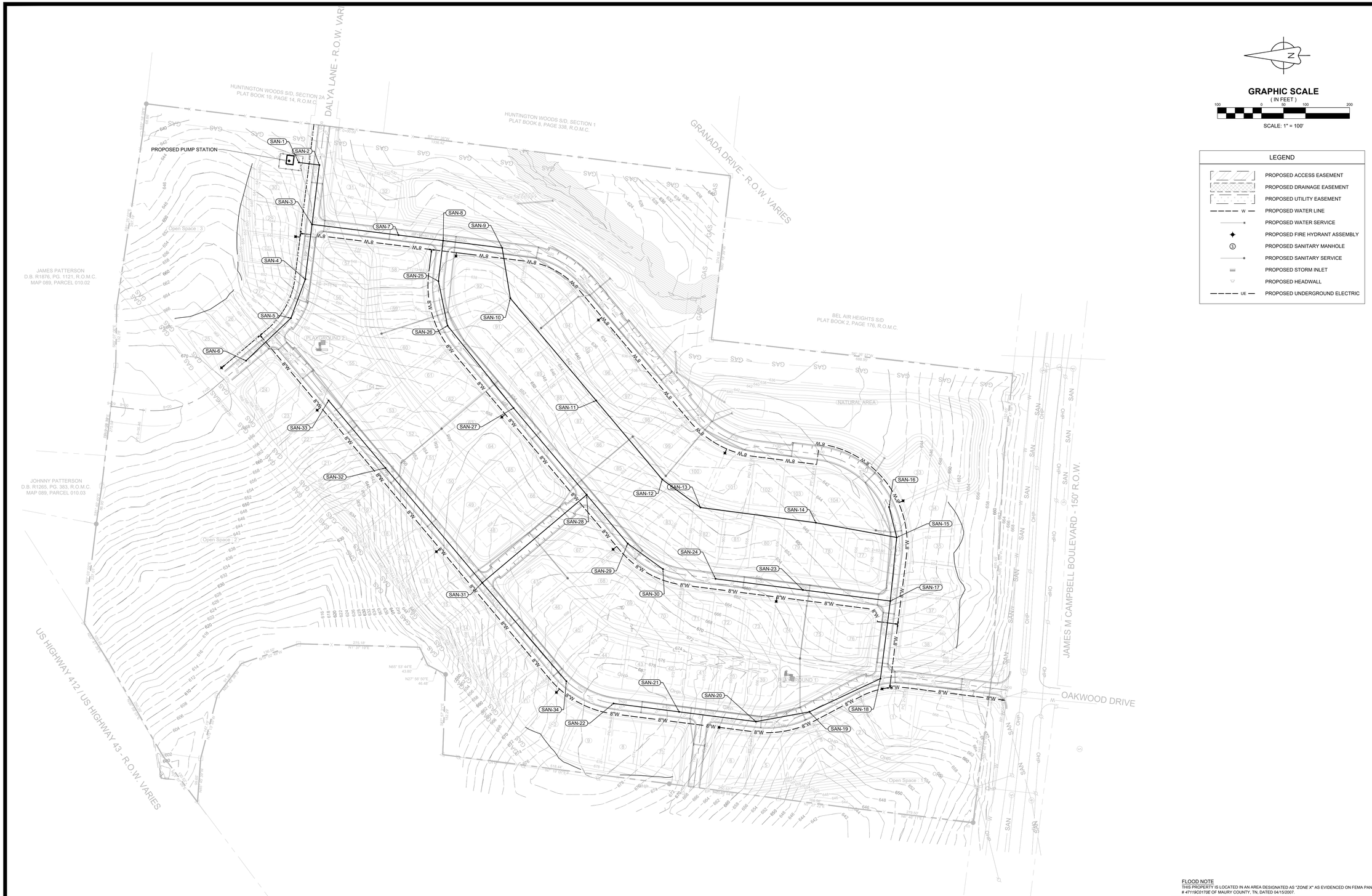

GRAPHIC SCALE

(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- W — PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- S — PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL
- UE — PROPOSED UNDERGROUND ELECTRIC

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

UTILITY PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116488
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-7.0

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N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL
- PROPOSED UNDERGROUND ELECTRIC

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "ZONE X" AS EVIDENCED ON FEMA PANEL # 47119C0170E OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD

MICHAEL DAVID MUSGROVE
104 CASCADE LAN
BELL BUCKLE, TN 37020
MAP 89, PARCEL 021.00
DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT

T-SQUARE ENGINEERING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
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REVIEWER: LTS

FIRE HYDRANT COVERAGE PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-7.1

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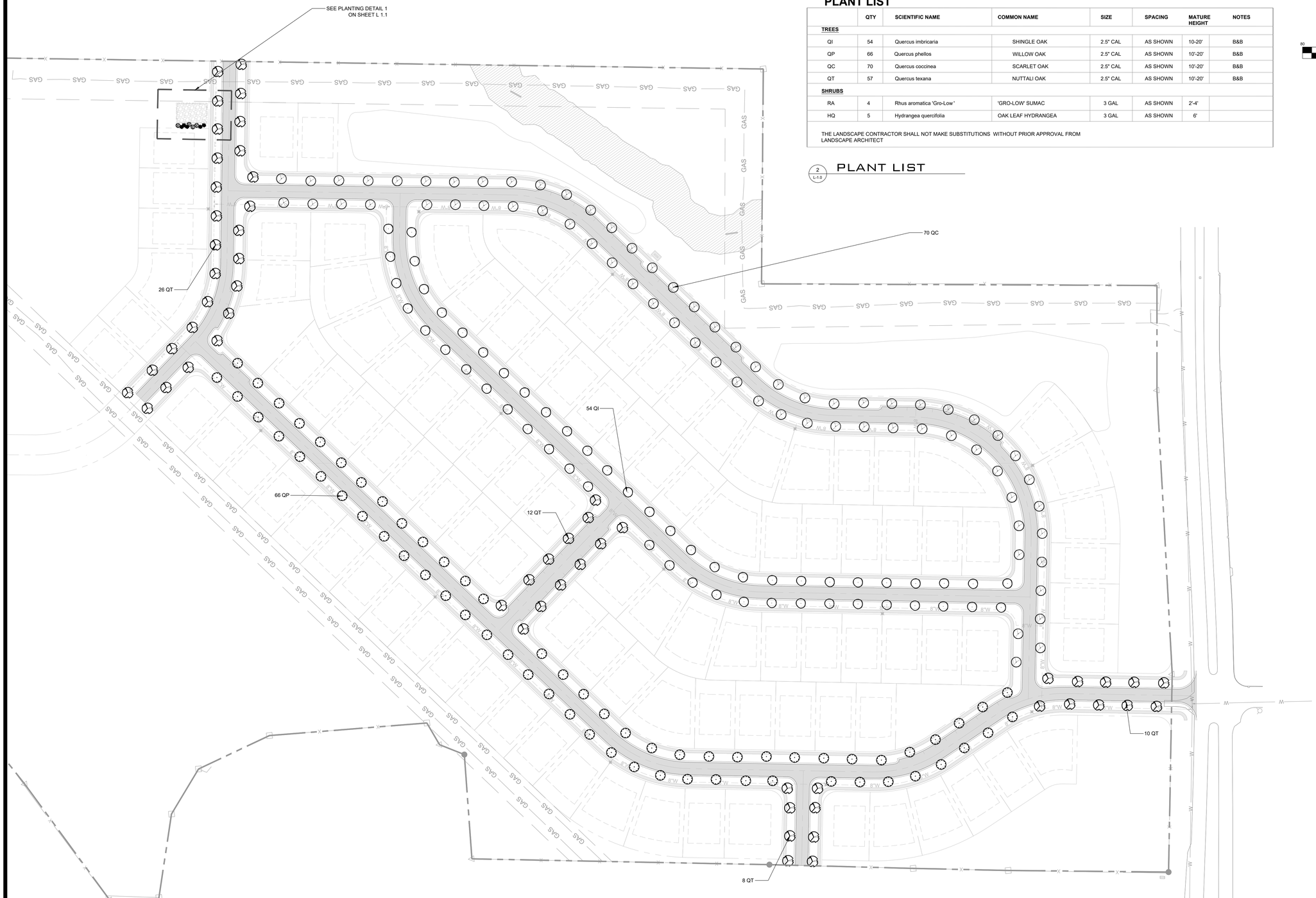

PLANT LIST

	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	MATURE HEIGHT	NOTES
TREES							
QI	54	Quercus imbricaria	SHINGLE OAK	2.5" CAL	AS SHOWN	10-20'	B&B
QP	66	Quercus phellos	WILLOW OAK	2.5" CAL	AS SHOWN	10'-20'	B&B
QC	70	Quercus coccinea	SCARLET OAK	2.5" CAL	AS SHOWN	10'-20'	B&B
QT	57	Quercus texana	NUTTALI OAK	2.5" CAL	AS SHOWN	10'-20'	B&B
SHRUBS							
RA	4	Rhus aromatica 'Gro-Low '	'GRO-LOW' SUMAC	3 GAL	AS SHOWN	2'-4'	
HQ	5	Hydrangea quercifolia	OAK LEAF HYDRANGEA	3 GAL	AS SHOWN	6'	

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS WITHOUT PRIOR APPROVAL FROM LANDSCAPE ARCHITECT

2 / L-1.0 PLANT LIST

N

GRAPHIC SCALE
(IN FEET)
80 0 40 80 160
SCALE: 1" = 80'

1 / L-1.0 OVERALL PLANTING PLAN

REVISIONS

NO.	DATE

DATE: 05/20/2024
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REVIEWER: CES

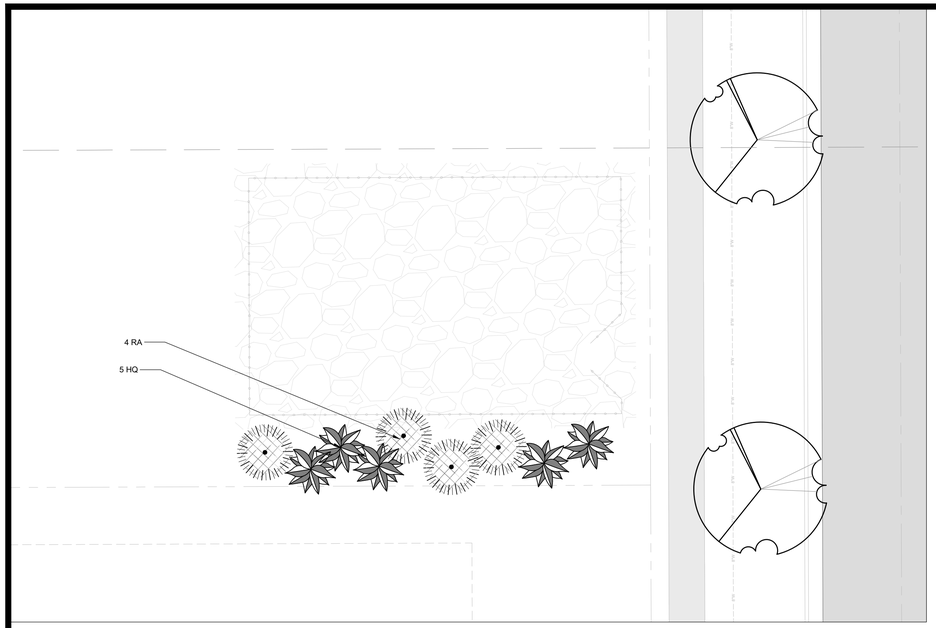
LANDSCAPE PLAN
MAP 89, PARCEL 021.00
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

OAKWOOD AVENUE

PROJECT
23-0533

SHEET
L-1.0

T-SQUARE ENGINEERING





SEEDING NOTES:

1. SEEDBED PREPARATION: LOOSEN SUBGRADE OF TURF AREAS TO A MINIMUM DEPTH OF 2 INCHES. REMOVE STONES MEASURING OVER 1-1/2 INCHES IN ANY DIMENSION. REMOVE STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER. ADD TOPSOIL AND MIX THOROUGHLY INTO UPPER 3 INCHES OF TOPSOIL. IF SUBGRADE HAS BECOME COMPACTED DURING CONSTRUCTION, SCARIFY OR OTHERWISE BREAKUP THE COMPACTED SURFACE BEFORE SEEDBED PREPARATION.
2. MIN 1/2" OF TOPSOIL (IMPORTED OR SITE GENERATED) SHALL BE PROVIDED ON ALL AREAS TO BE SEEDED, INSTALLED AND STABILIZED PRIOR TO SEEDING. TOPSOIL SHALL BE CLEAN, FRIABLE SOIL WITH LANDSCAPE INDUSTRY ACCEPTABLE LEVELS OF ORGANIC MATERIAL. UNDER NO CIRCUMSTANCES SHALL SUBGRADE OR "B"-HORIZON SOIL BE USED AS TOPSOIL. CONTRACTOR IS ADVISED TO VERIFY WITH THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE ACCEPTABILITY OF TOPSOIL PRIOR TO PLACEMENT. UNACCEPTABLE SOILS USED AS TOPSOIL SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
3. FERTILIZER: APPLY AGRICULTURAL LIME AT THE RATE OF 50 POUNDS PER 1000 SF. APPLY 10 POUNDS 10-10-10 ANALYSIS FERTILIZER (OR EQUIVALENT) PER 1000 SF. SPREAD LIME AND FERTILIZER UNIFORMLY OVER ALL AREAS AND MIX THOROUGHLY WITH THE SOIL.
4. FINE GRADE ALL DISTURBED LAWN AREAS TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE, ROLL, RAKE, AND DRAG LAWN AREAS, REMOVE RIDGES AND FILL DEPRESSIONS, AS REQUIRED TO MEET FINISH GRADES.
5. GRASS SEED: PROVIDE FRESH, CLEAN, NEW-CROP SEED COMPLYING WITH TOLERANCE FOR PURITY AND GERMINATION ESTABLISHED BY OFFICIAL SEED ANALYSIS OF NORTH AMERICA.
6. SEED ALL DISTURBED AREAS. PRIOR TO INSTALLATION, CONTRACTOR SHOULD CONSULT WITH OWNER TO DETERMINE EXTENT OF SEEDING OPERATIONS.
7. REPAIR AND RESEED ALL ERODED OR DISTURBED SEEDED AREAS WHERE VEGETATIVE COVER HAS NOT BEEN ESTABLISHED.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF SEEDED AREAS UNTIL 95% GRASS COVER IS ESTABLISHED.

GENERAL NOTES:

1. UTILITY SERVICES MAY EXIST ON SITE. THE LOCATION OF ALL SURFACE AND UNDERGROUND UTILITIES, RIGHT-OF-WAYS, EASEMENTS, ETC., SHALL BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES FROM DAMAGE DURING CONSTRUCTION AND TO REPAIR ANY DAMAGE WHICH SHOULD OCCUR TO THE SATISFACTION OF THE OWNER AND UTILITY COMPANIES. COMMENCEMENT OF PROJECT INSTALLATION INDICATES ACKNOWLEDGMENT OF AND ACCEPTANCE BY THE CONTRACTOR OF EXISTING CONDITIONS.
2. ACTUAL AS-BUILT AND/OR EXISTING SITE CONDITIONS MAY VARY AS SHOWN ON THIS PLAN.
3. DAMAGE BY CONTRACTOR TO UNDISTURBED AREAS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR TO THE SATISFACTION OF THE OWNER.
4. CONTRACTOR IS RESPONSIBLE FOR CONDUCTING SITE INSPECTION PRIOR TO BIDDING WORK, TO DETERMINE SITE CONDITIONS AND AREAS TO BE IMPROVED. SUBMISSION OF BID INDICATES CONTRACTOR HAS VERIFIED SITE CONDITIONS AND PLANT MATERIAL QUANTITIES.
5. FINAL ACCEPTANCE: THE LANDSCAPE ARCHITECT OR THE OWNER'S REPRESENTATIVE WILL PROVIDE THE FINAL INSPECTION. SHOULD THE INSPECTION FIND WORK INCOMPLETE, THE CONTRACTOR SHALL REMEDY THE DEFICIENCIES.
6. IF THE SUBSTANTIAL COMPLETION OR FINAL INSPECTION REQUIRE REINSPECTION BY LANDSCAPE ARCHITECT DUE TO FAILURE OF WORK TO COMPLY WITH CONTRACTOR'S CLAIMS ON INITIAL INSPECTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING THE LANDSCAPE ARCHITECT FOR REINSPECTION SERVICES AT THE RATE OF TWO HUNDRED TWENTY FIVE DOLLARS ($225) PER HOUR PER PERSON PLUS ALL RELATED TRAVEL EXPENSES FOR EACH REQUESTED REINSPECTION TRIP.
7. AFTER FINAL ACCEPTANCE AND PRIOR TO END OF WARRANTY PERIOD, CONTRACTOR SHALL REPLACE ALL PLANT MATERIAL THAT HAS DIED OR HAS DEFECTS, INCLUDING UNSATISFACTORY GROWTH, IN THE OPINION OF THE OWNER.
8. DURING LANDSCAPE INSTALLATION KEEP PAVEMENTS CLEAN AND WORK AREA IN ORDERLY CONDITION. THE PROJECT SITE SHALL BE LEFT IN A CLEAN CONDITION AT THE END OF EVERY WORK DAY.
9. CONTRACTOR TO REPAIR ANY PAVEMENTS, CURBS, AND OTHER IMPROVEMENTS DAMAGED AS A RESULT OF LANDSCAPE INSTALLATION ACTIVITY
10. THE LOCATION OF ALL PLANT MATERIALS SHOWN ON THE PLAN SHALL BE FIELD LOCATED AND STAKED/FLAGGED BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE BEFORE THE DIGGING OF PLANTING HOLES. PLANTING SHALL BE LOCATED WHERE SHOWN ON THE DRAWINGS OR WHERE FIELD LOCATED BY THE LANDSCAPE ARCHITECT.
11. PROVIDE ONLY PLANTS THAT ARE FREE FROM DISEASES AND PESTS, AND THAT COMPLY WITH THE LATEST EDITION OF PUBLICATION ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK", BY THE AMERICAN ASSOCIATION OF NURSERYMEN. DIMENSIONS FOR HEIGHTS, SPREAD, AND TRUNK SPECIFIED ON THE MATERIAL SCHEDULE IS A GENERAL GUIDE FOR THE MINIMUM DESIRED SIZE OF EACH PLANT.
12. DO NOT MAKE SUBSTITUTIONS REGARDING PLANT SIZES OR SPECIES WITHOUT WRITTEN PERMISSION FROM THE OWNER OR LANDSCAPE ARCHITECT.
13. REMOVE ALL METAL BASKETS, STRINGS AND OTHER TIES FROM TREES.
14. FERTILIZE ALL PLANTS WITH 16-16-16 SLOW RELEASE FERTILIZER AT THE RATE OF: 3 POUNDS PER CUBIC YARD OF SOIL MIX. 3 POUNDS PER 100 SF OF BED FOR SHRUBS
15. PLANTS DESIGNATED "B&B" IN THE PLANT LIST SHALL BE BALLED AND BURLAPPED. THEY SHALL BE DUG WITH FIRM, NATURAL BALLS OF EARTH OF SUFFICIENT DIAMETER AND DEPTH TO ENCOMPASS THE FIBROUS AND FEEDING ROOT SYSTEM NECESSARY FOR FULL RECOVERY OF THE PLANT. BALLS SHALL BE FIRMLY WRAPPED WITH BURLAP OR SIMILAR MATERIAL AND BOUND WITH TWINE OR CORD.
16. ONLY "HEMP" BURLAP AND TWINE SHALL BE USED. NO TREATED OR PRESERVED BURLAP OR TWINE IS ALLOWED. ALL HEMP TWINE ATTACHED TO THE TREE TRUNK IS TO BE REMOVED AFTER PLANTING. AT A MINIMUM THE TOP ONE-THIRD OF THE ROOT BALL IS TO HAVE ALL BURLAP AND TWINE REMOVED. IF ROOTS ARE GIRDLING OR CIRCLING THEY MUST BE LOOSENED OR CUT.
17. THE BALLS OF "B&B" PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE COVERED WITH MOIST SOIL OR MULCH, OR OTHER PROTECTION FROM DRYING WINDS AND SUN. ALL PLANTS INSTALLED OR STORED SHALL BE WATERED BY CONTRACTOR AS NECESSARY UNTIL FINAL ACCEPTANCE.
18. FOLD DOWN OR CUT THE BURLAP FROM THE TOP 1/3 OF THE BALL OR TO THE WIDEST TOP EDGE OF THE BALL IN ORDER TO EXPOSE THE TOP PLANE OF THE BALL. REMOVE ALL NAILS, STAPLES, ETC USED TO HOLD THE BALL TOGETHER.
19. TREE BALLS SHALL HAVE A MINIMUM DIAMETER IN FEET EQUAL TO 10" FOR EACH CALIPER INCH OF THE TREE.
20. ALL PLANTS SHALL BE HANDLED SO THAT ROOTS ARE ADEQUATELY PROTECTED AT ALL TIMES. DURING SHIPMENT, THE ENTIRE PLANT SHALL BE PROTECTED BY TARPAULINS OR OTHER SUITABLE COVERING. PLANT MATERIAL SUFFERING FROM WIND BURN OR OTHER WIND DAMAGE IS NOT ACCEPTABLE.
21. NO PLANT SHALL BE BOUND WITH ROPE OR WIRE IN A MANNER THAT DAMAGES THE BARK, BREAKS BRANCHES, OR DESTROYS ITS NATURAL SHAPE. NO PLANT MATERIAL REQUIRED TO BE BALLED AND BURLAPPED SHALL BE ACCEPTED IF THE BALL IS CRACKED OR BROKEN EITHER BEFORE OR DURING THE PROCESS OF PLANTING, OR WHEN REQUIRED BURLAP, STAVES, ROPES OR PLATFORM HAVE BEEN REMOVED.
22. ANY SERIES OF TREES OR SHRUBS TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY BY THE OWNER. ANY PLANTS INCORRECTLY ARRANGED SHALL BE RELOCATED WITH THE OWNER'S APPROVAL.
23. PRE-EMERGENT HERBICIDE (TREFLAN OR EQUIVALENT) SHALL BE APPLIED (ACCORDING TO MANUFACTURER'S INSTRUCTIONS) TO ALL PLANT BEDS, PRIOR TO PLANTING, FOR NOXIOUS WEED CONTROL.
24. ALL PLANTING BEDS AND TREE AND SHRUB PLANTINGS SHALL RECEIVE A MINIMUM 3" DEEP SHREDDED HARDWOOD MULCH LAYER.
25. CONTRACTOR IS RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL INSTALLED PLANT MATERIAL, INCLUDING GRASS AREAS, UNTIL FINAL ACCEPTANCE BY OWNER. WATER ALL PLANT MATERIAL AT TIME OF PLANTING.
26. ALL PLANT MATERIAL IS TO BE GUARANTEED FOR ONE (1) YEAR. GUARANTEE PERIOD STARTS FROM DATE OF FINAL ACCEPTANCE.
27. OWNER RETAINS THE RIGHT TO INSPECT TREES AND SHRUBS FOR SIZE AND CONDITION OR ROOT BALL, INSECTS, INJURIES, AND LATENT DEFECTS AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK. REMOVE REJECTED MATERIAL IMMEDIATELY FROM THE PROJECT SITE.
28. REPLACEMENTS SHALL CLOSELY MATCH ADJACENT SPECIMENS OF THE SAME SPECIES AND SHALL CONFORM TO THE STANDARDS FOR PLANT MATERIALS SPECIFIED. ALL REPLACED MATERIAL SHALL IMMEDIATELY BE REMOVED FROM THE SITE AND ALL NECESSARY REPAIRS TO PLANTS, GRADES, LAWN AREAS, PAVING, AND OTHER AREAS DAMAGED DURING REPLACEMENT SHALL BE MADE AT NO COST TO THE OWNER.
29. ONLY ONE REPLACEMENT PER TREE, SHRUB, OR PLANT WILL BE REQUIRED AT THE END OF THE WARRANTY PERIOD, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE TO COMPLY WITH THE SPECIFIED REQUIREMENTS.

3 L-1.1 PLANTING DETAIL 1

SHRUB PLANTING IN GROUP DETAIL

NOT TO SCALE

TREE PLANTING DETAIL

NOT TO SCALE

NO.	DATE	REVISIONS

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: CES

LANDSCAPE PLAN DETAILS

MAP 89, PARCEL 021.00
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

OAKWOOD AVENUE

PROJECT
23-0533

SHEET
L-1.1

T-SQUARE ENGINEERING

OAKWOOD SUBDIVISION

SITE DEVELOPMENT PLAN

City of Columbia, Maury County, Tennessee

Map 89, Parcel 021.00

ENGINEER:
T-SQUARE ENGINEERING
LOUIS SLOYAN, PE
111 SE PARKWAY COURT
FRANKLIN, TN 37064
(615)678-8212

SURVEYOR:
T-SQUARE SURVEYING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
(615)678-8212

DEVELOPER:
SMITH DOUGLAS HOMES
DREW TAYLOR
DTAYLOR@SMITHDOUGLAS.COM

WATER:
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TN 38401
(931)388-4833

POWER:
COLUMBIA POWER & WATER SYSTEMS
201 PICKENS LANE
COLUMBIA, TN 38401
(931)388-4833

SEWER:
COLUMBIA WASTEWATER
1244 TREATMENT PLANT ROAD
COLUMBIA, TN 38401
(931)560-1001



SITE VICINITY MAP
N.T.S.

Sheet Schedule

C-0.0	COVER SHEET
C-1.0	EXISTING CONDITIONS
C-2.0	SITE DEVELOPMENT PLAN
C-2.1	PARCEL TABLES
C-2.2	PARCEL TABLES
C-2.3	RESOURCE PROTECTION PLAN
C-2.4	CIVIC SPACE PLAN
C-2.5	SITE DETAILS
C-2.6	SITE DETAILS
C-3.0	INITIAL EROSION CONTROL PLAN
C-3.1	TEMPORARY EROSION CONTROL PLAN
C-3.2	FINAL EROSION CONTROL PLAN
C-3.3	EROSION CONTROL DETAILS
C-5.0	GRADING PLAN
C-5.1	DRAINAGE PLAN
C-5.2	GRADING & DRAINAGE DETAILS
C-6.0	LIVE OAK DRIVE PLAN AND PROFILE
C-6.1	LIVE OAK DRIVE PLAN AND PROFILE
C-6.2	SPANISH OAK LANE AND PROFILE
C-6.3	SPANISH OAK LANE PLAN AND PROFILE
C-6.4	SCARLET OAK DRIVE PLAN AND PROFILE
C-6.5	LAUREL OAK LANE DRIVE PLAN AND PROFILE
C-6.6	ENGLISH OAK COURT & RED OAK DRIVE PLAN & PROFILE
C-7.0	UTILITY PLAN
C-7.1	FIRE HYDRANT COVERAGE PLAN

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD

MICHAEL DAVID MUSGROVE
104 CASCADE LAN
BELL BUCKLE, TN 37020
MAP 89, PARCEL 021.00
DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT

T-SQUARE ENGINEERING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

COVER SHEET
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116488
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-0.0

T-SQUARE ENGINEERING

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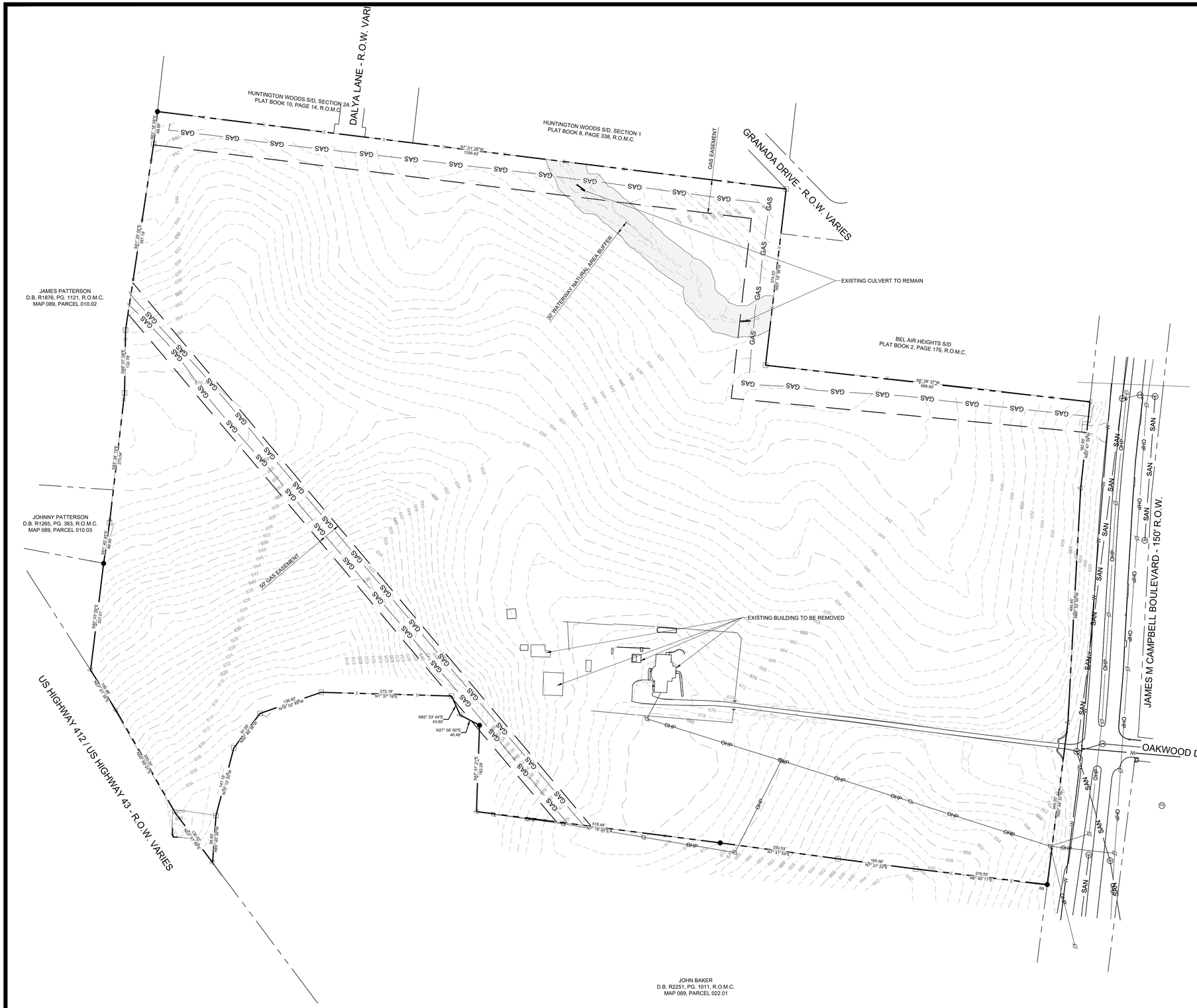

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- EXISTING PROPERTY BOUNDARY
- ADJACENT PROPERTY LINES
- WATER NATURAL AREA BUFFER
- EXISTING POWER POLE
- OHP — EXISTING OVERHEAD POWER
- W — EXISTING WATER LINE
- EXISTING SANITARY MANHOLE
- EXISTING TREE LINE
- X — X — EXISTING FENCE

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN. DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

EXISTING CONDITIONS

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
TENNESSEE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-1.0

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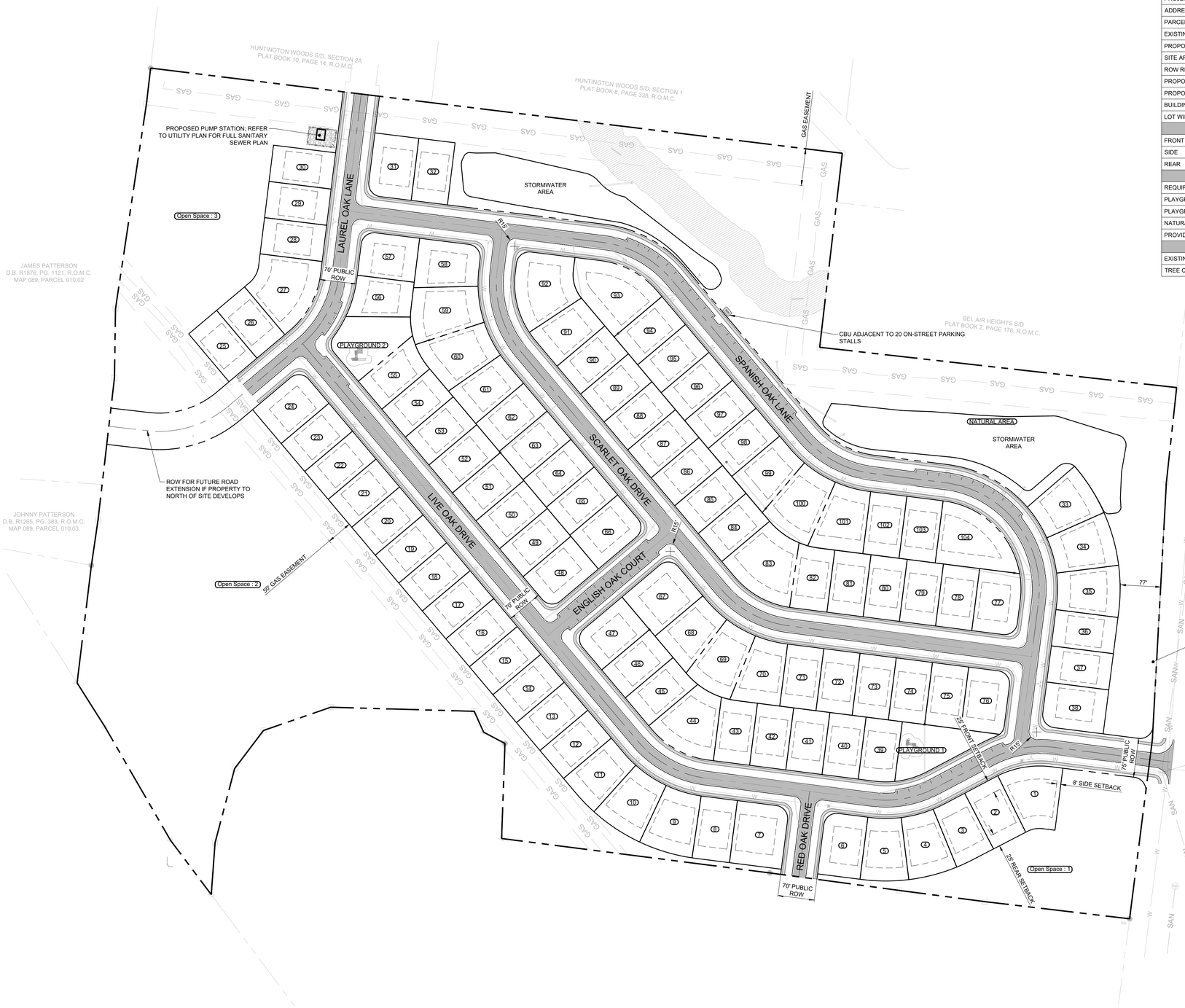

SITE DATA	
PROJECT NAME	OAKWOOD SUBDIVISION
PROJECT NUMBER	23-0533
ADDRESS	200 OAKWOOD DRIVE
PARCEL ID	MAP 089 PARCEL 021.00
EXISTING ZONING	CD - 3
PROPOSED ZONING	CD - 3
SITE AREA	56.73 AC
ROW RESERVATION	N/A
PROPOSED LOTS	106
PROPOSED DENSITY	1.89 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.84 AC (5%)
PLAYGROUND 1	0.27 AC
PLAYGROUND 2	0.28 AC
NATURAL AREA	8.93 AC
PROVIDED CIVIC SPACE	9.48 AC (16.7%)
TREE CANOPY RETENTION	
EXISTING TREE CANOPY	16.48 AC
TREE CANOPY RETAINED	10.69 AC (7.91 AC REQUIRED)

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- PROPOSED LOT LINES
- (100) PROPOSED LOT NUMBER
- PROPOSED BUILDING SETBACK
- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- W PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SITE DEVELOPMENT PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.0

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GRAPHIC SCALE

(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

Parcel Line Table		
Line #	Length	Direction
L1	120.00	N82° 44' 50.67"W
L2	23.91	N7° 15' 09.33"E
L4	3.46	N27° 23' 56.67"W
L5	120.89	N63° 40' 38.29"E
L6	3.05	S27° 49' 10.04"E
L8	21.86	S7° 15' 09.33"W
L9	69.53	N27° 23' 56.67"W
L10	120.34	N62° 36' 03.33"E
L11	71.80	S27° 49' 10.04"E
L12	46.05	N27° 23' 56.67"W
L14	120.00	N67° 47' 05.30"E
L16	44.30	S27° 49' 10.04"E
L19	120.00	N82° 57' 50.01"E
L20	4.10	S7° 15' 09.33"W
L22	0.00	S82° 57' 49.99"W
L24	4.12	N7° 15' 09.33"E
L25	120.00	S82° 44' 50.67"E
L26	82.00	N7° 15' 09.33"E
L27	95.00	S82° 44' 50.67"E
L29	57.00	S7° 15' 09.33"W
L30	100.28	N7° 15' 09.33"E
L31	120.00	S82° 44' 50.67"E
L32	75.28	S7° 15' 09.33"W
L34	95.00	N82° 44' 50.67"W
L35	120.00	S81° 35' 08.26"E
L36	65.13	S7° 15' 09.33"W

Parcel Line Table		
Line #	Length	Direction
L37	65.13	N7° 15' 09.33"E
L38	120.00	S64° 48' 52.39"E
L39	120.00	S48° 02' 36.51"E
L40	120.00	S40° 08' 09.18"E
L41	36.94	S49° 51' 50.82"W
L44	36.94	N49° 51' 50.82"E
L45	120.00	S40° 08' 09.18"E
L46	70.00	S49° 51' 50.82"W
L47	70.00	N49° 51' 50.82"E
L48	120.00	S40° 08' 09.18"E
L49	70.00	S49° 51' 50.82"W
L50	70.00	N49° 51' 50.82"E
L51	120.00	S40° 08' 09.18"E
L52	70.00	S49° 51' 50.82"W
L53	70.00	N49° 51' 50.82"E
L54	120.00	S40° 08' 09.18"E
L55	70.00	S49° 51' 50.82"W
L56	70.00	N49° 51' 50.82"E
L57	120.00	S40° 08' 09.18"E
L58	70.00	S49° 51' 50.82"W
L59	70.00	N49° 51' 50.82"E
L60	120.00	S40° 08' 09.18"E
L61	70.00	S49° 51' 50.82"W
L62	70.00	N49° 51' 50.82"E
L63	120.00	S40° 08' 09.18"E
L64	70.00	S49° 51' 50.82"W

Parcel Line Table		
Line #	Length	Direction
L65	70.00	N49° 51' 50.82"E
L66	120.00	S40° 08' 09.18"E
L67	70.00	S49° 51' 50.82"W
L68	70.00	N49° 51' 50.82"E
L69	120.00	S40° 08' 09.18"E
L70	70.00	S49° 51' 50.82"W
L71	70.00	N49° 51' 50.82"E
L72	70.00	S49° 51' 50.82"W
L73	70.00	N49° 51' 50.82"E
L74	120.00	S40° 08' 09.18"E
L75	120.00	S40° 08' 09.18"E
L76	70.00	S49° 51' 50.82"W
L77	70.00	N49° 51' 50.82"E
L78	70.00	S49° 51' 50.82"W
L79	70.00	N49° 51' 50.82"E
L80	120.00	S40° 08' 09.18"E
L81	60.00	S49° 51' 50.82"W
L82	85.00	N49° 51' 50.82"E
L83	95.00	S40° 08' 09.18"E
L85	120.00	N49° 51' 50.82"E
L86	70.00	S40° 08' 09.18"E
L87	120.00	S49° 51' 50.82"W
L88	70.00	N40° 08' 09.18"W
L89	70.00	S40° 08' 09.18"E
L90	120.00	S49° 51' 50.82"W
L91	70.00	N40° 08' 09.18"W

Parcel Line Table		
Line #	Length	Direction
L92	120.00	S7° 02' 11.90"W
L93	23.27	N82° 57' 48.10"W
L95	12.58	N40° 08' 09.18"W
L96	12.58	S40° 08' 09.18"E
L98	23.27	S82° 57' 48.10"E
L99	70.00	S82° 57' 48.10"E
L100	120.00	S7° 02' 11.90"W
L101	70.00	N82° 57' 48.10"W
L102	70.00	N82° 57' 48.10"W
L103	70.00	S82° 57' 48.10"E
L104	120.00	S7° 02' 11.90"W
L105	70.00	N82° 57' 48.10"W
L106	70.00	S82° 57' 48.10"E
L107	120.00	S7° 02' 11.90"W
L108	84.98	S7° 01' 39.87"W
L109	120.00	N82° 58' 20.13"W
L110	60.00	N7° 01' 39.87"E
L112	95.00	S82° 57' 48.10"E
L113	70.00	S7° 01' 39.87"W
L114	120.00	N82° 58' 20.13"W
L115	70.00	N7° 01' 39.87"E
L116	120.00	N23° 59' 38.92"W
L117	120.00	S40° 45' 54.80"E
L118	120.00	N7° 13' 23.04"W
L119	120.00	N7° 15' 09.33"E
L120	9.59	S82° 44' 50.67"E

Parcel Line Table		
Line #	Length	Direction
L123	9.59	N82° 44' 50.67"W
L124	120.00	N7° 15' 09.33"E
L125	70.00	S82° 44' 50.67"E
L126	70.00	N82° 44' 50.67"W
L127	120.00	N7° 15' 09.33"E
L128	70.00	S82° 44' 50.67"E
L129	70.00	N82° 44' 50.67"W
L130	85.00	N82° 44' 50.67"W
L131	95.00	N7° 15' 09.33"E
L133	60.00	S82° 44' 50.67"E
L134	115.63	N82° 44' 50.67"W
L136	31.70	N7° 15' 09.33"E
L137	120.00	S82° 44' 50.67"E
L138	43.01	S7° 15' 09.33"W
L139	26.99	S7° 15' 09.33"W
L140	120.00	S82° 44' 50.67"E
L141	43.01	S7° 15' 09.33"W
L142	26.99	S7° 15' 09.33"W
L143	70.00	N7° 15' 09.33"E
L144	120.00	S82° 44' 50.67"E
L145	43.01	S7° 15' 09.33"W
L146	26.99	S7° 15' 09.33"W
L147	70.00	N7° 15' 09.33"E
L148	120.00	S82° 44' 50.67"E
L149	43.01	S7° 15' 09.33"W
L150	26.99	S7° 15' 09.33"W

Parcel Line Table		
Line #	Length	Direction
L151	70.00	N7° 15' 09.33"E
L152	122.86	S82° 44' 50.67"E
L155	40.83	S7° 15' 09.33"W
L156	70.00	N7° 15' 09.33"E
L157	123.08	S40° 08' 09.18"E
L160	9.83	N7° 15' 09.33"E
L161	8.78	N49° 51' 50.82"E
L162	120.00	S40° 08' 09.18"E
L163	2.35	S49° 51' 50.82"W
L164	36.49	S49° 51' 50.82"W
L165	0.94	S49° 51' 50.82"W
L167	70.00	N49° 51' 50.82"E
L168	120.00	S40° 08' 09.18"E
L169	2.35	S49° 51' 50.82"W
L170	13.97	S49° 51' 50.82"W
L171	53.68	S49° 51' 50.82"W
L172	70.00	N49° 51' 50.82"E
L174	95.00	S40° 08' 09.18"E
L175	82.00	S49° 51' 50.82"W
L176	57.00	N49° 51' 50.82"E
L177	120.00	S40° 08' 09.18"E
L178	82.00	S49° 51' 50.82"W
L179	95.00	N40° 08' 09.18"W
L181	57.00	N49° 51' 50.82"E
L182	70.00	N49° 51' 50.82"E
L183	120.00	S40° 08' 09.18"E

FLOOD NOTE

THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

PARCEL TABLES

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.1

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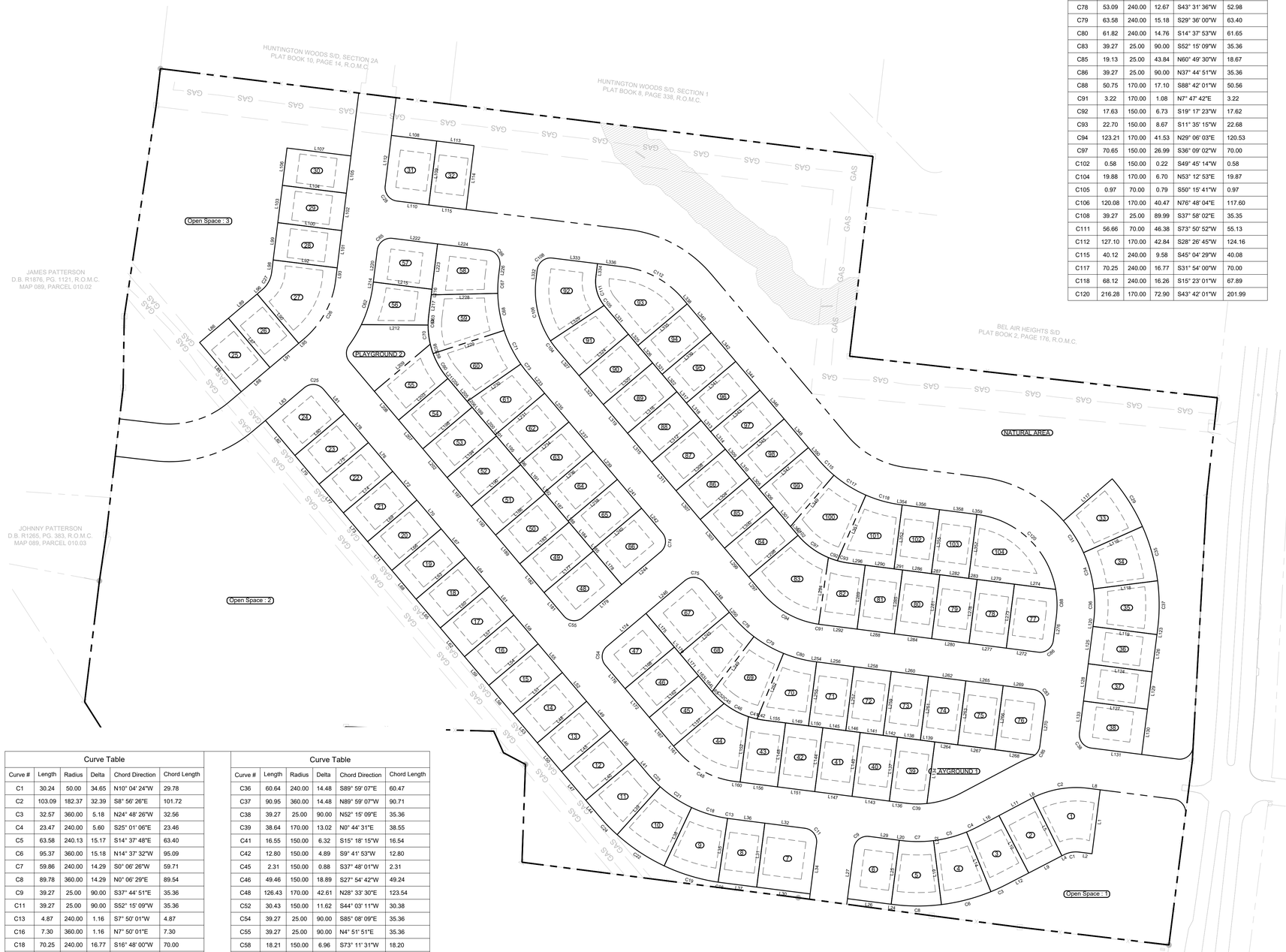

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C75	39.27	25.00	90.00	S4° 51' 51"W	35.36
C78	53.09	240.00	12.67	S43° 31' 36"W	52.98
C79	63.58	240.00	15.18	S29° 36' 00"W	63.40
C80	61.82	240.00	14.76	S14° 37' 53"W	61.65
C83	39.27	25.00	90.00	S52° 15' 09"W	35.36
C85	19.13	25.00	43.84	N60° 49' 30"W	18.67
C86	39.27	25.00	90.00	N37° 44' 51"W	35.36
C88	50.75	170.00	17.10	S88° 42' 01"W	50.56
C91	3.22	170.00	1.08	N7° 47' 42"E	3.22
C92	17.63	150.00	6.73	S19° 17' 23"W	17.62
C93	22.70	150.00	8.67	S11° 35' 15"W	22.68
C94	123.21	170.00	41.53	N29° 06' 03"E	120.53
C97	70.65	150.00	26.99	S36° 09' 02"W	70.00
C102	0.58	150.00	0.22	S49° 45' 14"W	0.58
C104	19.88	170.00	6.70	N53° 12' 53"E	19.87
C105	0.97	70.00	0.79	S50° 15' 41"W	0.97
C106	120.08	170.00	40.47	N76° 48' 04"E	117.60
C108	39.27	25.00	89.99	S37° 58' 02"E	35.35
C111	56.66	70.00	46.38	S73° 50' 52"W	55.13
C112	127.10	170.00	42.84	S28° 26' 45"W	124.16
C115	40.12	240.00	9.58	S45° 04' 29"W	40.08
C117	70.25	240.00	16.77	S31° 54' 00"W	70.00
C118	68.12	240.00	16.26	S15° 23' 01"W	67.89
C120	216.28	170.00	72.90	S43° 42' 01"W	201.99

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

Parcel Line Table		
Line #	Length	Direction
L184	67.00	S49° 51' 50.82"W
L185	3.00	S49° 51' 50.82"W
L186	120.00	S40° 08' 09.18"E
L187	67.00	S49° 51' 50.82"W
L188	3.00	S49° 51' 50.82"W
L189	70.00	N49° 51' 50.82"E
L190	120.00	S40° 08' 09.18"E
L191	67.90	S49° 51' 50.82"W
L192	2.10	S49° 51' 50.82"W
L193	70.00	N49° 51' 50.82"E
L194	120.00	S40° 08' 09.18"E
L195	67.00	S49° 51' 50.82"W
L196	3.00	S49° 51' 50.82"W
L197	70.00	N49° 51' 50.82"E
L198	120.00	S40° 08' 09.18"E
L199	26.35	S49° 51' 50.82"W
L200	40.65	S49° 51' 50.82"W
L201	3.00	S49° 51' 50.82"W
L202	70.00	N49° 51' 50.82"E
L203	120.00	S40° 08' 09.18"E
L204	26.35	S49° 51' 50.82"W
L205	29.35	S49° 51' 50.82"W
L206	14.30	S49° 51' 50.82"W
L207	70.00	N49° 51' 50.82"E
L208	70.00	N49° 51' 50.82"E
L209	136.12	S40° 08' 09.18"E

Parcel Line Table		
Line #	Length	Direction
L211	2.36	S49° 51' 50.82"W
L212	124.22	N0° 22' 48.55"E
L214	5.40	S82° 57' 48.10"E
L215	110.01	S7° 01' 39.87"W
L216	10.49	N82° 58' 10.59"W
L217	39.21	N82° 56' 53.33"W
L220	60.00	S82° 57' 48.10"E
L222	85.00	S7° 01' 39.87"W
L223	85.00	N82° 58' 10.59"W
L224	95.00	S7° 01' 39.87"W
L226	18.04	N82° 57' 48.10"W
L228	123.79	N1° 15' 23.61"W
L229	138.95	N18° 01' 39.49"W
L230	121.57	N34° 47' 55.36"W
L231	120.00	N40° 08' 09.18"W
L233	47.67	S49° 51' 50.82"W
L234	120.00	N40° 08' 09.18"W
L235	70.00	S49° 51' 50.82"W
L236	120.00	N40° 08' 09.18"W
L237	70.90	S49° 51' 50.82"W
L238	120.00	N40° 08' 09.18"W
L239	69.10	S49° 51' 50.82"W
L240	120.00	N40° 08' 09.18"W
L241	70.00	S49° 51' 50.82"W
L242	60.00	S49° 51' 50.82"W
L244	95.00	N40° 08' 09.18"W

Parcel Line Table		
Line #	Length	Direction
L245	120.00	N40° 08' 09.18"W
L246	95.00	S40° 08' 09.18"E
L248	73.32	S49° 51' 50.82"W
L249	128.99	N52° 48' 37.92"W
L250	11.56	S49° 51' 50.82"W
L252	131.72	N67° 59' 22.62"W
L254	1.95	S7° 15' 09.32"W
L255	120.00	N82° 44' 50.67"W
L256	70.00	S7° 15' 09.33"W
L257	120.00	N82° 44' 50.67"W
L258	70.00	S7° 15' 09.33"W
L259	120.00	N82° 44' 50.67"W
L260	70.00	S7° 15' 09.33"W
L261	120.00	N82° 44' 50.67"W
L262	70.00	S7° 15' 09.33"W
L263	120.00	N82° 44' 50.67"W
L264	43.01	N7° 15' 09.33"E
L265	70.00	S7° 15' 09.33"W
L266	120.21	N82° 44' 50.67"W
L267	70.00	N7° 25' 27.71"E
L268	75.03	N7° 34' 08.45"E
L269	57.00	S7° 15' 09.33"W
L270	78.31	N82° 44' 50.67"W
L272	60.00	N7° 15' 09.33"E
L273	120.00	S82° 44' 50.67"E
L274	77.48	S7° 15' 09.33"W

Parcel Line Table		
Line #	Length	Direction
L276	45.00	N82° 44' 50.67"W
L277	70.00	N7° 15' 09.33"E
L278	120.00	S82° 44' 50.67"E
L279	70.00	S7° 15' 09.33"W
L280	70.00	N7° 15' 09.33"E
L281	120.00	S82° 44' 50.67"E
L282	54.08	S7° 15' 09.33"W
L283	15.92	S7° 15' 09.33"W
L284	70.00	N7° 15' 09.33"E
L285	120.00	S82° 44' 50.67"E
L286	54.08	S7° 15' 09.33"W
L287	15.92	S7° 15' 09.33"W
L288	70.00	N7° 15' 09.33"E
L289	120.00	S82° 44' 50.67"E
L290	54.08	S7° 15' 09.33"W
L291	15.92	S7° 15' 09.33"W
L292	68.95	N7° 15' 09.33"E
L294	125.38	S81° 39' 45.78"E
L296	29.95	S7° 15' 09.33"W
L297	38.42	N49° 51' 50.82"E
L298	120.00	S40° 08' 09.18"E
L299	70.00	N49° 51' 50.82"E
L300	120.00	S40° 08' 09.18"E
L301	48.27	S49° 51' 50.82"W
L302	21.15	S49° 51' 50.82"W
L303	70.00	N49° 51' 50.82"E

Parcel Line Table		
Line #	Length	Direction
L304	120.00	S40° 08' 09.18"E
L305	27.54	S49° 51' 50.82"W
L306	42.46	S49° 51' 50.82"W
L307	70.00	N49° 51' 50.82"E
L308	120.00	S40° 08' 09.18"E
L309	27.54	S49° 51' 50.82"W
L310	42.46	S49° 51' 50.82"W
L311	70.00	N49° 51' 50.82"E
L312	120.00	S40° 08' 09.18"E
L313	27.54	S49° 51' 50.82"W
L314	42.46	S49° 51' 50.82"W
L315	70.00	N49° 51' 50.82"E
L316	120.00	S40° 08' 09.18"E
L317	27.54	S49° 51' 50.82"W
L318	42.46	S49° 51' 50.82"W
L319	70.00	N49° 51' 50.82"E
L320	120.00	S40° 08' 09.18"E
L321	27.54	S49° 51' 50.82"W
L322	42.46	S49° 51' 50.82"W
L323	70.00	N49° 51' 50.82"E
L324	120.00	S40° 08' 09.18"E
L325	27.54	S49° 51' 50.82"W
L326	42.46	S49° 51' 50.82"W
L327	64.13	N49° 51' 50.82"E
L329	119.66	S33° 26' 04.79"E
L331	69.03	S49° 51' 50.82"W

Parcel Line Table		
Line #	Length	Direction
L332	18.06	S82° 57' 48.10"E
L333	85.00	S7° 01' 43.24"W
L334	25.07	N82° 57' 48.10"W
L335	120.00	N40° 08' 09.18"W
L336	49.80	S7° 01' 33.44"W
L338	12.84	S49° 51' 50.82"W
L339	120.00	N40° 08' 09.18"W
L340	70.00	S49° 51' 50.82"W
L341	120.00	N40° 08' 09.18"W
L342	70.00	S49° 51' 50.82"W
L343	120.00	N40° 08' 09.18"W
L344	70.00	S49° 51' 50.82"W
L345	120.00	N40° 08' 09.18"W
L346	70.00	S49° 51' 50.82"W
L347	120.00	N40° 08' 09.18"W
L348	70.00	S49° 51' 50.82"W
L349	125.09	N49° 42' 52.37"W
L350	29.98	S49° 51' 50.82"W
L351	133.22	N66° 29' 08.24"W
L352	120.00	N82° 44' 50.67"W
L354	2.13	S7° 15' 09.33"W
L355	120.00	N82° 44' 50.67"W
L356	70.00	S7° 15' 09.33"W
L357	120.00	N82° 44' 50.67"W
L358	70.00	S7° 15' 09.33"W
L359	0.92	S7° 15' 09.33"W

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	30.24	50.00	34.65	N10° 04' 24"W	29.78
C2	103.09	182.37	32.39	S8° 56' 26"E	101.72
C3	32.57	360.00	5.18	N24° 48' 26"W	32.56
C4	23.47	240.00	5.60	S25° 01' 06"E	23.46
C5	63.58	240.13	15.17	S14° 37' 48"E	63.40
C6	95.37	360.00	15.18	N14° 37' 32"W	95.09
C7	59.86	240.00	14.29	S0° 06' 26"W	59.71
C8	89.78	360.00	14.29	N0° 06' 29"E	89.54
C9	39.27	25.00	90.00	S37° 44' 51"E	35.36
C11	39.27	25.00	90.00	S52° 15' 09"W	35.36
C13	4.87	240.00	1.16	S7° 50' 01"W	4.87
C16	7.30	360.00	1.16	N7° 50' 01"E	7.30
C18	70.25	240.00	16.77	S16° 48' 00"W	70.00
C19	105.38	360.00	16.77	N16° 48' 00"E	105.00
C21	70.25	240.00	16.77	S33° 34' 16"W	70.00
C22	105.38	360.00	16.77	N33° 34' 16"E	105.00
C23	33.12	240.00	7.91	S45° 54' 37"W	33.10
C24	49.68	360.00	7.91	N45° 54' 37"E	49.65
C25	39.27	25.00	90.00	S4° 51' 51"W	35.36
C26	127.07	170.00	42.83	N61° 32' 59"W	124.13
C27	37.37	50.00	42.83	S61° 32' 59"E	36.51
C28	39.27	25.00	90.01	N52° 01' 56"E	35.36
C29	105.38	360.00	16.77	S57° 37' 13"W	105.00
C31	70.25	240.00	16.77	N57° 37' 13"E	70.00
C34	70.25	240.00	16.77	N74° 23' 29"E	70.00
C35	105.38	360.00	16.77	S74° 23' 29"W	105.00

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C36	60.64	240.00	14.48	S89° 59' 07"E	60.47
C37	90.95	360.00	14.48	N89° 59' 07"W	90.71
C38	39.27	25.00	90.00	N52° 15' 09"E	35.36
C39	38.64	170.00	13.02	N0° 44' 31"E	38.55
C41	16.55	150.00	6.32	S15° 18' 15"W	16.54
C42	12.80	150.00	4.89	S9° 41' 53"W	12.80
C45	2.31	150.00	0.88	S37° 48' 01"W	2.31
C46	49.46	150.00	18.89	S27° 54' 42"W	49.24
C48	126.43	170.00	42.61	N28° 33' 30"E	123.54
C52	30.43	150.00	11.62	S44° 03' 11"W	30.38
C54	39.27	25.00	90.00	S85° 08' 09"E	35.36
C55	39.27	25.00	90.00	N4° 51' 51"E	35.36
C58	18.21	150.00	6.96	S73° 11' 31"W	18.20
C59	10.13	150.00	3.87	S67° 46' 44"W	10.13
C60	41.83	150.00	15.98	S57° 51' 14"W	41.70
C62	77.41	240.00	18.48	S73° 43' 23"E	77.08
C63	11.01	150.00	4.21	N85° 04' 00"W	11.01
C64	6.41	150.00	2.45	N88° 23' 41"W	6.41
C65	39.27	25.00	89.99	S37° 58' 04"E	35.35
C66	39.27	25.00	90.01	S52° 01' 56"W	35.36
C67	34.74	240.00	8.29	N87° 06' 36"W	34.71
C68	70.25	240.00	16.77	S80° 21' 28"W	70.00
C70	35.89	150.00	13.71	N83° 31' 30"E	35.81
C71	70.25	240.00	16.77	S63° 35' 13"W	70.00
C73	22.36	240.00	5.34	S52° 31' 58"W	22.35
C74	39.27	25.00	90.00	N85° 08' 09"W	35.36

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE
104 CASCADE LAN
BELL BUCKLE, TN 37020
MAP 89, PARCEL 021.00
DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT
T-SQUARE ENGINEERING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

PARCEL TABLES

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.2

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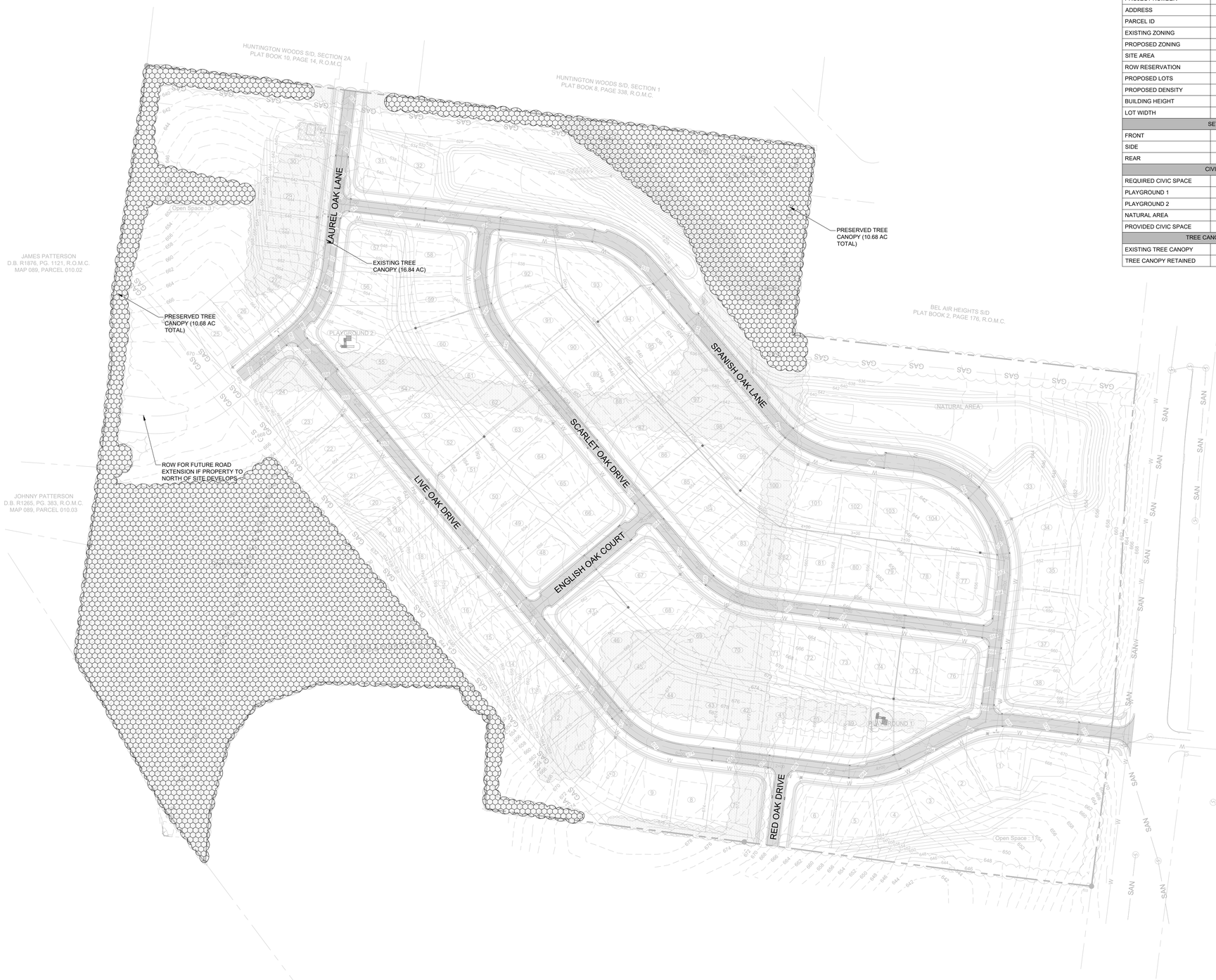

SITE DATA	
PROJECT NAME	OAKWOOD SUBDIVISION
PROJECT NUMBER	23-0533
ADDRESS	200 OAKWOOD DRIVE
PARCEL ID	MAP 089 PARCEL 021.00
EXISTING ZONING	CD - 3
PROPOSED ZONING	CD - 3
SITE AREA	56.73 AC
ROW RESERVATION	N/A
PROPOSED LOTS	106
PROPOSED DENSITY	1.89 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.84 AC (5%)
PLAYGROUND 1	0.27 AC
PLAYGROUND 2	0.28 AC
NATURAL AREA	8.93 AC
PROVIDED CIVIC SPACE	9.48 AC (16.7%)
TREE CANOPY RETENTION	
EXISTING TREE CANOPY	16.48 AC
TREE CANOPY RETAINED	10.69 AC (7.91 AC REQUIRED)

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- PROPOSED LOT LINES
- PROPOSED LOT NUMBER
- PROPOSED BUILDING SETBACK
- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

RESOURCE PROTECTION PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.3

T-SQUARE ENGINEERING

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SITE DATA	
PROJECT NAME	OAKWOOD SUBDIVISION
PROJECT NUMBER	23-0533
ADDRESS	200 OAKWOOD DRIVE
PARCEL ID	MAP 089 PARCEL 021.00
EXISTING ZONING	CD - 3
PROPOSED ZONING	CD - 3
SITE AREA	56.73 AC
ROW RESERVATION	N/A
PROPOSED LOTS	106
PROPOSED DENSITY	1.89 UNITS/ACRE
BUILDING HEIGHT	35' MAXIMUM
LOT WIDTH	65' MINIMUM
SETBACKS	
FRONT	25' (PRIMARY); 20' (SECONDARY)
SIDE	8'
REAR	25'
CIVIC SPACE	
REQUIRED CIVIC SPACE	2.84 AC (5%)
PLAYGROUND 1	0.27 AC
PLAYGROUND 2	0.28 AC
NATURAL AREA	8.93 AC
PROVIDED CIVIC SPACE	9.48 AC (16.7%)
TREE CANOPY RETENTION	
EXISTING TREE CANOPY	16.48 AC
TREE CANOPY RETAINED	10.69 AC (7.91 AC REQUIRED)

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

CIVIC PLAN

LEGEND
- PROPOSED LOT LINES
- PROPOSED LOT NUMBER
- WATER NATURAL AREA BUFFER
- DESIGNATED CIVIC SPACE

HUNTINGTON WOODS S/D, SECTION 2A
PLAT BOOK 10, PAGE 14, R.O.M.C.

HUNTINGTON WOODS S/D, SECTION 1
PLAT BOOK 8, PAGE 338, R.O.M.C.

BEL AIR HEIGHTS S/D
PLAT BOOK 2, PAGE 176, R.O.M.C.

JAMES PATTERSON
D.B. R1878, PG. 1121, R.O.M.C.
MAP 089, PARCEL 010.02

JOHNNY PATTERSON
D.B. R1265, PG. 383, R.O.M.C.
MAP 089, PARCEL 010.03

JOHN BAKER
D.B. R2251, PG. 1011, R.O.M.C.
MAP 089, PARCEL 022.01

LAUREL OAK LANE
SPANISH OAK LANE
SCARLET OAK DRIVE
LIVE OAK DRIVE
ENGLISH OAK COURT
RED OAK DRIVE

Open Space : 1
Open Space : 2
Open Space : 3
PLAYGROUND 1
PLAYGROUND 2
NATURAL AREA

NATURAL AREA
THOROUGHFARE
FRONTAGE: 2,153 FT (43%)

EXISTING TREE LINE AT ROADWAY TO REMAIN

77'

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

CIVIC SPACE PLAN
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYER
REGISTERED ENGINEER
AGRICULTURE
No. 116486
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.4

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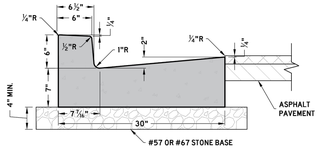
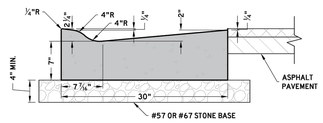


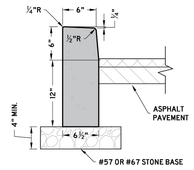
6-30 CONCRETE CURB AND GUTTER



LOWERED CONCRETE CURB AND GUTTER

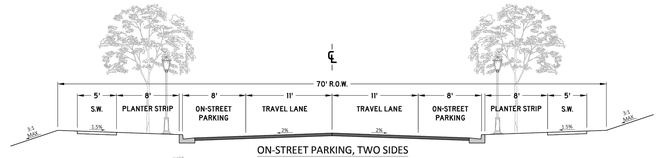
NOTES:

1. BASED ON TDOT STANDARD DRAWING RP-VC-11
2. ONLY PERMITTED IN APPLICABLE ROADWAY SECTIONS
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   - 5.1. 1/2 INCH THICK
   - 5.2. A MAXIMUM SPACING OF 100 FEET
   - 5.3. AT TANGENTS OF ALL RADII OF CURVES
   - 5.4. BETWEEN CURBS AND ANY RIGID OBJECTS
   - 5.5. ALIGNED WITH ADJACENT EXPANSION JOINTS
   - 5.6. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
   - 5.7. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139)
6. CONTRACTION JOINTS SHALL BE AS FOLLOWS:
   - 6.1. A MAXIMUM SPACING OF 10 FEET
   - 6.2. A MINIMUM SPACING OF 6 FEET
   - 6.3. 1/4 INCH DEPTH, EITHER SAWCUT OR HAND GROOVED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

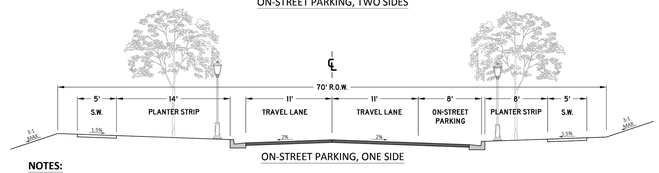


VERTICAL POST CURB

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	CURB AND GUTTER AND POST CURB (NTS)	DATE 6/9/2022	SD-01



ON-STREET PARKING, TWO SIDES

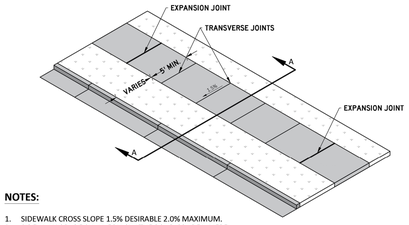


ON-STREET PARKING, ONE SIDE

NOTES:

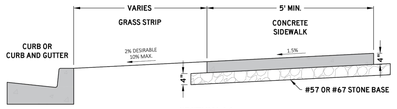
1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS.
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS.
3. PAVEMENT SECTION SHALL FOLLOW APPLICABLE ROADWAY CLASSIFICATION.
4. CURB AND GUTTER, SEE SD-01
5. TREES SHALL BE CENTERED WITHIN THE PLANTING STRIP, OFFSET A MINIMUM OF 20 FEET ALONG THE CENTERLINE OF THE ROAD FROM ANY STREET LIGHTING.
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED.
8. DIMENSIONS REFLECT A MINIMUM STANDARD.
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER.

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	CHARACTER DISTRICT STREET URBAN NEIGHBORHOOD (NTS)	DATE 6/9/2022	DS-03



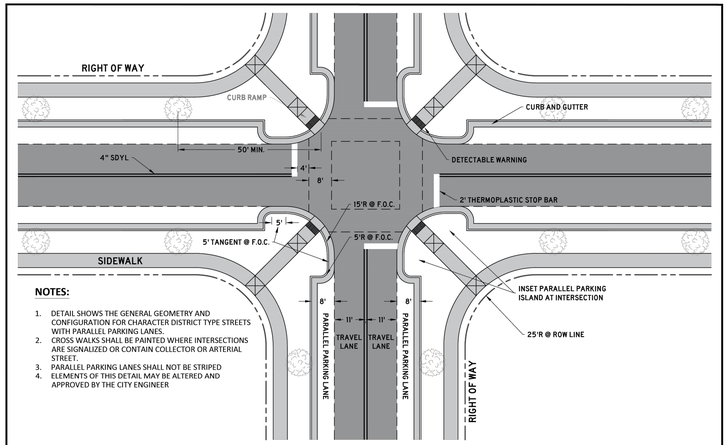
NOTES:

1. SIDEWALK CROSS SLOPE 1.5% DESIRABLE 2.0% MAXIMUM.
2. SIDEWALK GRADE SHALL FOLLOW THE ROAD GRADE WHERE POSSIBLE.
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. 4" MIN. THICKNESS CLASS A 3000 PSI CONCRETE WITH FIBER REINFORCEMENT, BROOM FINISHED.
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   - 5.1. 1/2 INCH THICK
   - 5.2. A MAXIMUM SPACING OF 25 FEET
   - 5.3. AT TANGENTS OF ALL RADII OF CURVES
   - 5.4. BETWEEN CURBS AND ANY RIGID OBJECTS
   - 5.5. ALIGNED WITH ADJACENT EXPANSION JOINTS
   - 5.6. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
   - 5.7. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139)
6. PROVIDE TRANSVERSE JOINTS AS NEARLY AS SQUARE AS PRACTICABLE. ON SIDEWALKS GREATER THAN 8 FEET IN WIDTH, PROVIDE A LONGITUDINAL JOINT ALONG THE CENTERLINE OF THE SIDEWALK.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER



SECTION AA

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	CONCRETE SIDEWALK (NTS)	DATE 6/9/2022	SD-10



NOTES:

1. DETAIL SHOWS THE GENERAL GEOMETRY AND CONFIGURATION FOR CHARACTER DISTRICT TYPE STREETS WITH PARALLEL PARKING LANES.
2. CROSS WALKS SHALL BE PAINTED WHERE INTERSECTIONS ARE SIGNALIZED OR CONTAIN COLLECTOR OR ARTERIAL STREET.
3. PARALLEL PARKING LANES SHALL NOT BE STRIPED
4. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION	STANDARD DETAILS	INTERSECTION CONFIGURATION AND GEOMETRY (NTS)	DATE 6/9/2022	SD-07

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0172E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SITE DETAILS
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.5

T-SQUARE ENGINEERING

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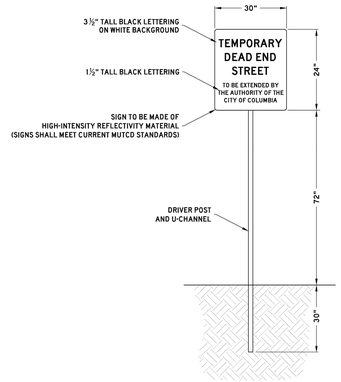


CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

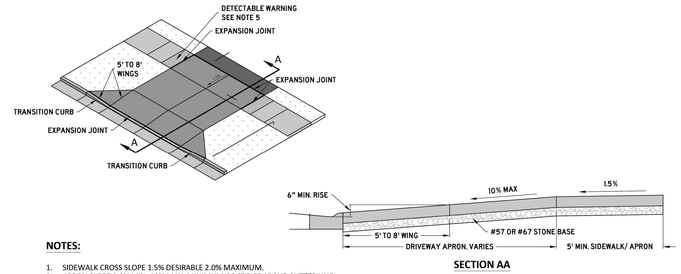
STANDARD DETAILS

STREET CONTINUATION SIGNAGE

(NTS)

DATE
6/9/2022

SD-19



SECTION AA

NOTES:

1. SIDEWALK CROSS SLOPE 1.5% DESIRABLE 2.0% MAXIMUM.
2. APRON SLOPE 2.0% MIN. 10% MAX. MINIMUM OF 6" RISE ABOVE GUTTER LINE.
3. 4" MIN. THICK #57 OR # 67 STONE BASE
4. CLASS A 3000 PSI CONCRETE WITH FIBER REINFORCEMENT
   4.1. 6" MIN. THICKNESS RESIDENTIAL.
   4.2. 8" MIN. THICKNESS COMMERCIAL, MULTI-FAMILY, AND MIXED-USE.
5. EXPANSION JOINTS SHALL BE AS FOLLOWS:
   5.1. 1/2 INCH THICK.
   5.2. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1).
   5.3. POLYPROPYLENE FOAM JOINT FILLER (ASTM D8139).
6. DETECTABLE WARNINGS WHERE DRIVEWAY IS STOP CONTROLLED.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

DRIVEWAY APRON

(NTS)

DATE
6/9/2022

SD-12

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SITE DETAILS

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYD
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-2.6

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N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
LOD	PROPOSED LIMITS OF DISTURBANCE
SF	PROPOSED SILT FENCE
	TREE PROTECTION FENCING
	PROPOSED CONSTRUCTION EXIT
	PROPOSED CONCRETE WASHOUT

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

INITIAL EROSION CONTROL PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.0

T-SQUARE ENGINEERING

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N

GRAPHIC SCALE
(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
LOD	PROPOSED LIMITS OF DISTURBANCE
SF	PROPOSED SILT FENCE
	TREE PROTECTION FENCING
	PROPOSED CONSTRUCTION EXIT
	PROPOSED CONCRETE WASHOUT
	PROPOSED INLET PROTECTION

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

TEMPORARY EROSION CONTROL PLAN
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.1

T-SQUARE ENGINEERING

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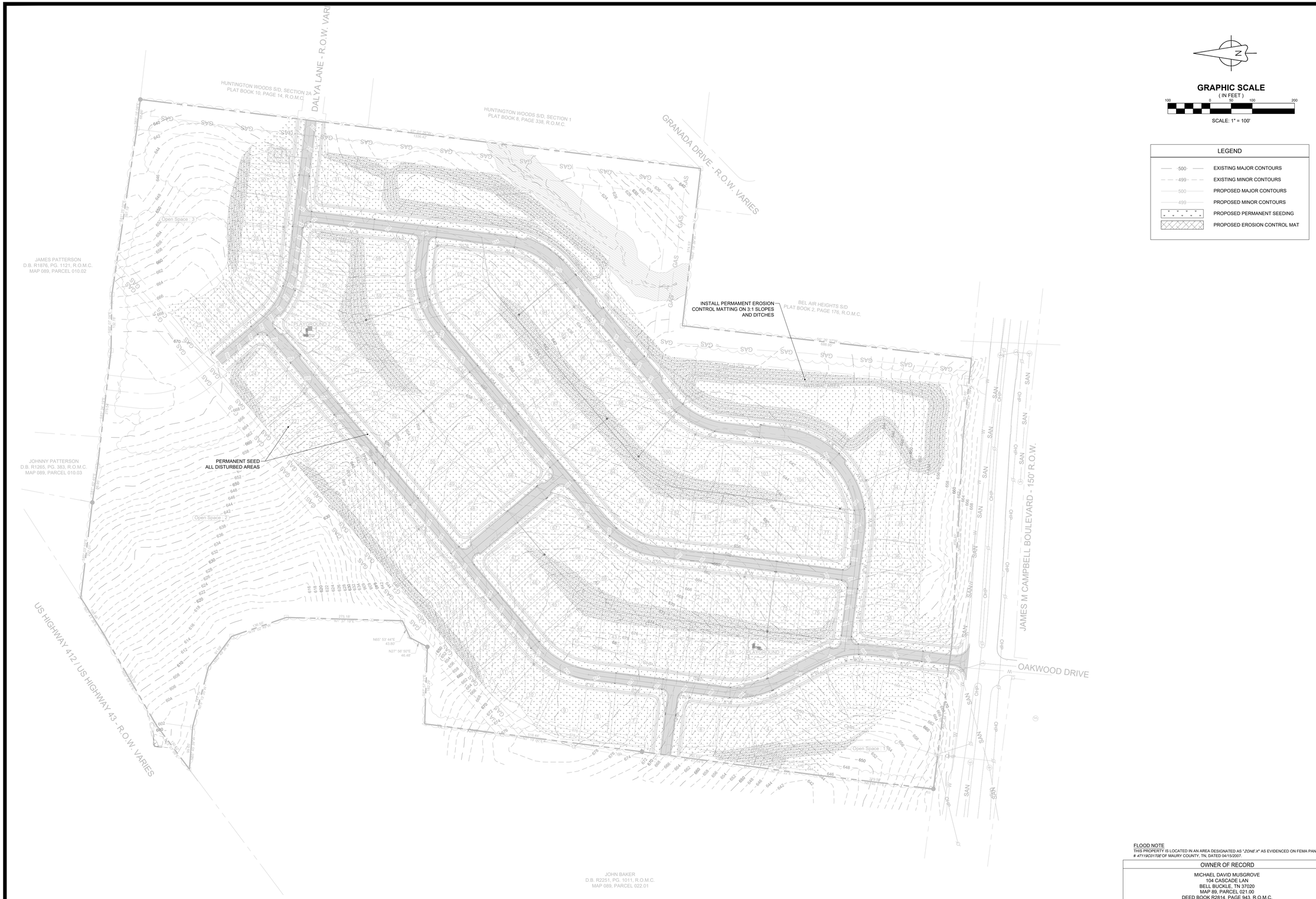

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GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
499	PROPOSED MINOR CONTOURS
	PROPOSED PERMANENT SEEDING
	PROPOSED EROSION CONTROL MAT

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

PERMANENT EROSION CONTROL PLAN
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 115486
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.2

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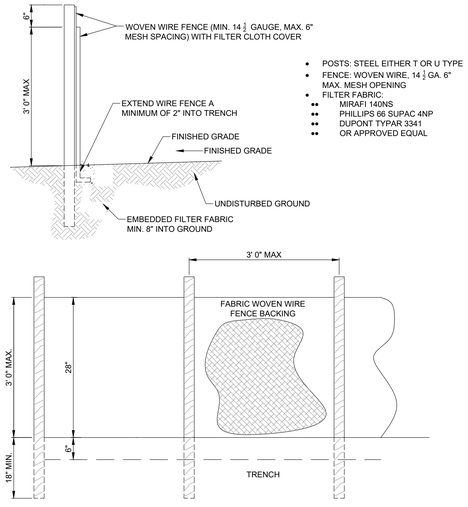
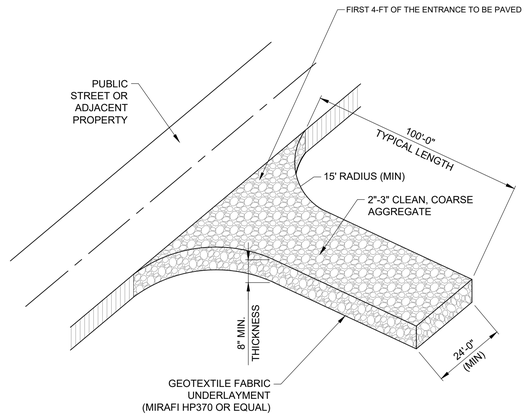


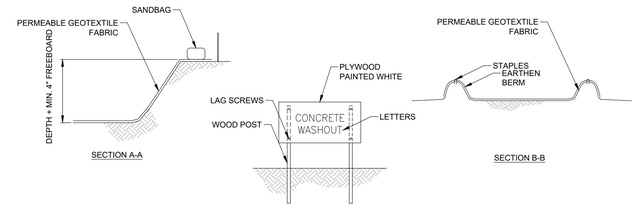
1. WOVEN WIRE CE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE OR WHEN TOP LINE IS NOT VISIBLE.
5. J-HOOK METHOD IS REQUIRED WHEN CROSSING CONTOURS PERPENDICULARLY.

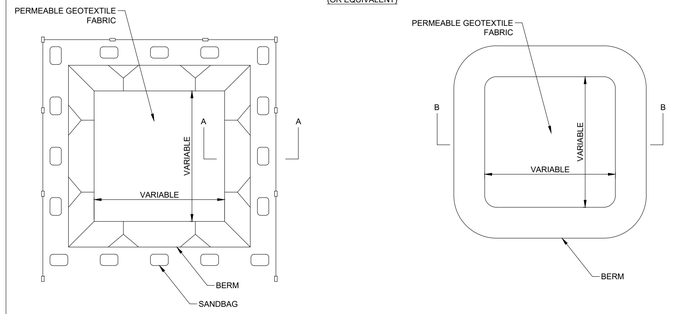
TYPE "C" SEDIMENT/SILT FENCE
N.T.S



ISOMETRIC VIEW

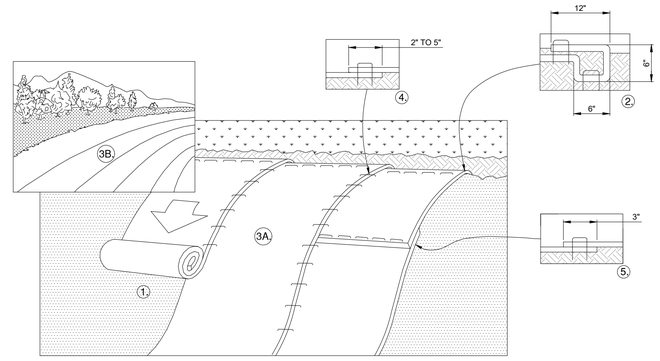
CONSTRUCTION ENTRANCE
N.T.S.





NOTES:
1. ACTUAL LAYOUT DETERMINED IN THE FIELD.
2. SIGNAGE IDENTIFYING THE CONCRETE WASHOUT AREA SHALL BE INSTALLED WITHIN 5FT.OF THE WASHOUT FACILITY.

CONCRETE WASHOUT
N.T.S



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
1.1. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30cm) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING OPTIONAL DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM-12.5 CM) OVERLAP DEPENDING ON BLANKET TYPE. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BEE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION CONTROL MATTING DETAIL
N.T.S

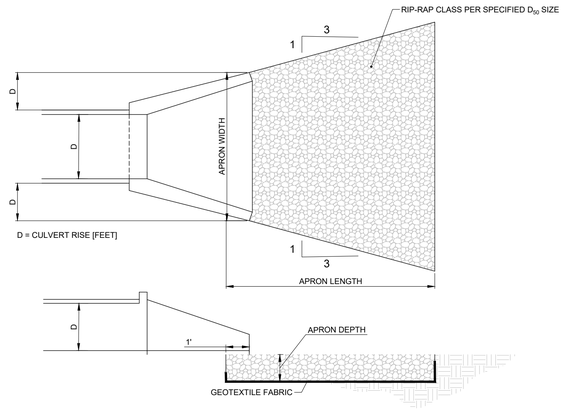


Table 10.1. Example Riprap Classes and Apron Dimensions

Class	D_{50} (mm)	D_{50} (in)	Apron Length[1]	Apron Depth
1	125	5	4D	$3.5D_{50}$
2	150	6	4D	$3.3D_{50}$
3	250	10	5D	$2.4D_{50}$
4	350	14	6D	$2.2D_{50}$
5	500	20	7D	$2.0D_{50}$
6	550	22	8D	$2.0D_{50}$

[1]D is the culvert rise.

OUTLET PROTECTION
DESIGNED TO THE 100-YR STORM PER HEC-11 STANDARDS
N.T.S

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

EROSION CONTROL DETAILS
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-3.3

T-SQUARE ENGINEERING

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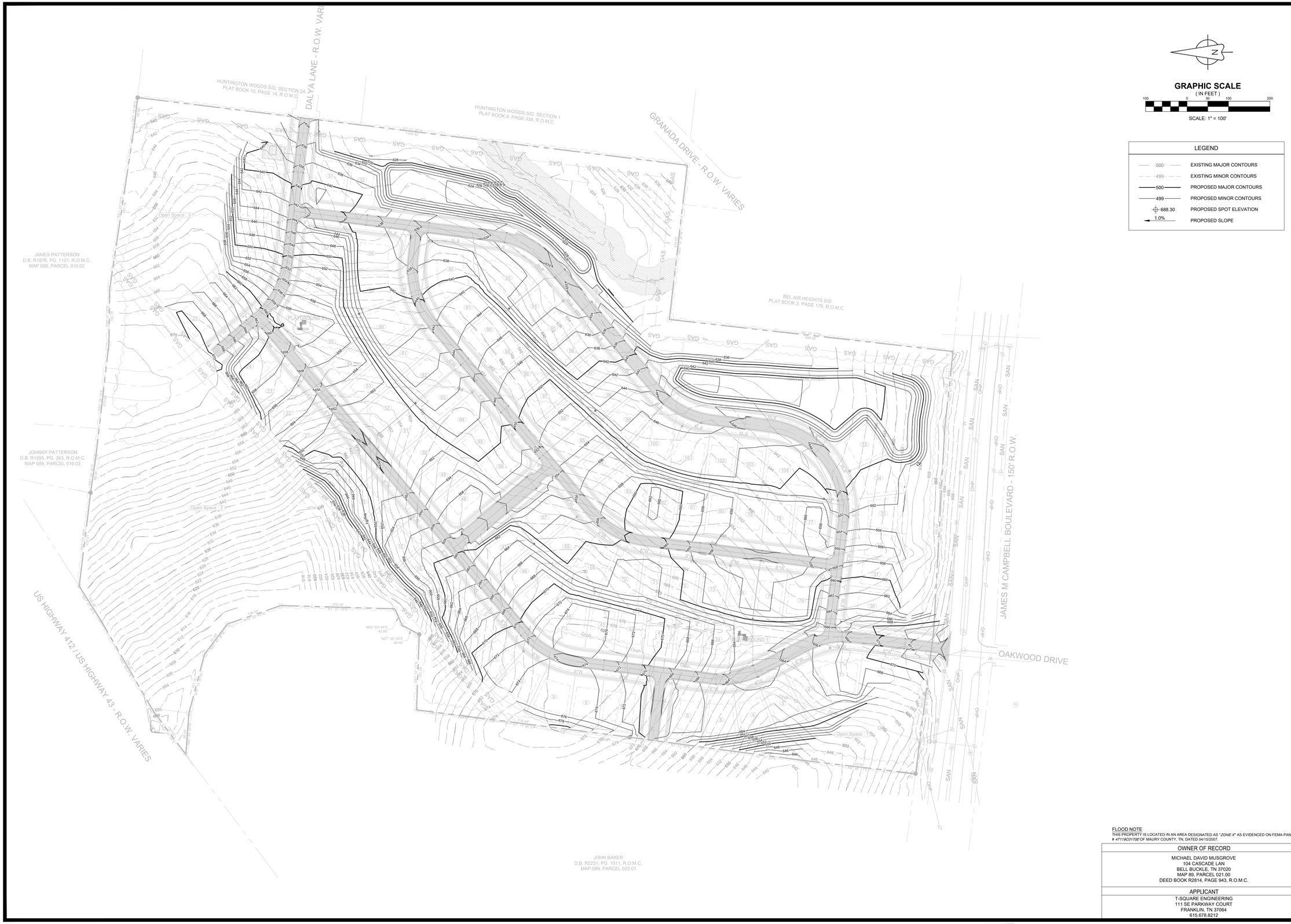

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
500	EXISTING MAJOR CONTOURS
499	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
499	PROPOSED MINOR CONTOURS
688.30	PROPOSED SPOT ELEVATION
1.0%	PROPOSED SLOPE

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS "*ZONE X*" AS EVIDENCED ON FEMA PANEL # *47119C0173E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD

MICHAEL DAVID MUSGROVE
104 CASCADE LAN
BELL BUCKLE, TN 37020
MAP 89, PARCEL 021.00
DEED BOOK R2814, PAGE 943, R.O.M.C.

APPLICANT

T-SQUARE ENGINEERING
111 SE PARKWAY COURT
FRANKLIN, TN 37064
615.678.8212

T-SQUARE ENGINEERING

REVISIONS		
NO.	DATE	

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

GRADING PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYD
REGISTERED ENGINEER
AGRICULTURE
POWELL
No. 116485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-5.0

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GRAPHIC SCALE

(IN FEET)

100 0 50 100 200

SCALE: 1" = 100'

LEGEND

- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- PROPOSED STORM INLET
- PROPOSED HEADWALL
- PROPOSED AREA DRAIN
- PROPOSED STORM PIPE

FLOOD NOTE

THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
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DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

DRAINAGE PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
115486
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-5.1

T-SQUARE ENGINEERING

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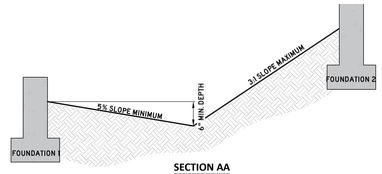
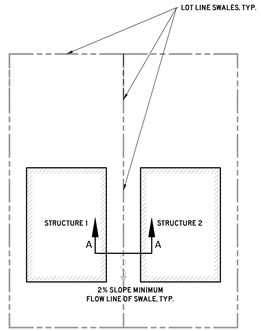


SECTION AA



PLAN

NOTES:

1. SURFACE DRAINAGE SHALL BE DIVERTED TO A STORM SEWER CONVEYANCE. ALL AREAS WITHIN A LOT SHALL BE GRADED TO DRAIN TO AN APPROVED STORMWATER CONVEYANCE.
2. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATIONS.
   - 2.1. LOTS SHALL BE GRADED TO PROVIDE A MINIMUM OF 6 INCHES OF FALL WITHIN THE FIRST 10 FEET OF THE STRUCTURE ALONG THE DIRECTION OF FLOW.
   - 2.2. LOTS SHALL BE GRADED TO PROVIDE A MINIMUM OF 1V:20H OF FALL PERPENDICULAR TO THE FACE OF THE FOUNDATION WALL WITHIN THE FIRST 5 FEET.
   - 2.3. IMPERVIOUS SURFACES SHALL BE SLOPED AT A MINIMUM OF 2% AWAY FROM THE STRUCTURE.
3. SWALES SHALL BE LOCATED ALONG LOT LINES TO REDUCE LOT TO LOT DRAINAGE, AND DIRECT STORMWATER RUNOFF TOWARDS APPROVED STORMWATER CONVEYANCES.
4. SWALES SHALL HAVE A MINIMUM SLOPE OF 2%.
5. FOUNDATIONS SHALL BE AT MINIMUM 12 INCHES ABOVE ANY THE RIM ELEVATION OR HIGHEST FLOW LINE OF ANY PUBLIC STORMWATER INFRASTRUCTURE THAT SURFACE DRAINAGE FROM THE LOT IS DIRECTED TO.
6. NON-PUBLIC STORMWATER INFRASTRUCTURE SHALL NOT SUCH AS YARD DRAINS SHALL NOT ALLEVIATE THE REQUIREMENTS OF NOTES 2 AND 3.
7. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER

CITY OF COLUMBIA TENNESSEE

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

RESIDENTIAL LOT GRADING AND DRAINAGE

(NTS)

DATE
6/9/2022

DD-04

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

GRADING & DRAINAGE DETAILS

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. LOYD
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-5.2

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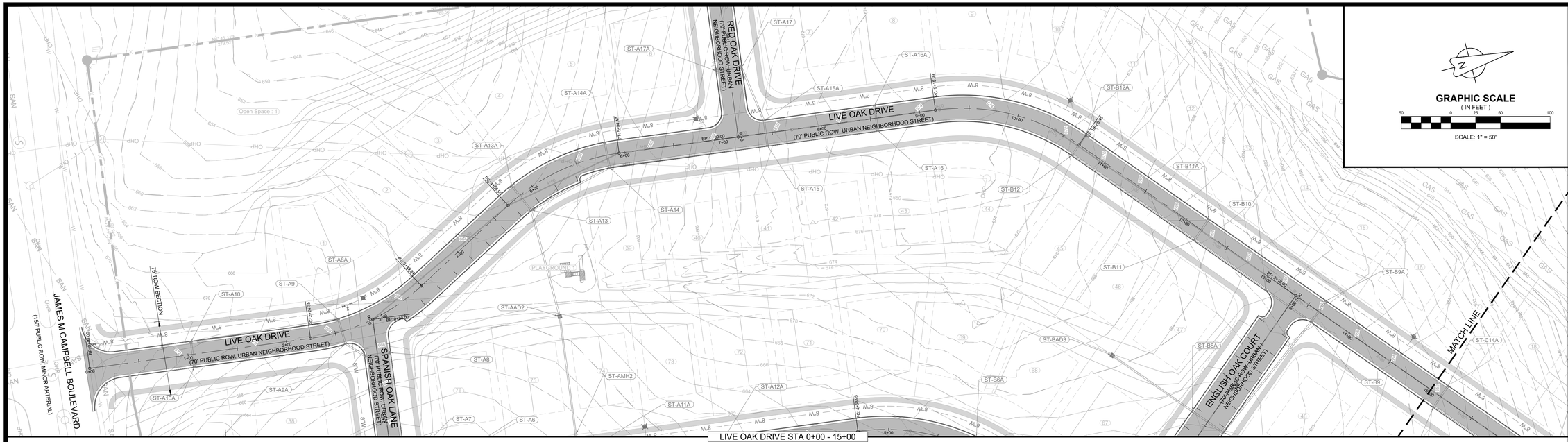

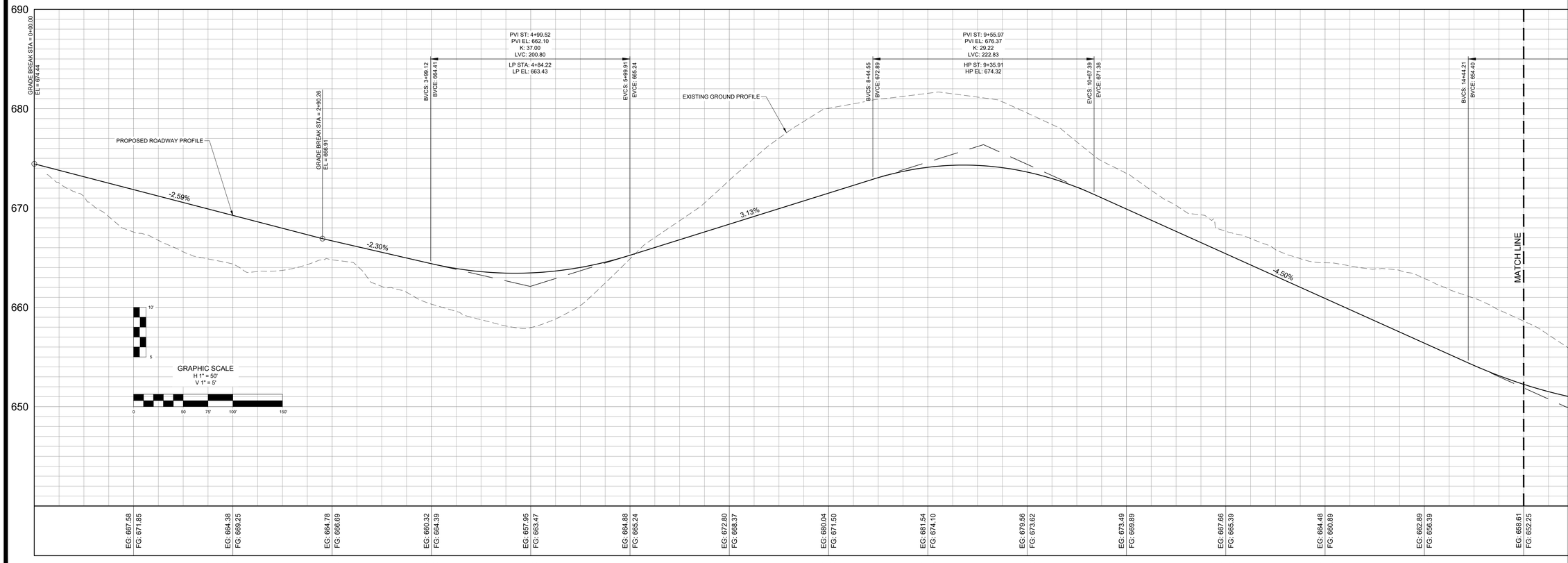

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

LIVE OAK DRIVE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.0

T-SQUARE ENGINEERING

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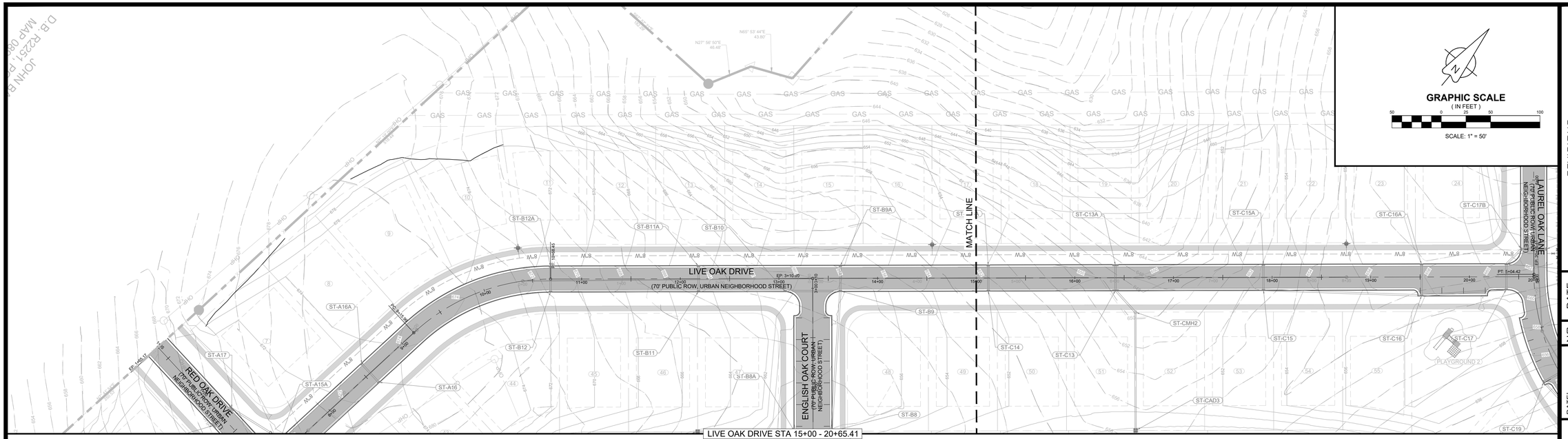

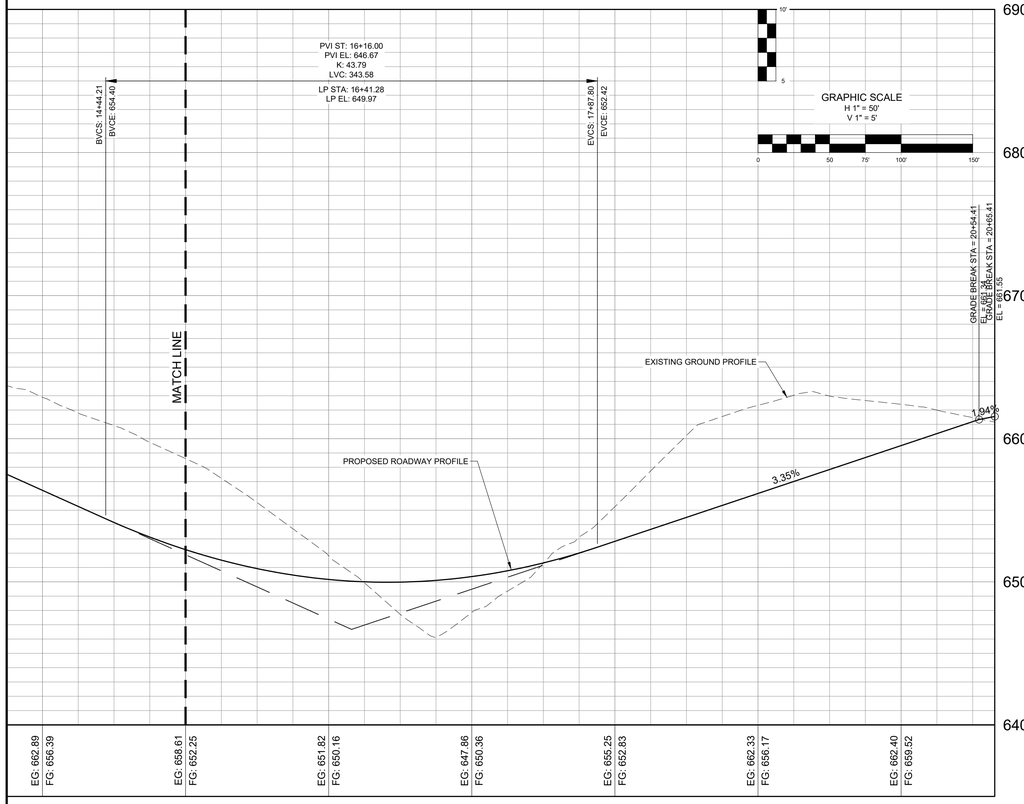

REVISIONS

NO.	DATE

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DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

LIVE OAK DRIVE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.1

T-SQUARE ENGINEERING

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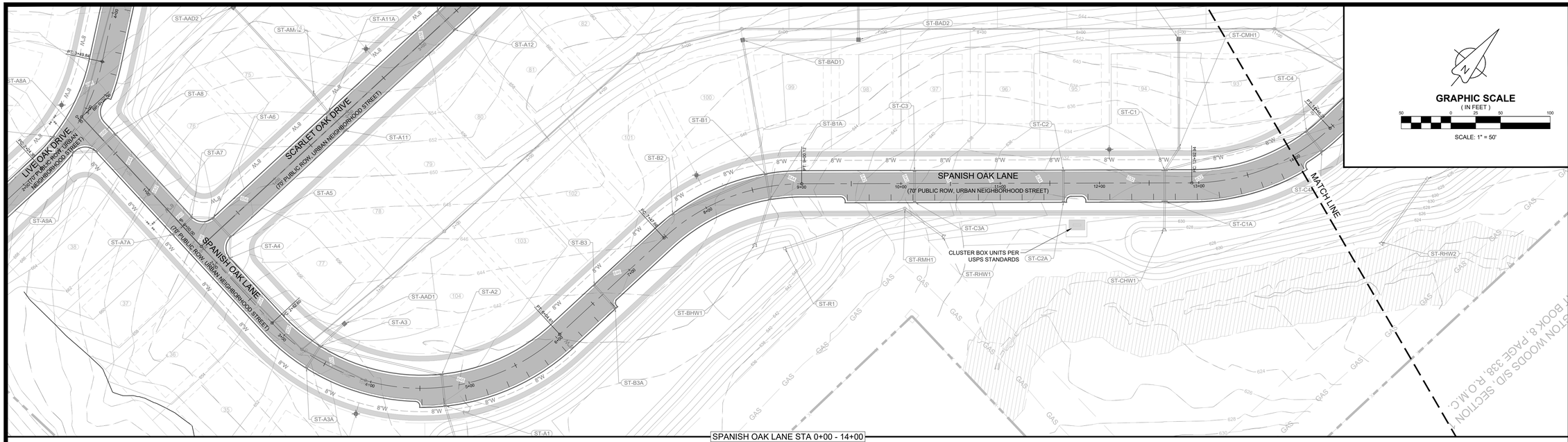

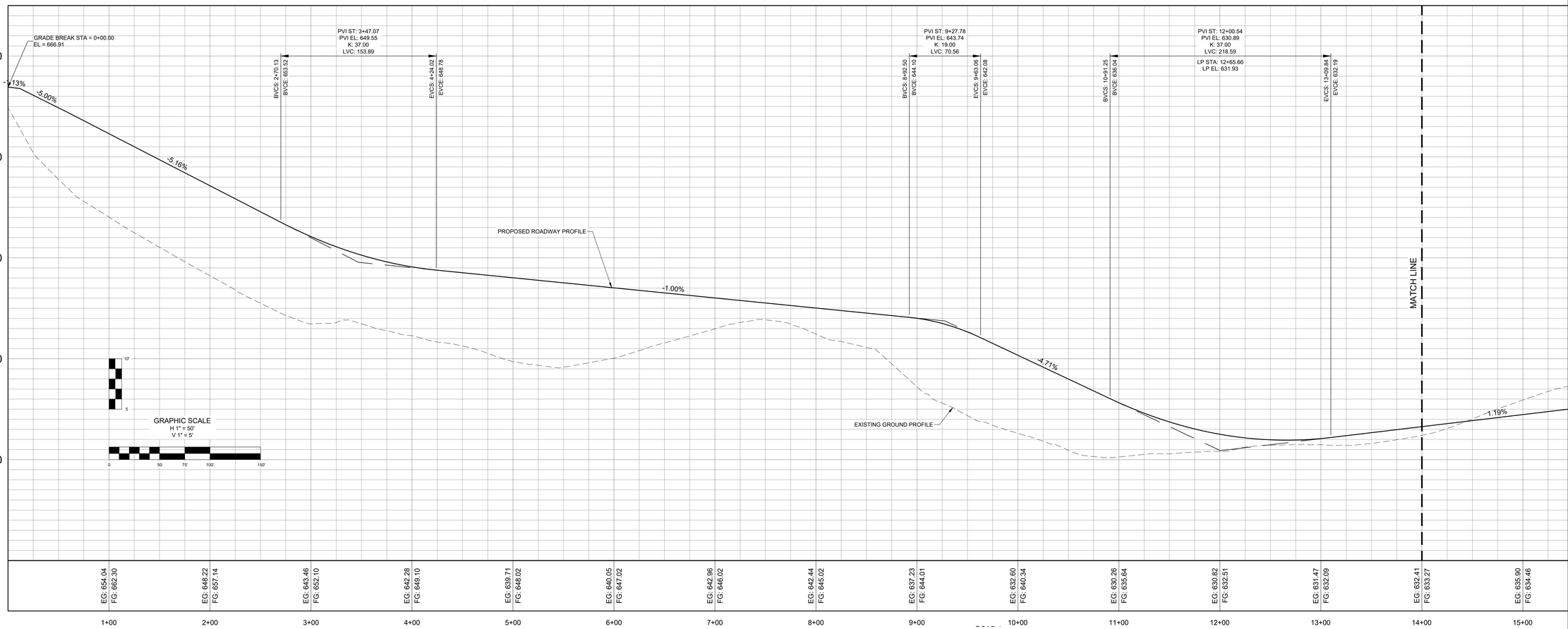

REVISIONS

NO.	DATE

DATE: 05/20/24
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DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

SPANISH OAK LANE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 116485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.2

T-SQUARE ENGINEERING

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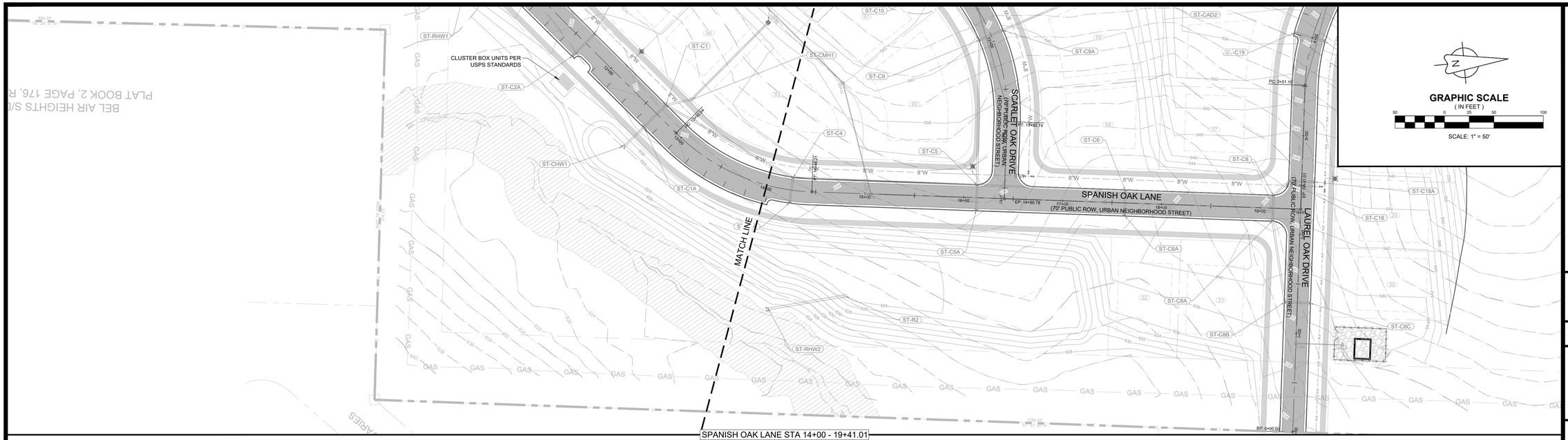
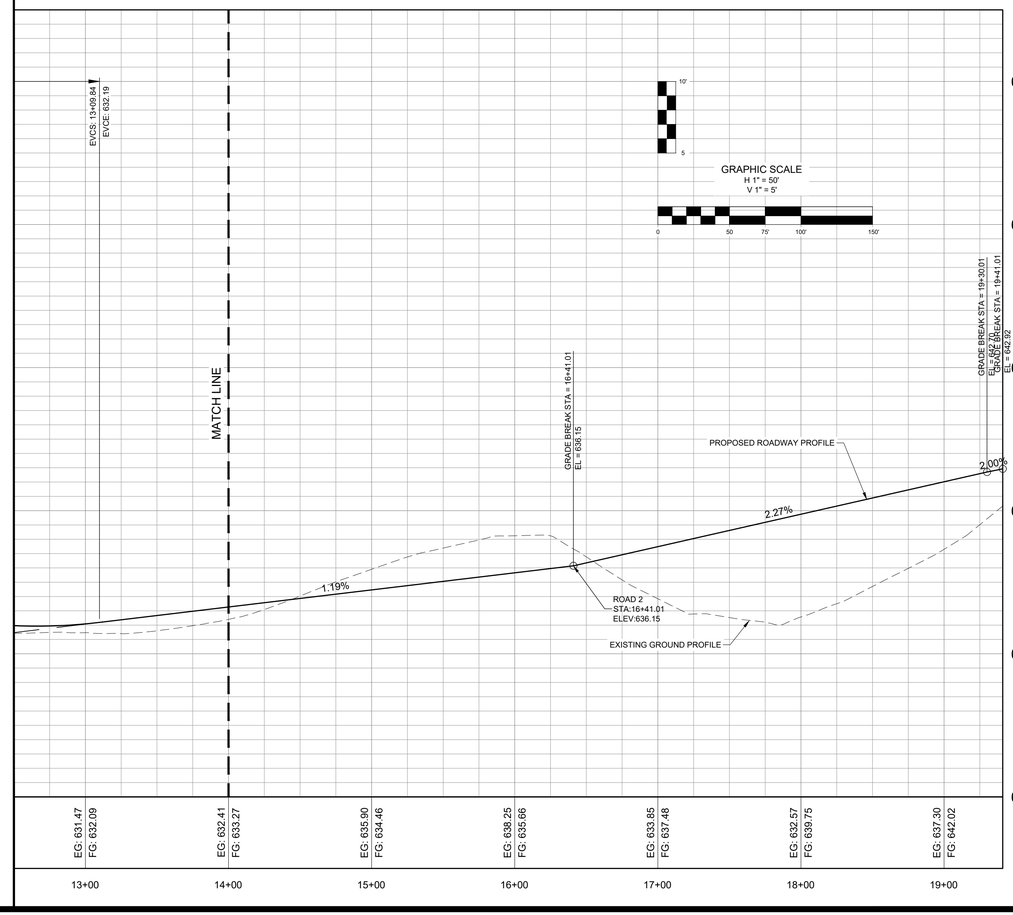


SPANISH OAK LANE STA 14+00 - 19+41.01



NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

SPANISH OAK LANE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOYD
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.3

T-SQUARE ENGINEERING

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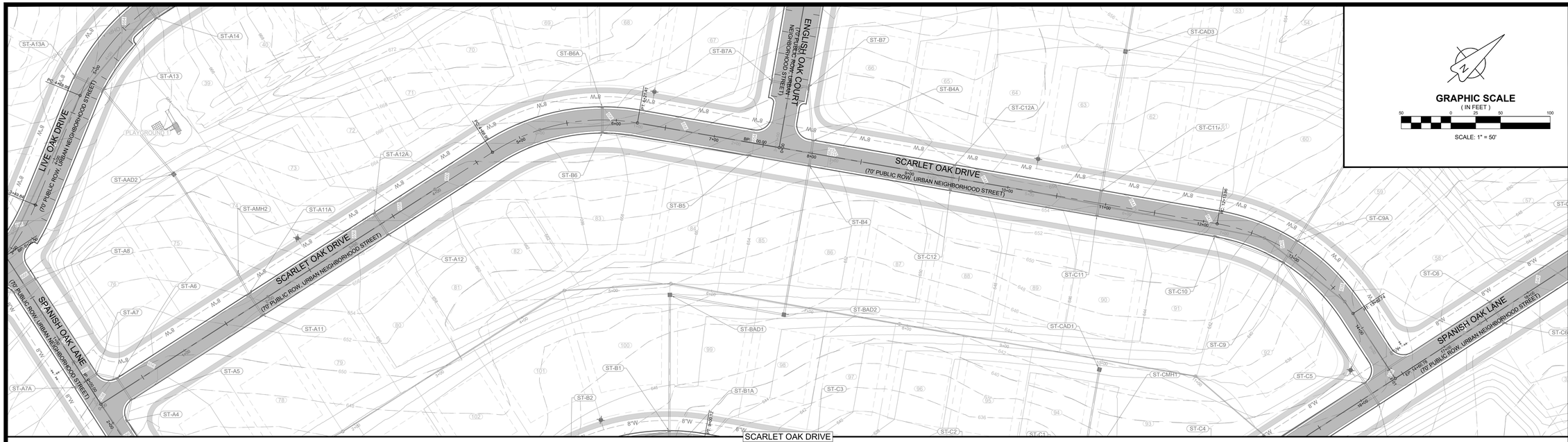

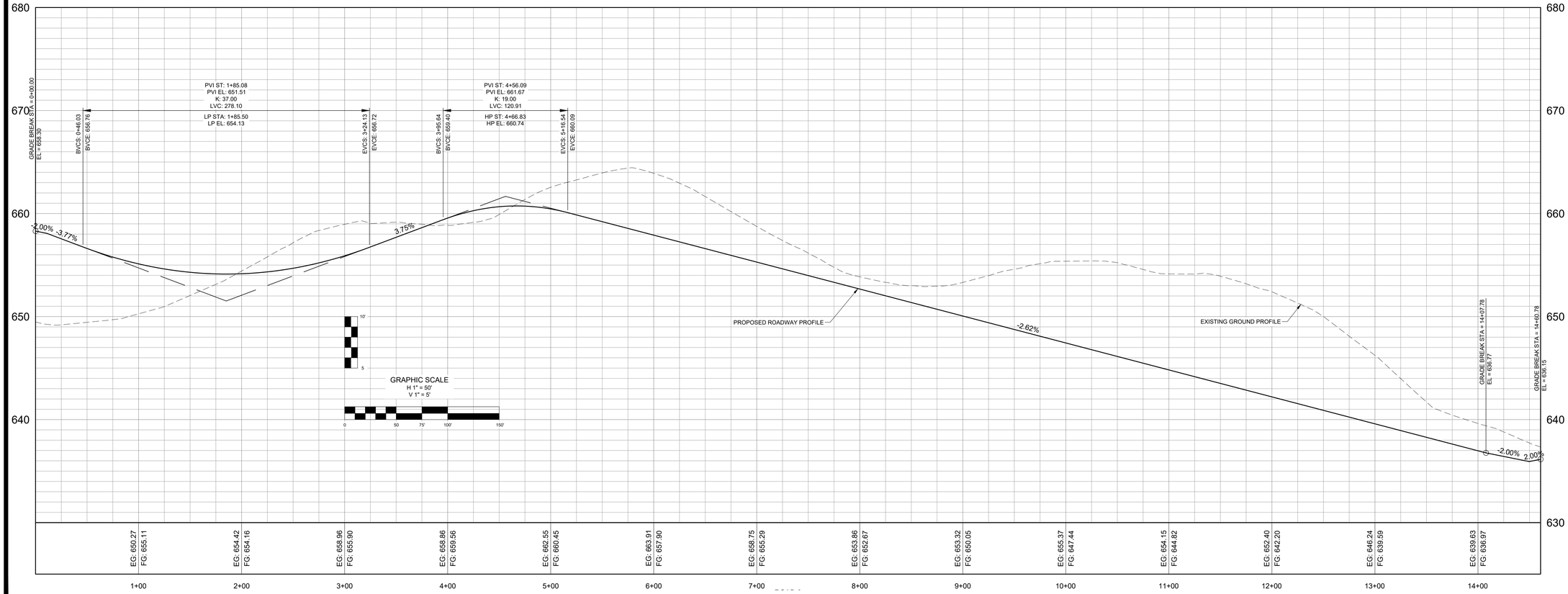

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

SCARLET OAK DRIVE
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.4

T-SQUARE ENGINEERING

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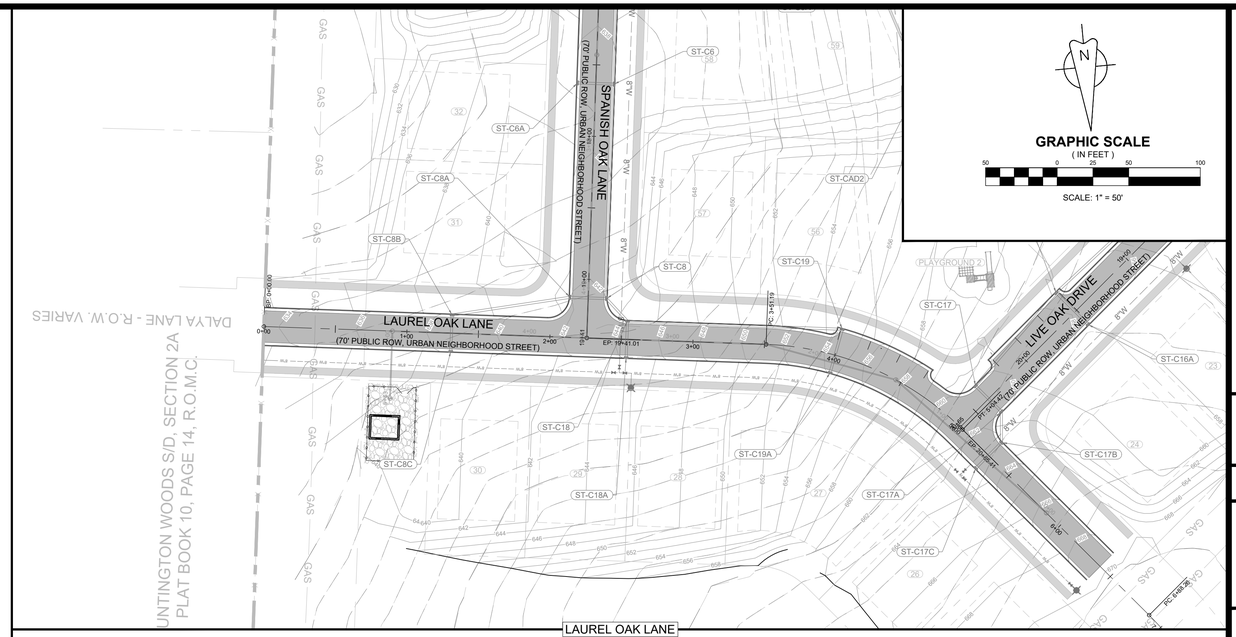
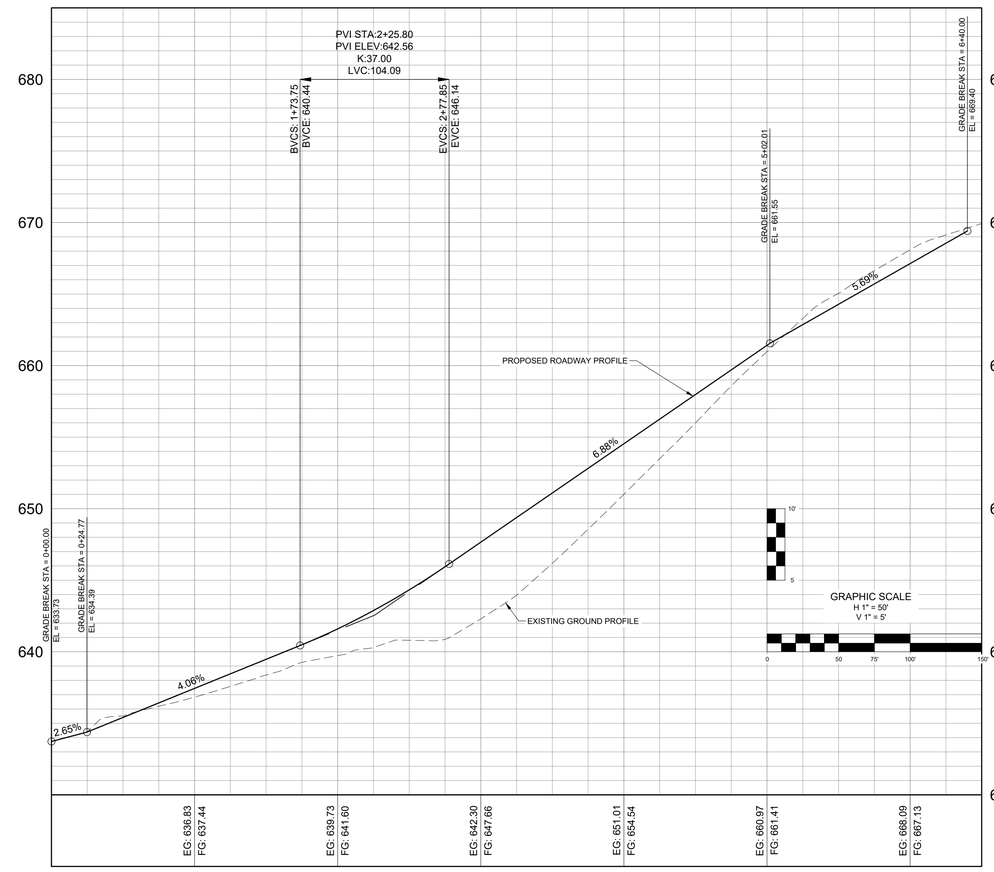


LAUREL OAK LANE



REVISIONS		
NO.	DATE	

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

LAUREL OAK LANE
PLAN AND PROFILE
MAP 89, PARCEL 02.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 116485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.5

T-SQUARE ENGINEERING

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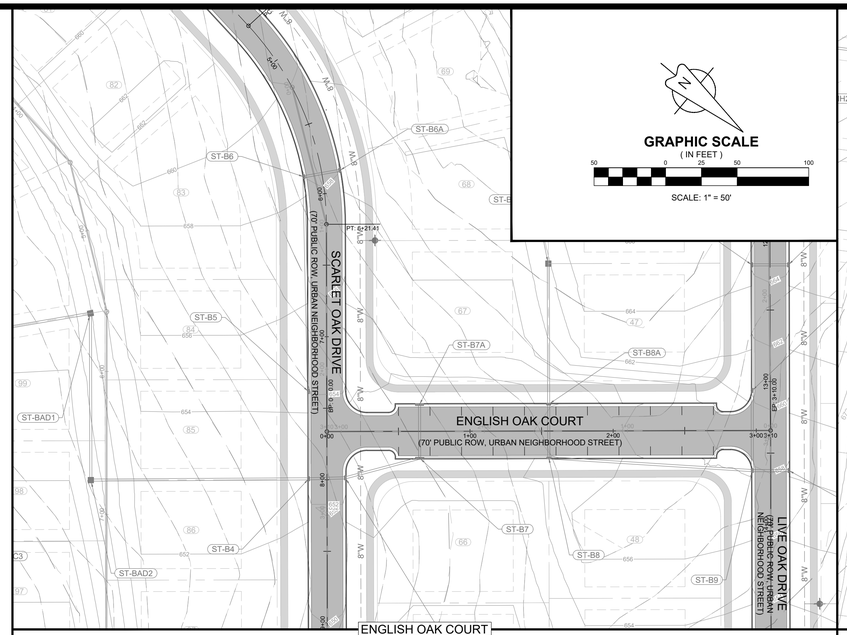
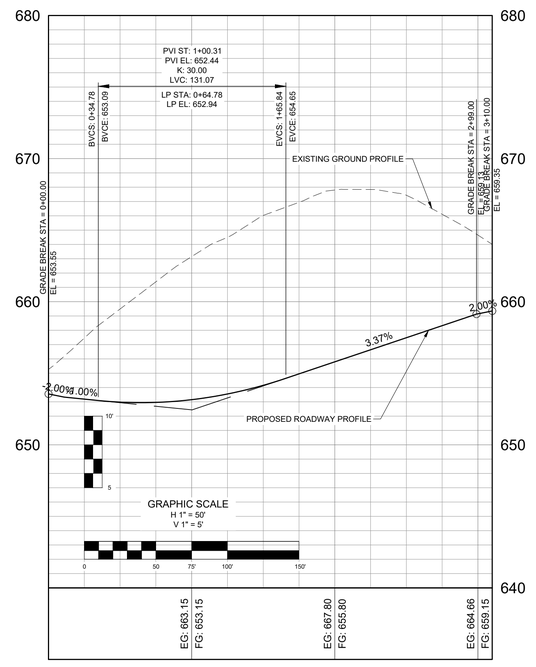
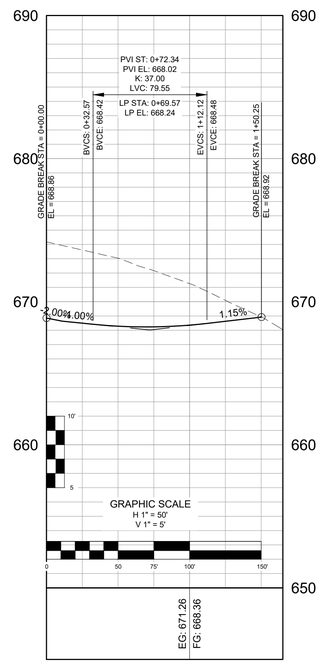


ENGLISH OAK COURT

RED OAK DRIVE





REVISIONS		
NO.	DATE	

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

ENGLISH OAK CT & RED OAK DR
PLAN AND PROFILE
MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116455
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-6.6

T-SQUARE ENGINEERING

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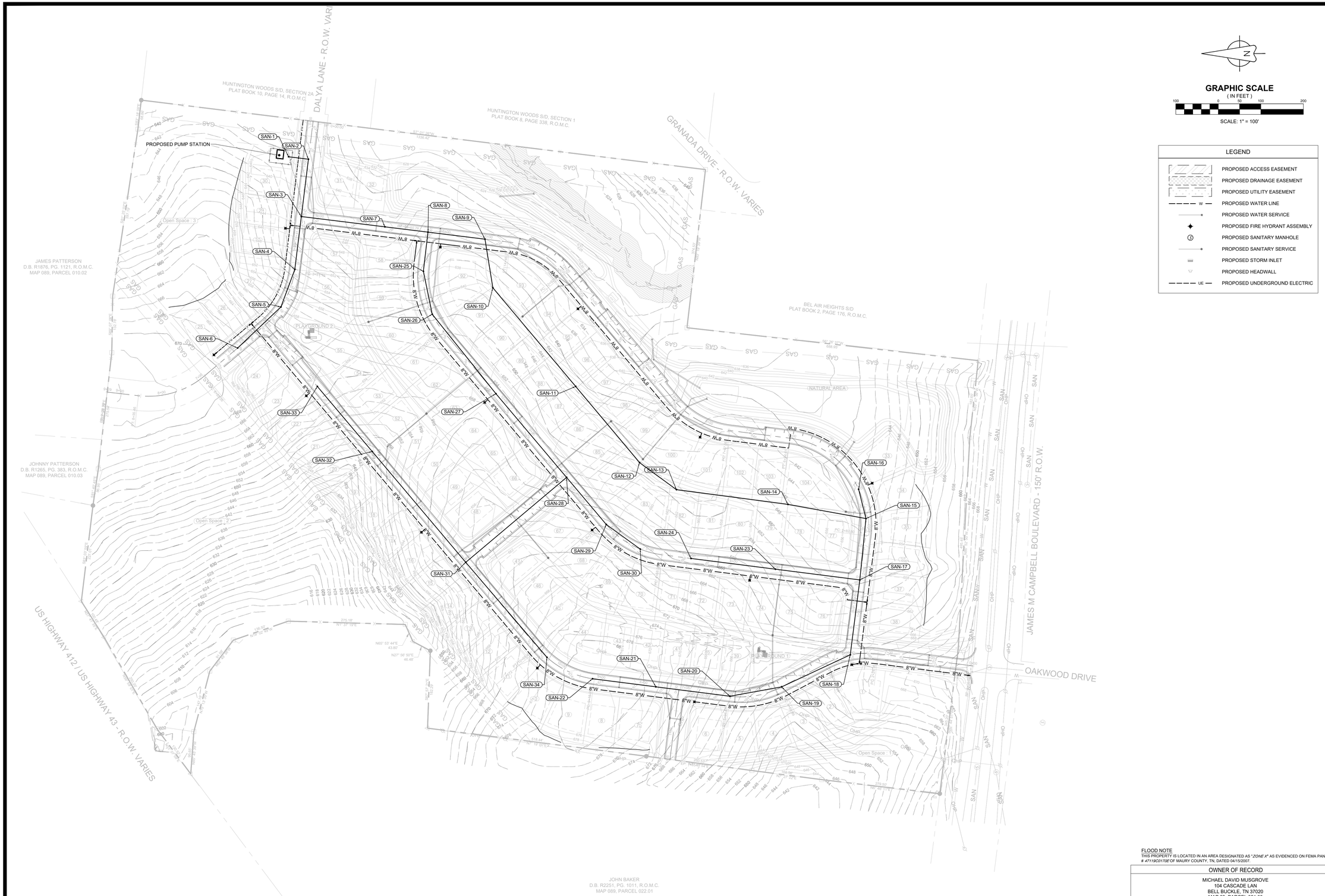

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND

- PROPOSED ACCESS EASEMENT
- PROPOSED DRAINAGE EASEMENT
- PROPOSED UTILITY EASEMENT
- W — PROPOSED WATER LINE
- PROPOSED WATER SERVICE
- PROPOSED FIRE HYDRANT ASSEMBLY
- S — PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED STORM INLET
- PROPOSED HEADWALL
- UE — PROPOSED UNDERGROUND ELECTRIC

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0172E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

REVISIONS

NO.	DATE

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

OAKWOOD DRIVE SUBDIVISION

UTILITY PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

LOUIS T. SLOYAN
REGISTERED ENGINEER
AGRICULTURE
No. 116488
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-7.0

T-SQUARE ENGINEERING

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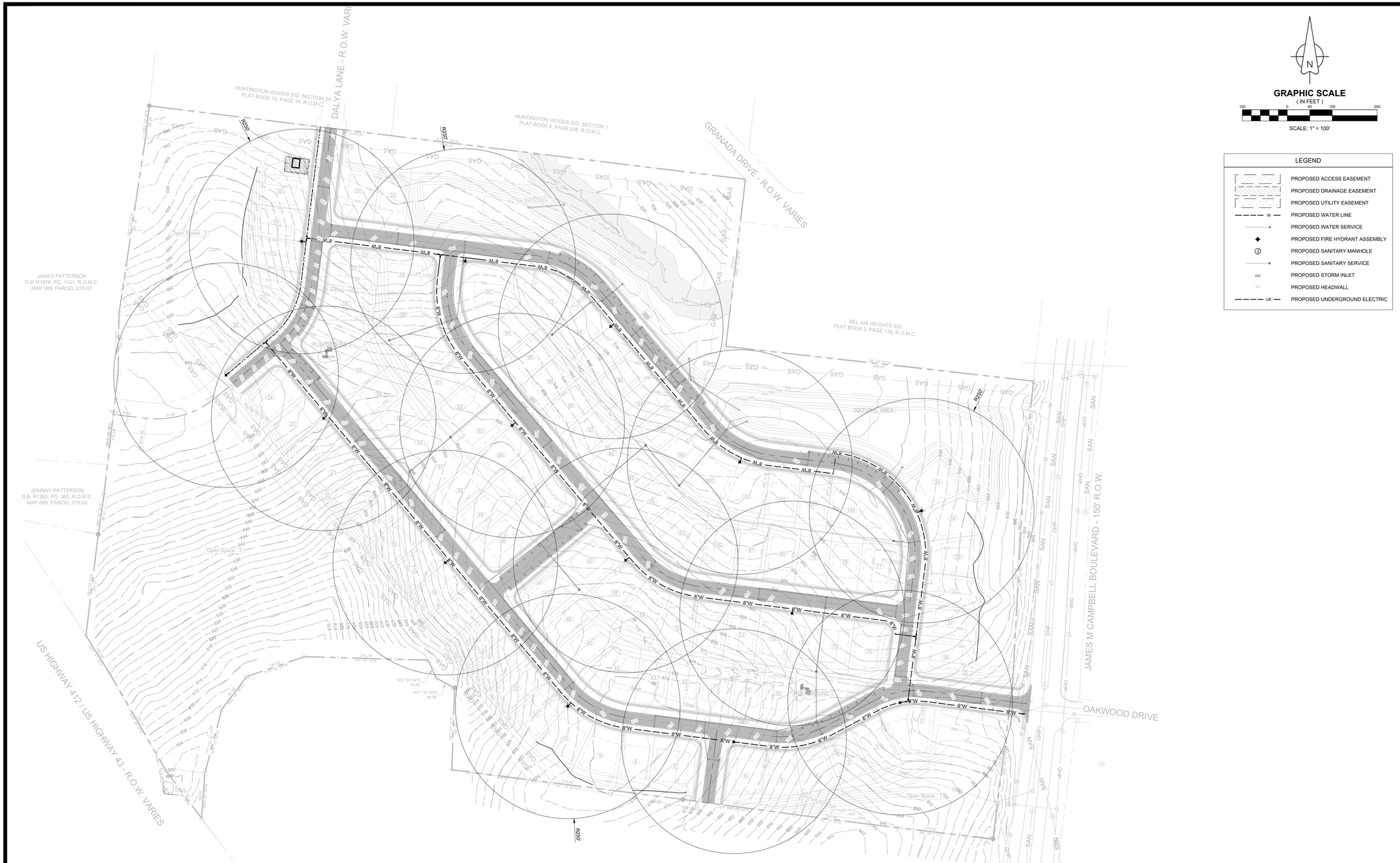

N

GRAPHIC SCALE
(IN FEET)
100 0 50 100 200
SCALE: 1" = 100'

LEGEND	
	PROPOSED ACCESS EASEMENT
	PROPOSED DRAINAGE EASEMENT
	PROPOSED UTILITY EASEMENT
W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	PROPOSED FIRE HYDRANT ASSEMBLY
S	PROPOSED SANITARY MANHOLE
	PROPOSED SANITARY SERVICE
	PROPOSED STORM INLET
	PROPOSED HEADWALL
UE	PROPOSED UNDERGROUND ELECTRIC

FLOOD NOTE
THIS PROPERTY IS LOCATED IN AN AREA DESIGNATED AS *"ZONE X"* AS EVIDENCED ON FEMA PANEL # *47119C0170E* OF MAURY COUNTY, TN, DATED 04/15/2007.

OWNER OF RECORD
MICHAEL DAVID MUSGROVE 104 CASCADE LAN BELL BUCKLE, TN 37020 MAP 89, PARCEL 021.00 DEED BOOK R2814, PAGE 943, R.O.M.C.
APPLICANT
T-SQUARE ENGINEERING 111 SE PARKWAY COURT FRANKLIN, TN 37064 615.678.8212

T-SQUARE ENGINEERING

NO.	DATE	REVISIONS

DATE: 05/20/24
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: LTS

FIRE HYDRANT COVERAGE PLAN

MAP 89, PARCEL 021.00
COLUMBIA, TENNESSEE

OAKWOOD DRIVE SUBDIVISION

LOUIS T. SLOAN
REGISTERED ENGINEER
AGRICULTURE
No. 115485
STATE OF TENNESSEE
05/20/2024

PROJECT
23-0533

SHEET
C-7.1

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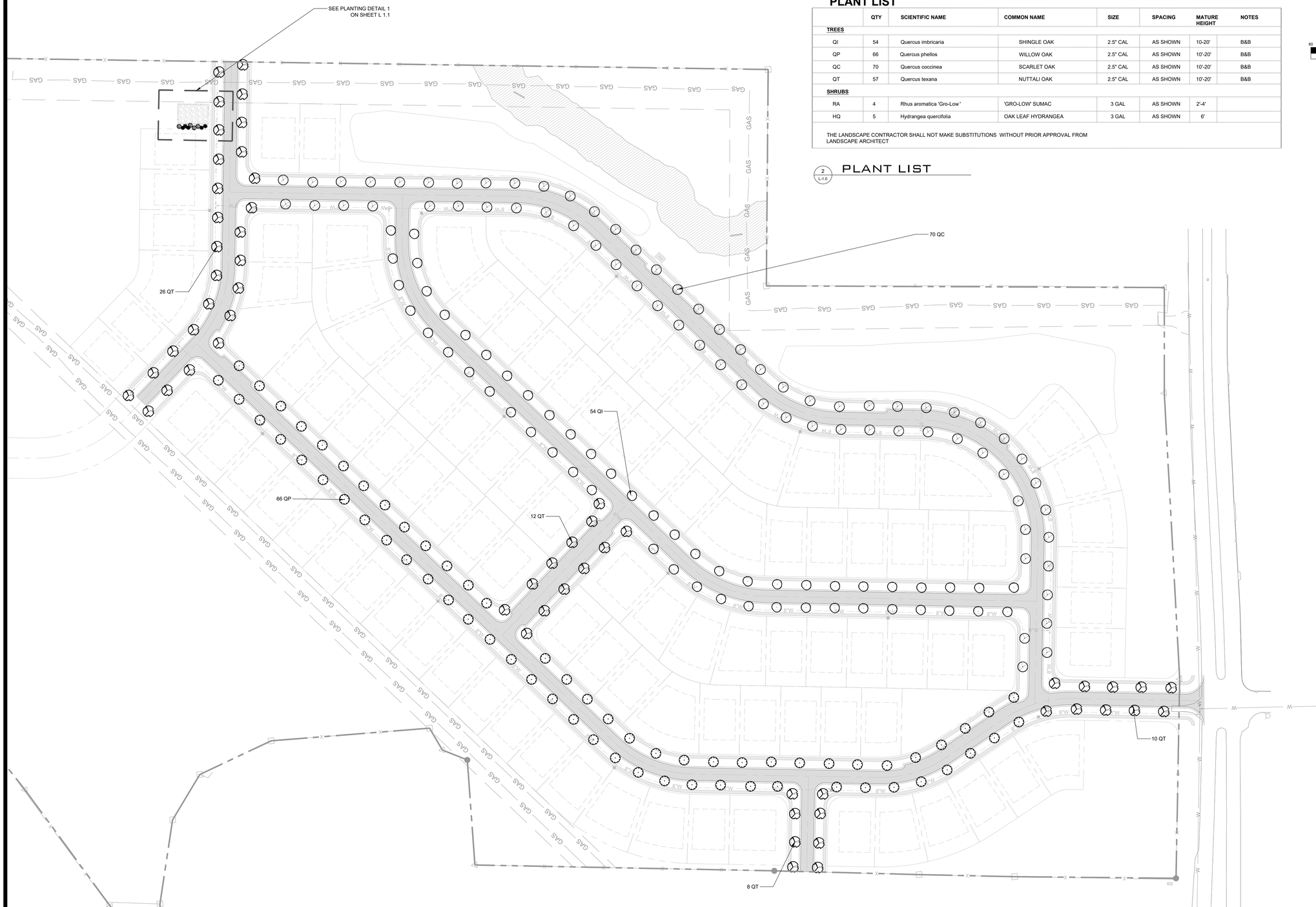


PLANT LIST

	QTY	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	MATURE HEIGHT	NOTES
TREES							
QI	54	Quercus imbricaria	SHINGLE OAK	2.5" CAL	AS SHOWN	10-20'	B&B
QP	66	Quercus phellos	WILLOW OAK	2.5" CAL	AS SHOWN	10'-20'	B&B
QC	70	Quercus coccinea	SCARLET OAK	2.5" CAL	AS SHOWN	10'-20'	B&B
QT	57	Quercus texana	NUTTALI OAK	2.5" CAL	AS SHOWN	10'-20'	B&B
SHRUBS							
RA	4	Rhus aromatica 'Gro-Low '	'GRO-LOW' SUMAC	3 GAL	AS SHOWN	2'-4'	
HQ	5	Hydrangea quercifolia	OAK LEAF HYDRANGEA	3 GAL	AS SHOWN	6'	

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS WITHOUT PRIOR APPROVAL FROM LANDSCAPE ARCHITECT

2 / L-1.0 PLANT LIST

N

GRAPHIC SCALE
(IN FEET)
80 0 40 80 160
SCALE: 1" = 80'

1 / L-1.0 OVERALL PLANTING PLAN

REVISIONS

NO.	DATE

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: CES

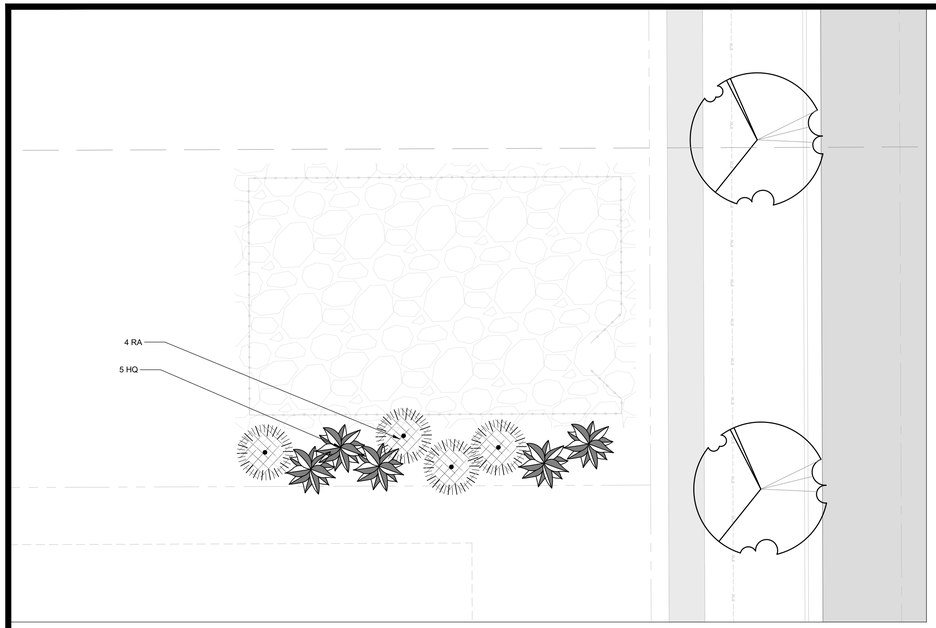
LANDSCAPE PLAN
MAP 89, PARCEL 021.00
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

OAKWOOD AVENUE

PROJECT
23-0533

SHEET
L-1.0

T-SQUARE ENGINEERING





SEEDING NOTES:

1. SEEDBED PREPARATION: LOOSEN SUBGRADE OF TURF AREAS TO A MINIMUM DEPTH OF 2 INCHES. REMOVE STONES MEASURING OVER 1-1/2 INCHES IN ANY DIMENSION. REMOVE STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER. ADD TOPSOIL AND MIX THOROUGHLY INTO UPPER 3 INCHES OF TOPSOIL. IF SUBGRADE HAS BECOME COMPACTED DURING CONSTRUCTION, SCARIFY OR OTHERWISE BREAKUP THE COMPACTED SURFACE BEFORE SEEDBED PREPARATION.
2. MIN 1/2" OF TOPSOIL (IMPORTED OR SITE GENERATED) SHALL BE PROVIDED ON ALL AREAS TO BE SEEDED, INSTALLED AND STABILIZED PRIOR TO SEEDING. TOPSOIL SHALL BE CLEAN, FRIABLE SOIL WITH LANDSCAPE INDUSTRY ACCEPTABLE LEVELS OF ORGANIC MATERIAL. UNDER NO CIRCUMSTANCES SHALL SUBGRADE OR "B"-HORIZON SOIL BE USED AS TOPSOIL. CONTRACTOR IS ADVISED TO VERIFY WITH THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE ACCEPTABILITY OF TOPSOIL PRIOR TO PLACEMENT. UNACCEPTABLE SOILS USED AS TOPSOIL SHALL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
3. FERTILIZER: APPLY AGRICULTURAL LIME AT THE RATE OF 50 POUNDS PER 1000 SF. APPLY 10 POUNDS 10-10-10 ANALYSIS FERTILIZER (OR EQUIVALENT) PER 1000 SF. SPREAD LIME AND FERTILIZER UNIFORMLY OVER ALL AREAS AND MIX THOROUGHLY WITH THE SOIL.
4. FINE GRADE ALL DISTURBED LAWN AREAS TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE, ROLL, RAKE, AND DRAG LAWN AREAS, REMOVE RIDGES AND FILL DEPRESSIONS, AS REQUIRED TO MEET FINISH GRADES.
5. GRASS SEED: PROVIDE FRESH, CLEAN, NEW-CROP SEED COMPLYING WITH TOLERANCE FOR PURITY AND GERMINATION ESTABLISHED BY OFFICIAL SEED ANALYSIS OF NORTH AMERICA.
6. SEED ALL DISTURBED AREAS. PRIOR TO INSTALLATION, CONTRACTOR SHOULD CONSULT WITH OWNER TO DETERMINE EXTENT OF SEEDING OPERATIONS.
7. REPAIR AND RESEED ALL ERODED OR DISTURBED SEEDED AREAS WHERE VEGETATIVE COVER HAS NOT BEEN ESTABLISHED.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF SEEDED AREAS UNTIL 95% GRASS COVER IS ESTABLISHED.

GENERAL NOTES:

1. UTILITY SERVICES MAY EXIST ON SITE. THE LOCATION OF ALL SURFACE AND UNDERGROUND UTILITIES, RIGHT-OF-WAYS, EASEMENTS, ETC., SHALL BE VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES FROM DAMAGE DURING CONSTRUCTION AND TO REPAIR ANY DAMAGE WHICH SHOULD OCCUR TO THE SATISFACTION OF THE OWNER AND UTILITY COMPANIES. COMMENCEMENT OF PROJECT INSTALLATION INDICATES ACKNOWLEDGMENT OF AND ACCEPTANCE BY THE CONTRACTOR OF EXISTING CONDITIONS.
2. ACTUAL AS-BUILT AND/OR EXISTING SITE CONDITIONS MAY VARY AS SHOWN ON THIS PLAN.
3. DAMAGE BY CONTRACTOR TO UNDISTURBED AREAS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR TO THE SATISFACTION OF THE OWNER.
4. CONTRACTOR IS RESPONSIBLE FOR CONDUCTING SITE INSPECTION PRIOR TO BIDDING WORK, TO DETERMINE SITE CONDITIONS AND AREAS TO BE IMPROVED. SUBMISSION OF BID INDICATES CONTRACTOR HAS VERIFIED SITE CONDITIONS AND PLANT MATERIAL QUANTITIES.
5. FINAL ACCEPTANCE: THE LANDSCAPE ARCHITECT OR THE OWNER'S REPRESENTATIVE WILL PROVIDE THE FINAL INSPECTION. SHOULD THE INSPECTION FIND WORK INCOMPLETE, THE CONTRACTOR SHALL REMEDY THE DEFICIENCIES.
6. IF THE SUBSTANTIAL COMPLETION OR FINAL INSPECTION REQUIRE REINSPECTION BY LANDSCAPE ARCHITECT DUE TO FAILURE OF WORK TO COMPLY WITH CONTRACTOR'S CLAIMS ON INITIAL INSPECTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING THE LANDSCAPE ARCHITECT FOR REINSPECTION SERVICES AT THE RATE OF TWO HUNDRED TWENTY FIVE DOLLARS ($225) PER HOUR PER PERSON PLUS ALL RELATED TRAVEL EXPENSES FOR EACH REQUESTED REINSPECTION TRIP.
7. AFTER FINAL ACCEPTANCE AND PRIOR TO END OF WARRANTY PERIOD, CONTRACTOR SHALL REPLACE ALL PLANT MATERIAL THAT HAS DIED OR HAS DEFECTS, INCLUDING UNSATISFACTORY GROWTH, IN THE OPINION OF THE OWNER.
8. DURING LANDSCAPE INSTALLATION KEEP PAVEMENTS CLEAN AND WORK AREA IN ORDERLY CONDITION. THE PROJECT SITE SHALL BE LEFT IN A CLEAN CONDITION AT THE END OF EVERY WORK DAY.
9. CONTRACTOR TO REPAIR ANY PAVEMENTS, CURBS, AND OTHER IMPROVEMENTS DAMAGED AS A RESULT OF LANDSCAPE INSTALLATION ACTIVITY
10. THE LOCATION OF ALL PLANT MATERIALS SHOWN ON THE PLAN SHALL BE FIELD LOCATED AND STAKED/FLAGGED BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE BEFORE THE DIGGING OF PLANTING HOLES. PLANTING SHALL BE LOCATED WHERE SHOWN ON THE DRAWINGS OR WHERE FIELD LOCATED BY THE LANDSCAPE ARCHITECT.
11. PROVIDE ONLY PLANTS THAT ARE FREE FROM DISEASES AND PESTS, AND THAT COMPLY WITH THE LATEST EDITION OF PUBLICATION ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK", BY THE AMERICAN ASSOCIATION OF NURSERYMEN. DIMENSIONS FOR HEIGHTS, SPREAD, AND TRUNK SPECIFIED ON THE MATERIAL SCHEDULE IS A GENERAL GUIDE FOR THE MINIMUM DESIRED SIZE OF EACH PLANT.
12. DO NOT MAKE SUBSTITUTIONS REGARDING PLANT SIZES OR SPECIES WITHOUT WRITTEN PERMISSION FROM THE OWNER OR LANDSCAPE ARCHITECT.
13. REMOVE ALL METAL BASKETS, STRINGS AND OTHER TIES FROM TREES.
14. FERTILIZE ALL PLANTS WITH 16-16-16 SLOW RELEASE FERTILIZER AT THE RATE OF: 3 POUNDS PER CUBIC YARD OF SOIL MIX. 3 POUNDS PER 100 SF OF BED FOR SHRUBS
15. PLANTS DESIGNATED "B&B" IN THE PLANT LIST SHALL BE BALLED AND BURLAPPED. THEY SHALL BE DUG WITH FIRM, NATURAL BALLS OF EARTH OF SUFFICIENT DIAMETER AND DEPTH TO ENCOMPASS THE FIBROUS AND FEEDING ROOT SYSTEM NECESSARY FOR FULL RECOVERY OF THE PLANT. BALLS SHALL BE FIRMLY WRAPPED WITH BURLAP OR SIMILAR MATERIAL AND BOUND WITH TWINE OR CORD.
16. ONLY "HEMP" BURLAP AND TWINE SHALL BE USED. NO TREATED OR PRESERVED BURLAP OR TWINE IS ALLOWED. ALL HEMP TWINE ATTACHED TO THE TREE TRUNK IS TO BE REMOVED AFTER PLANTING. AT A MINIMUM THE TOP ONE-THIRD OF THE ROOT BALL IS TO HAVE ALL BURLAP AND TWINE REMOVED. IF ROOTS ARE GIRDLING OR CIRCLING THEY MUST BE LOOSENED OR CUT.
17. THE BALLS OF "B&B" PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY ON DELIVERY SHALL BE COVERED WITH MOIST SOIL OR MULCH, OR OTHER PROTECTION FROM DRYING WINDS AND SUN. ALL PLANTS INSTALLED OR STORED SHALL BE WATERED BY CONTRACTOR AS NECESSARY UNTIL FINAL ACCEPTANCE.
18. FOLD DOWN OR CUT THE BURLAP FROM THE TOP 1/3 OF THE BALL OR TO THE WIDEST TOP EDGE OF THE BALL IN ORDER TO EXPOSE THE TOP PLANE OF THE BALL. REMOVE ALL NAILS, STAPLES, ETC USED TO HOLD THE BALL TOGETHER.
19. TREE BALLS SHALL HAVE A MINIMUM DIAMETER IN FEET EQUAL TO 10" FOR EACH CALIPER INCH OF THE TREE.
20. ALL PLANTS SHALL BE HANDLED SO THAT ROOTS ARE ADEQUATELY PROTECTED AT ALL TIMES. DURING SHIPMENT, THE ENTIRE PLANT SHALL BE PROTECTED BY TARPAULINS OR OTHER SUITABLE COVERING. PLANT MATERIAL SUFFERING FROM WIND BURN OR OTHER WIND DAMAGE IS NOT ACCEPTABLE.
21. NO PLANT SHALL BE BOUND WITH ROPE OR WIRE IN A MANNER THAT DAMAGES THE BARK, BREAKS BRANCHES, OR DESTROYS ITS NATURAL SHAPE. NO PLANT MATERIAL REQUIRED TO BE BALLED AND BURLAPPED SHALL BE ACCEPTED IF THE BALL IS CRACKED OR BROKEN EITHER BEFORE OR DURING THE PROCESS OF PLANTING, OR WHEN REQUIRED BURLAP, STAVES, ROPES OR PLATFORM HAVE BEEN REMOVED.
22. ANY SERIES OF TREES OR SHRUBS TO BE PLACED IN A PARTICULAR ARRANGEMENT WILL BE FIELD CHECKED FOR ACCURACY BY THE OWNER. ANY PLANTS INCORRECTLY ARRANGED SHALL BE RELOCATED WITH THE OWNER'S APPROVAL.
23. PRE-EMERGENT HERBICIDE (TREFLAN OR EQUIVALENT) SHALL BE APPLIED (ACCORDING TO MANUFACTURER'S INSTRUCTIONS) TO ALL PLANT BEDS, PRIOR TO PLANTING, FOR NOXIOUS WEED CONTROL.
24. ALL PLANTING BEDS AND TREE AND SHRUB PLANTINGS SHALL RECEIVE A MINIMUM 3" DEEP SHREDDED HARDWOOD MULCH LAYER.
25. CONTRACTOR IS RESPONSIBLE FOR THE WATERING AND MAINTENANCE OF ALL INSTALLED PLANT MATERIAL, INCLUDING GRASS AREAS, UNTIL FINAL ACCEPTANCE BY OWNER. WATER ALL PLANT MATERIAL AT TIME OF PLANTING.
26. ALL PLANT MATERIAL IS TO BE GUARANTEED FOR ONE (1) YEAR. GUARANTEE PERIOD STARTS FROM DATE OF FINAL ACCEPTANCE.
27. OWNER RETAINS THE RIGHT TO INSPECT TREES AND SHRUBS FOR SIZE AND CONDITION OR ROOT BALL, INSECTS, INJURIES, AND LATENT DEFECTS AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK. REMOVE REJECTED MATERIAL IMMEDIATELY FROM THE PROJECT SITE.
28. REPLACEMENTS SHALL CLOSELY MATCH ADJACENT SPECIMENS OF THE SAME SPECIES AND SHALL CONFORM TO THE STANDARDS FOR PLANT MATERIALS SPECIFIED. ALL REPLACED MATERIAL SHALL IMMEDIATELY BE REMOVED FROM THE SITE AND ALL NECESSARY REPAIRS TO PLANTS, GRADES, LAWN AREAS, PAVING, AND OTHER AREAS DAMAGED DURING REPLACEMENT SHALL BE MADE AT NO COST TO THE OWNER.
29. ONLY ONE REPLACEMENT PER TREE, SHRUB, OR PLANT WILL BE REQUIRED AT THE END OF THE WARRANTY PERIOD, EXCEPT FOR LOSSES OR REPLACEMENTS DUE TO FAILURE TO COMPLY WITH THE SPECIFIED REQUIREMENTS.

3 L-1.1 PLANTING DETAIL 1

SHRUB PLANTING IN GROUP DETAIL

NOT TO SCALE

TREE PLANTING DETAIL

NOT TO SCALE

NO.	DATE	REVISIONS

DATE: 05/20/2024
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: CES

LANDSCAPE PLAN DETAILS

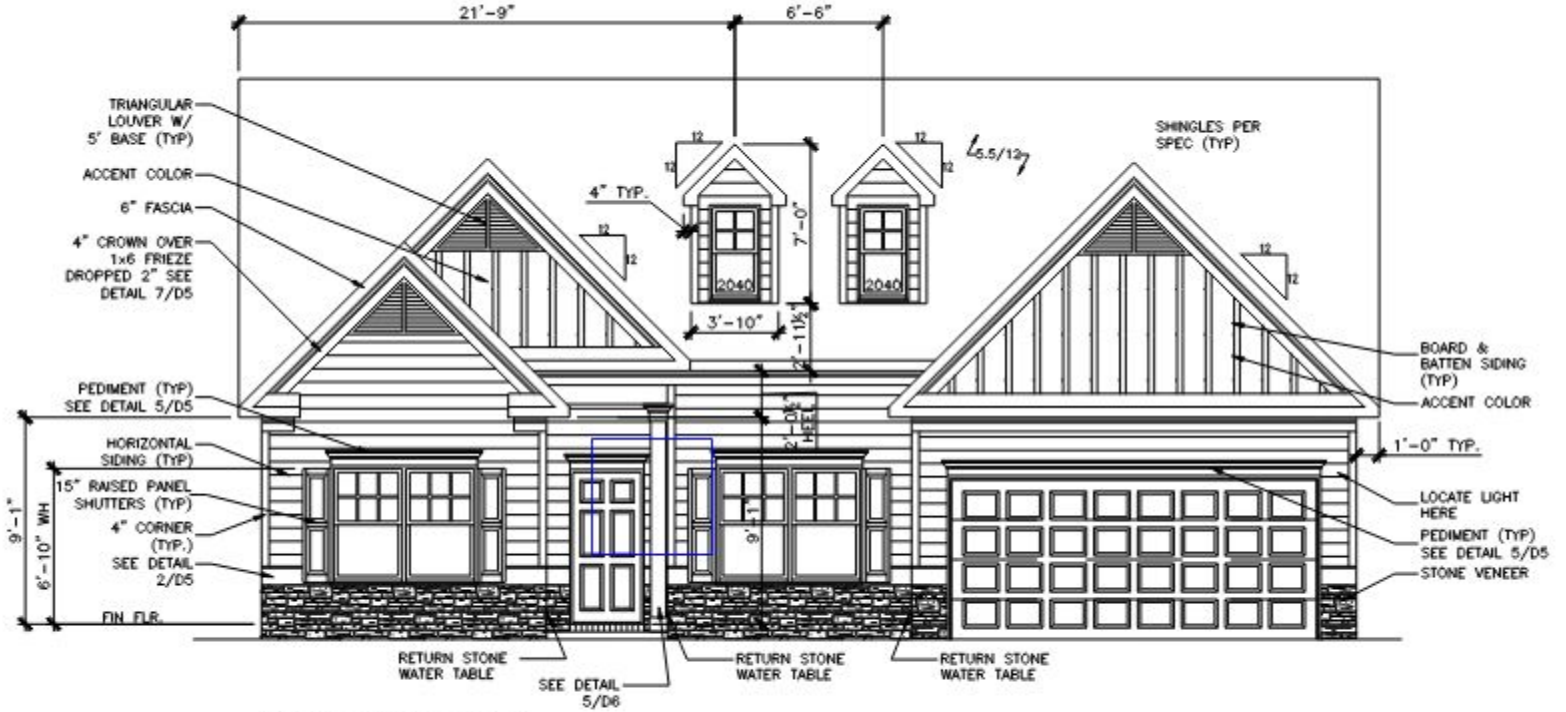
MAP 89, PARCEL 021.00
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

OAKWOOD AVENUE

PROJECT
23-0533

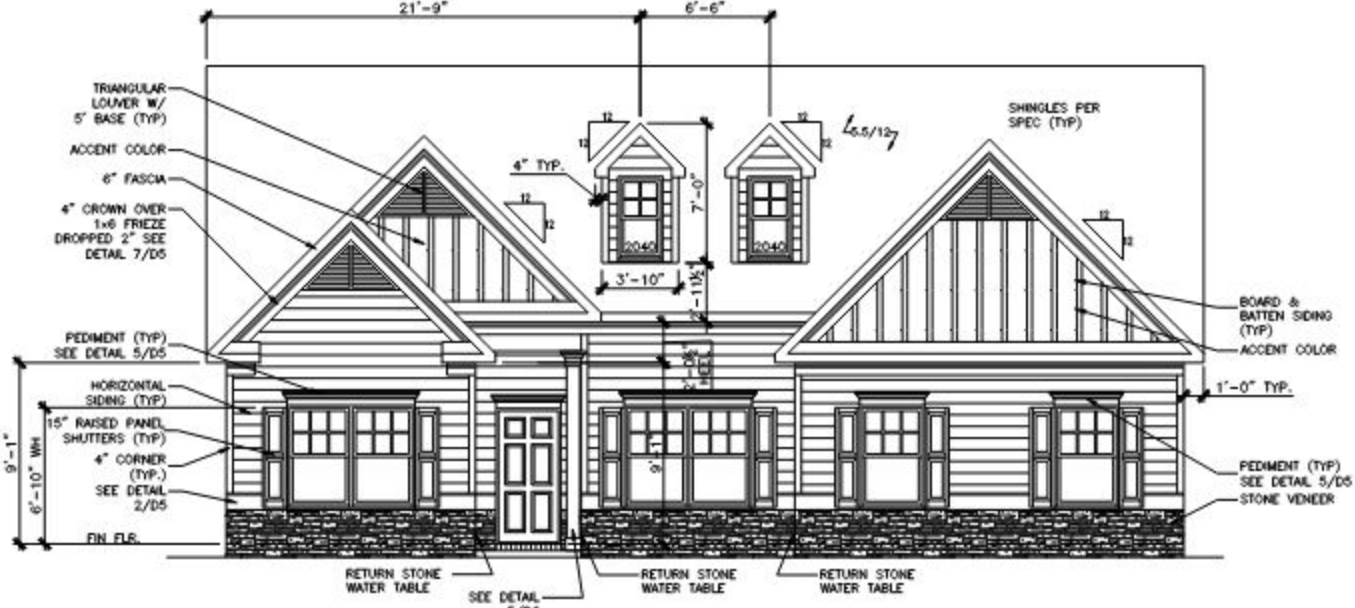
SHEET
L-1.1

T-SQUARE ENGINEERING

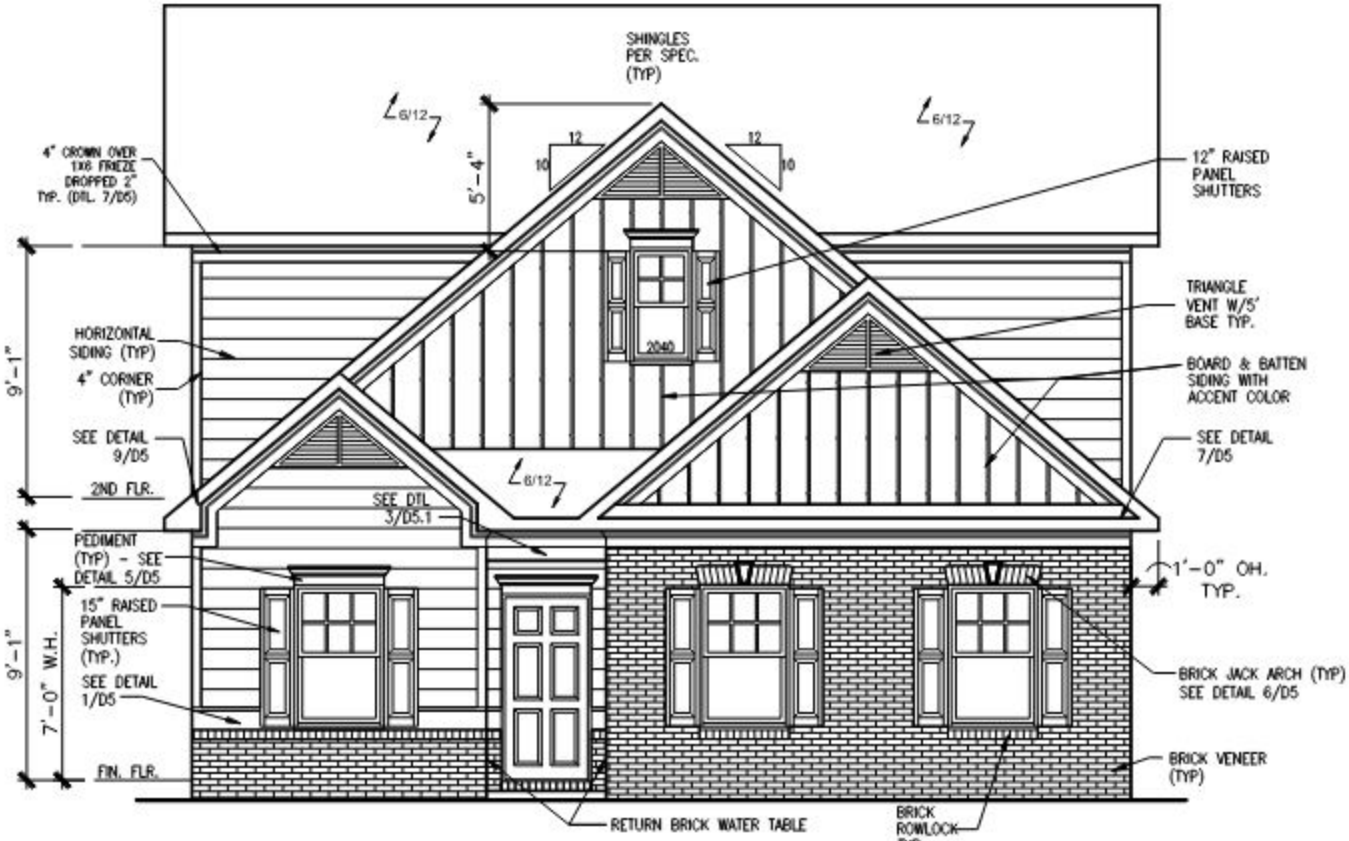


FRONT ELEVATION "D"

SCALE: 3/16" = 1'-0"



FRONT ELEVATION "D" OPTIONAL SIDE ENTRY GARAGE



FRONT ELEVATION "D" OPTIONAL SIDE ENTRY GARAGE

SCALE: 1/8"=1'-0"

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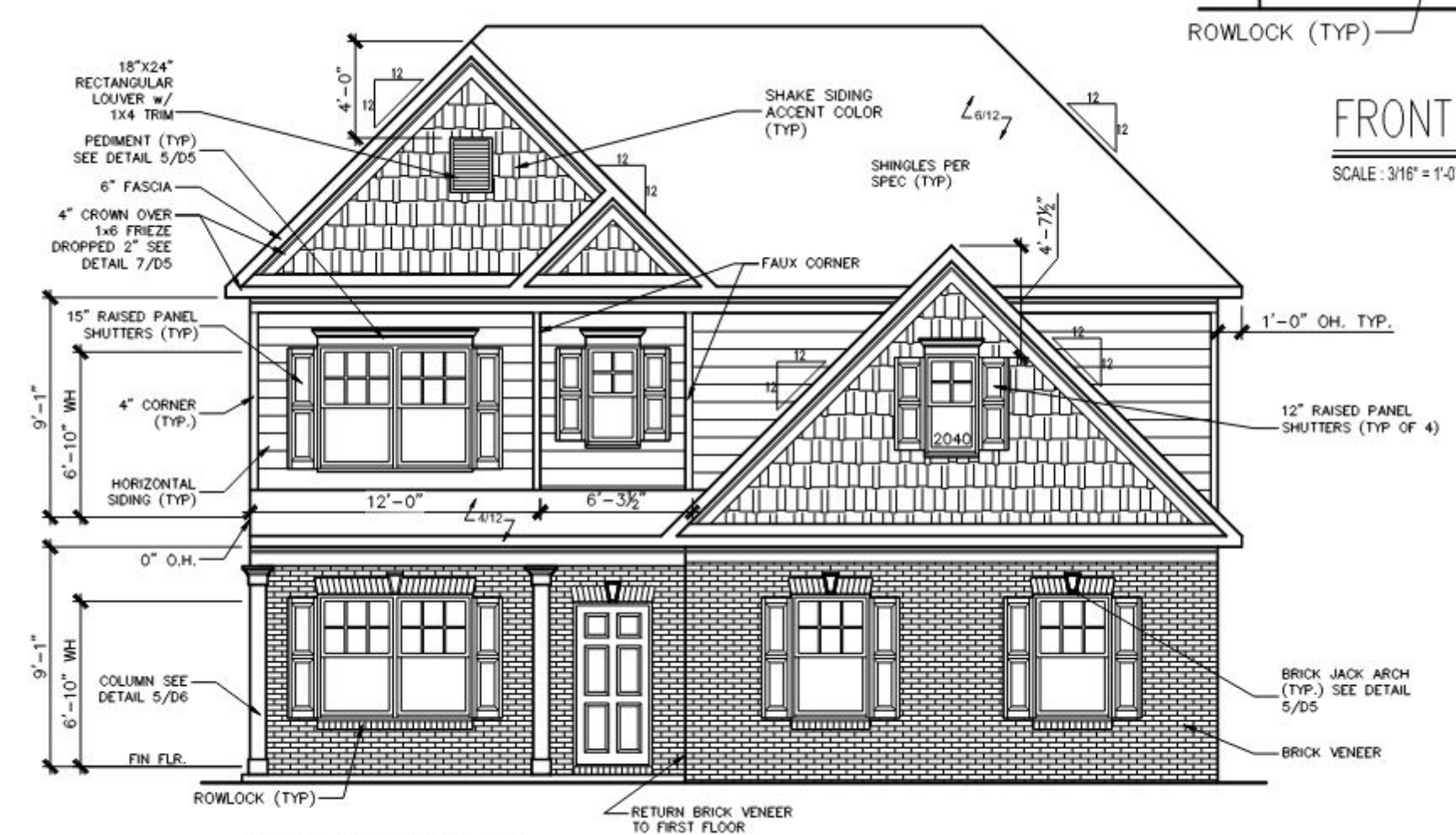
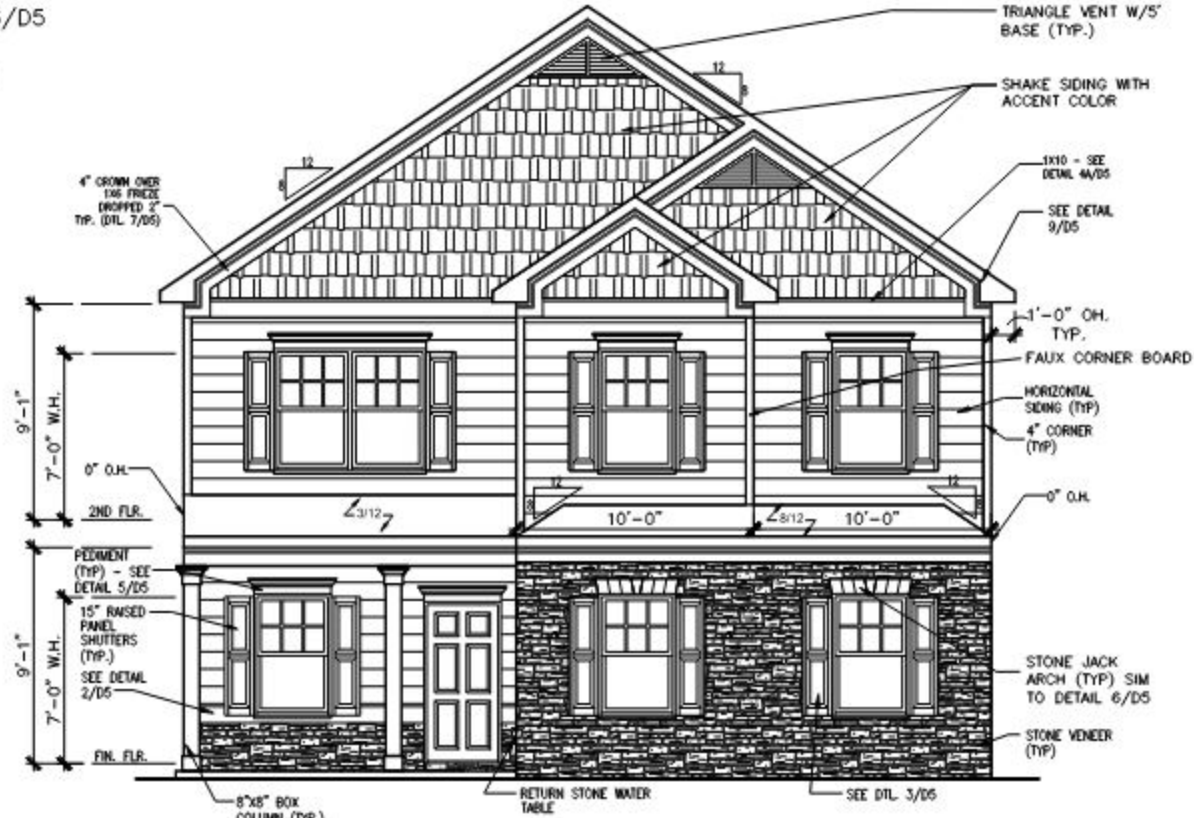


FRONT ELEVATION "F" OPTIONAL SIDE ENTRY GARAGE

SCALE : 1/8" = 1'-0"

ACK
YP) SIM
IL 6/D5

EER



FRONT ELEVATION "E" OPTIONAL SIDE ENTRY GARAGE

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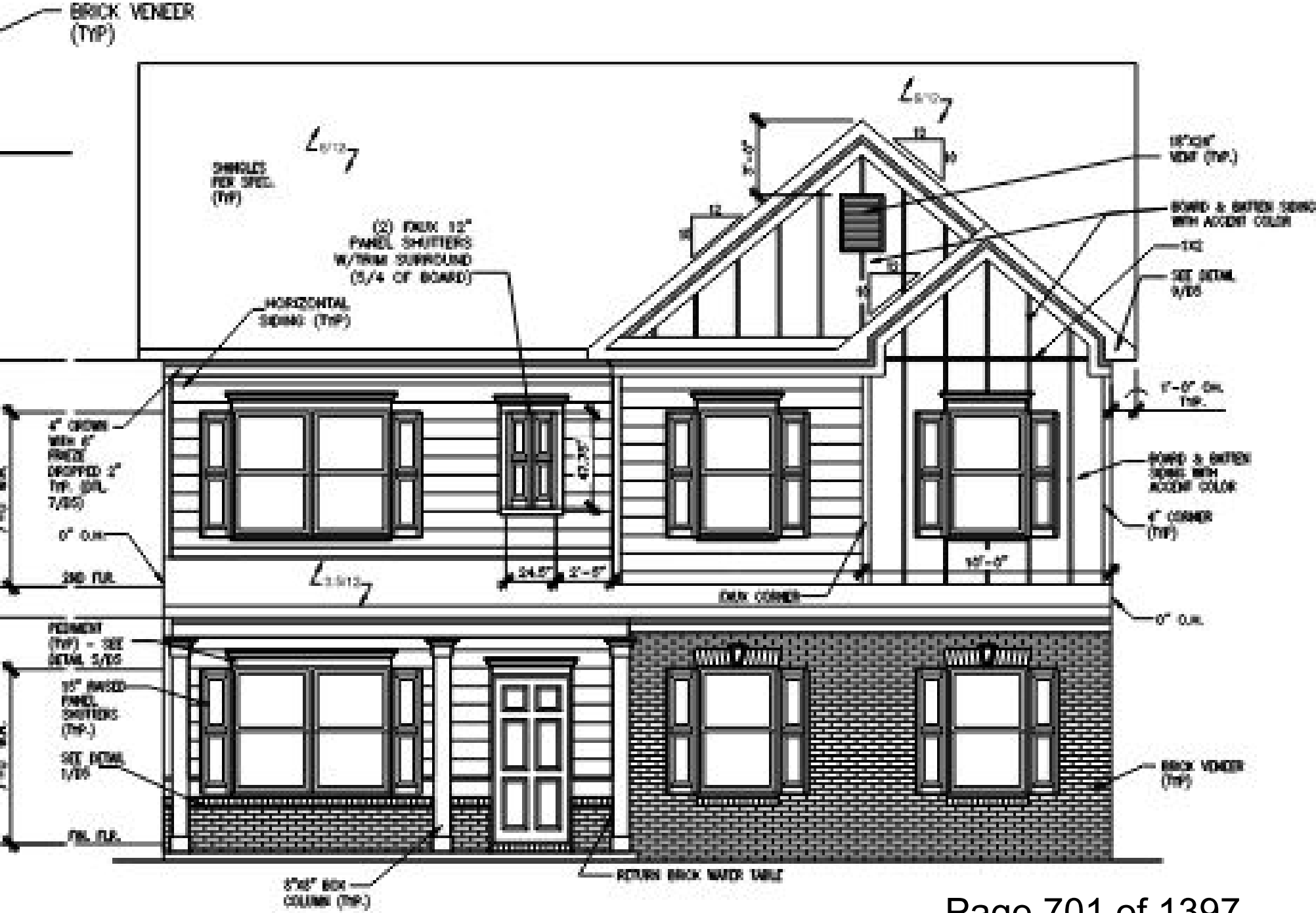
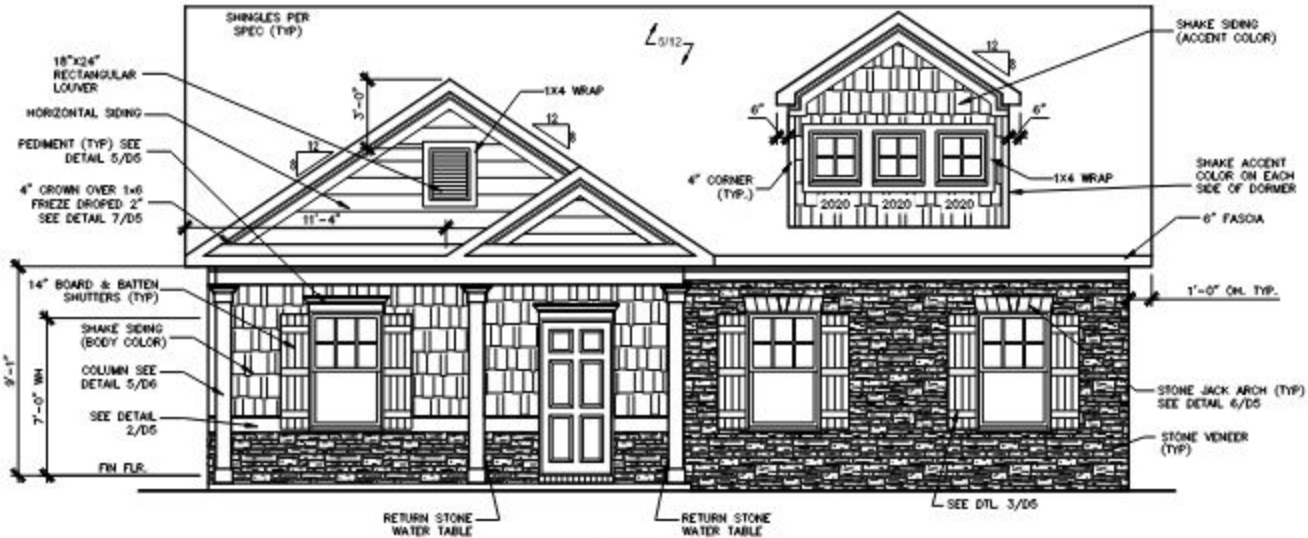
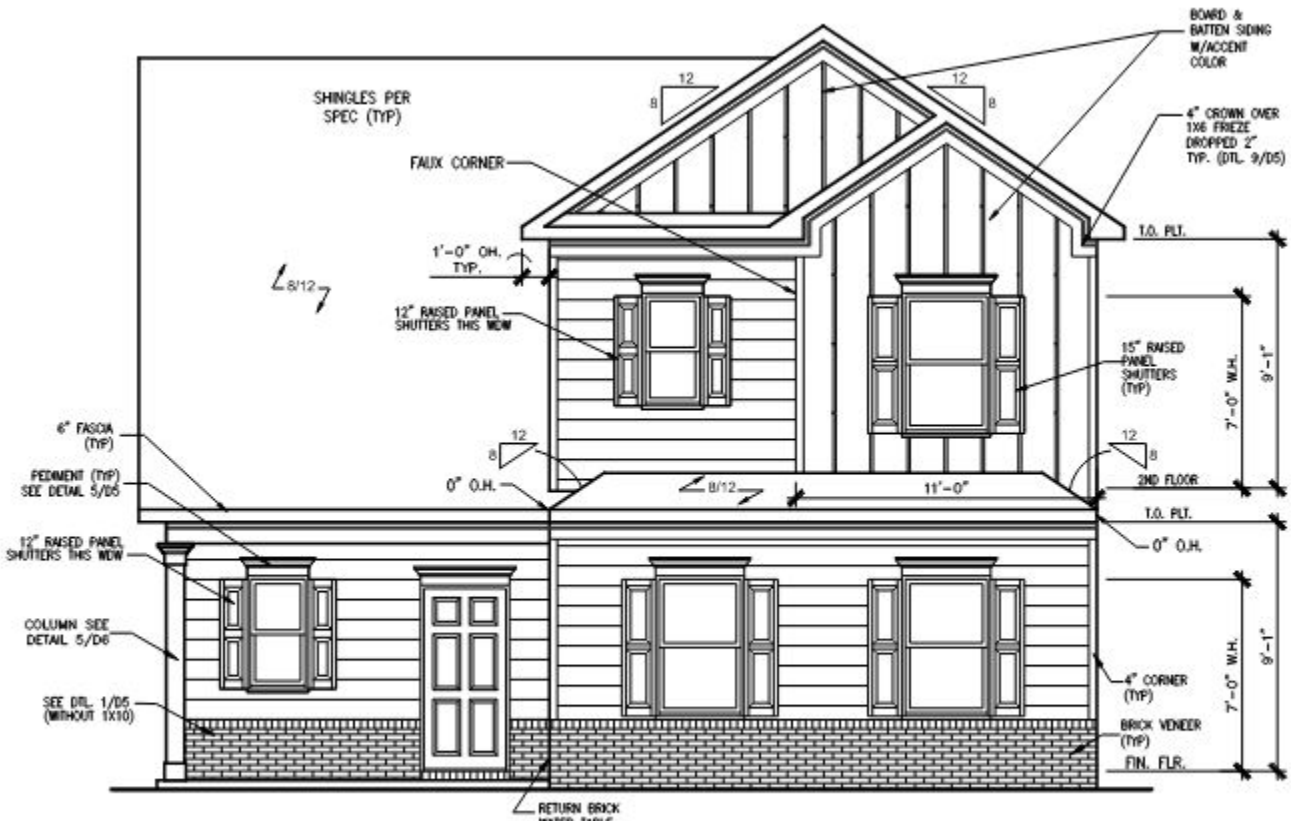


FRONT ELEVATION "D" OPTIONAL SIDE ENTRY GARAGE



FRONT ELEVATION "E" OPTIONAL SIDE ENTRY GARAGE

SCALE: 1/8"=1'-0"



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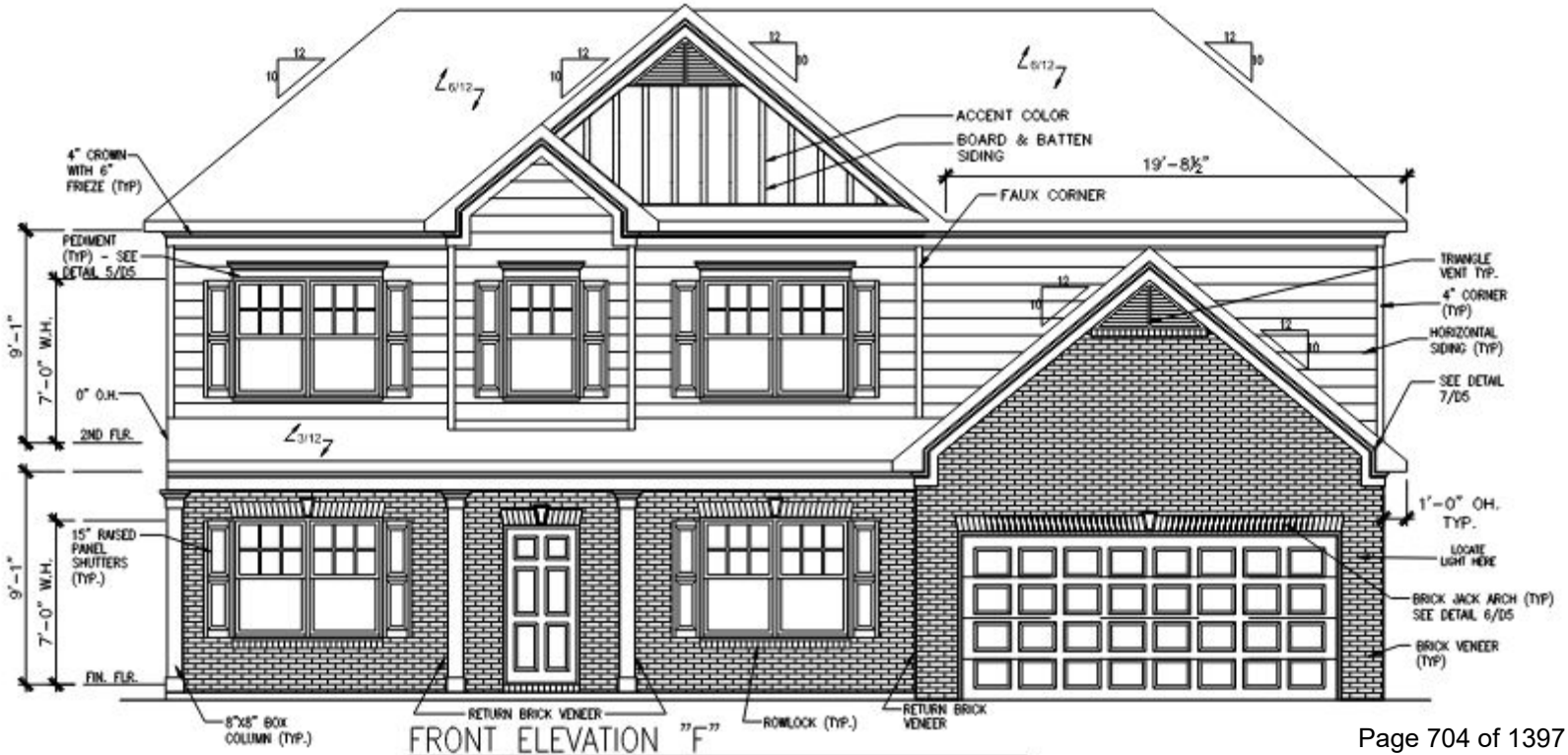

FRONT ELEVATION "F"

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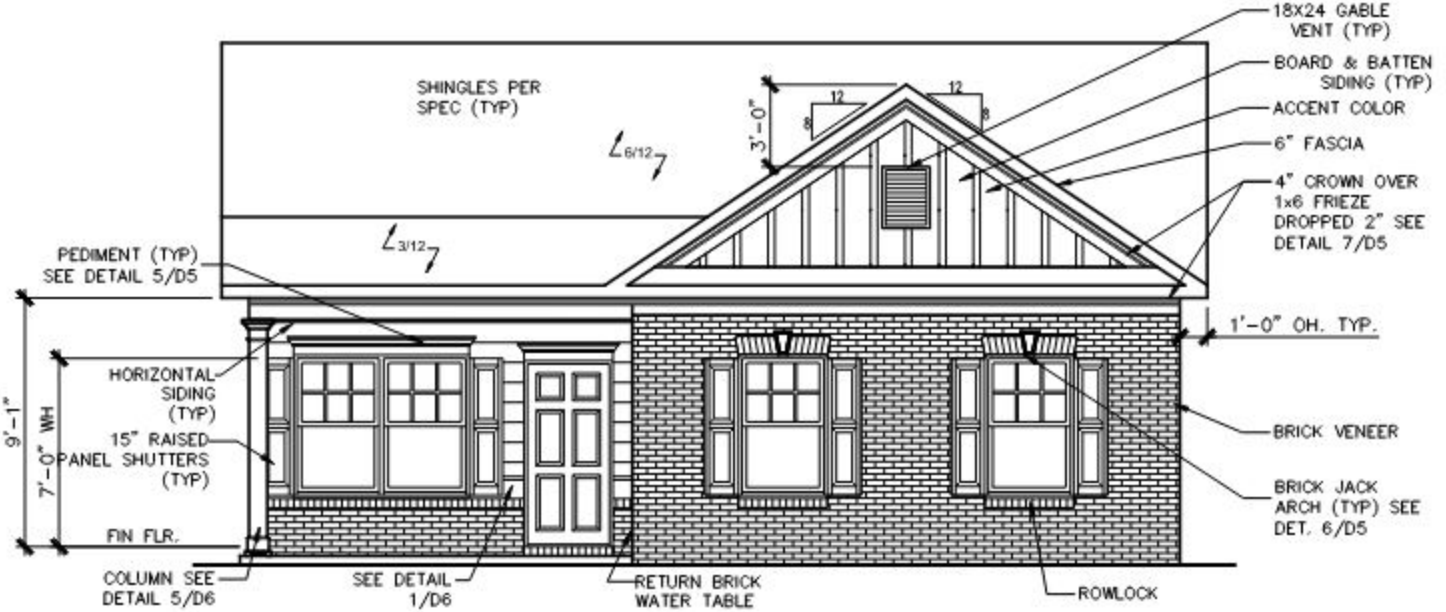


FRONT ELEVATION "D" OPTIONAL SIDE ENTRY GARAGE

SCALE : 1/8" = 1'-0"

TRAFFIC IMPACT STUDY

Oakwood Subdivision

Map 89, Parcel 21.00

Columbia, TN

T2-Eng.com

T-SQUARE ENGINEERING

TRAFFIC IMPACT STUDY

Oakwood Subdivision
Map 89, Parcel 21.00
Columbia, TN 38401

Prepared for:

Drew Taylor
Smith Douglas Homes
361 Mallory Station Road, Suite 103
Franklin, TN 37067

Prepared by:

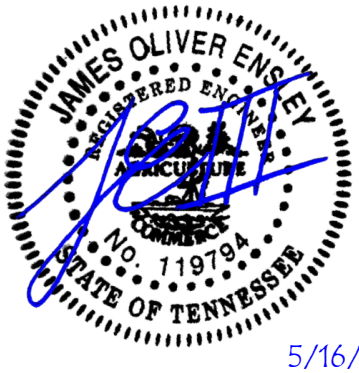
T-SQUARE ENGINEERING
111 Southeast Pkwy Ct
Franklin, TN 37064
615.678.8212
www.T2-eng.com

111 Southeast Pkwy Ct
Franklin, TN 37064
615-678-8212

www.T2-Eng.com

Certification

I certify that this Traffic Impact Study has been prepared by me and under my immediate supervision and that I have the experience and training in the field of traffic and transportation engineering.



5/16/24

James O. Ensley, III, P.E., PTOE
T-Square Engineering, Inc.
Project Manager – Traffic Division

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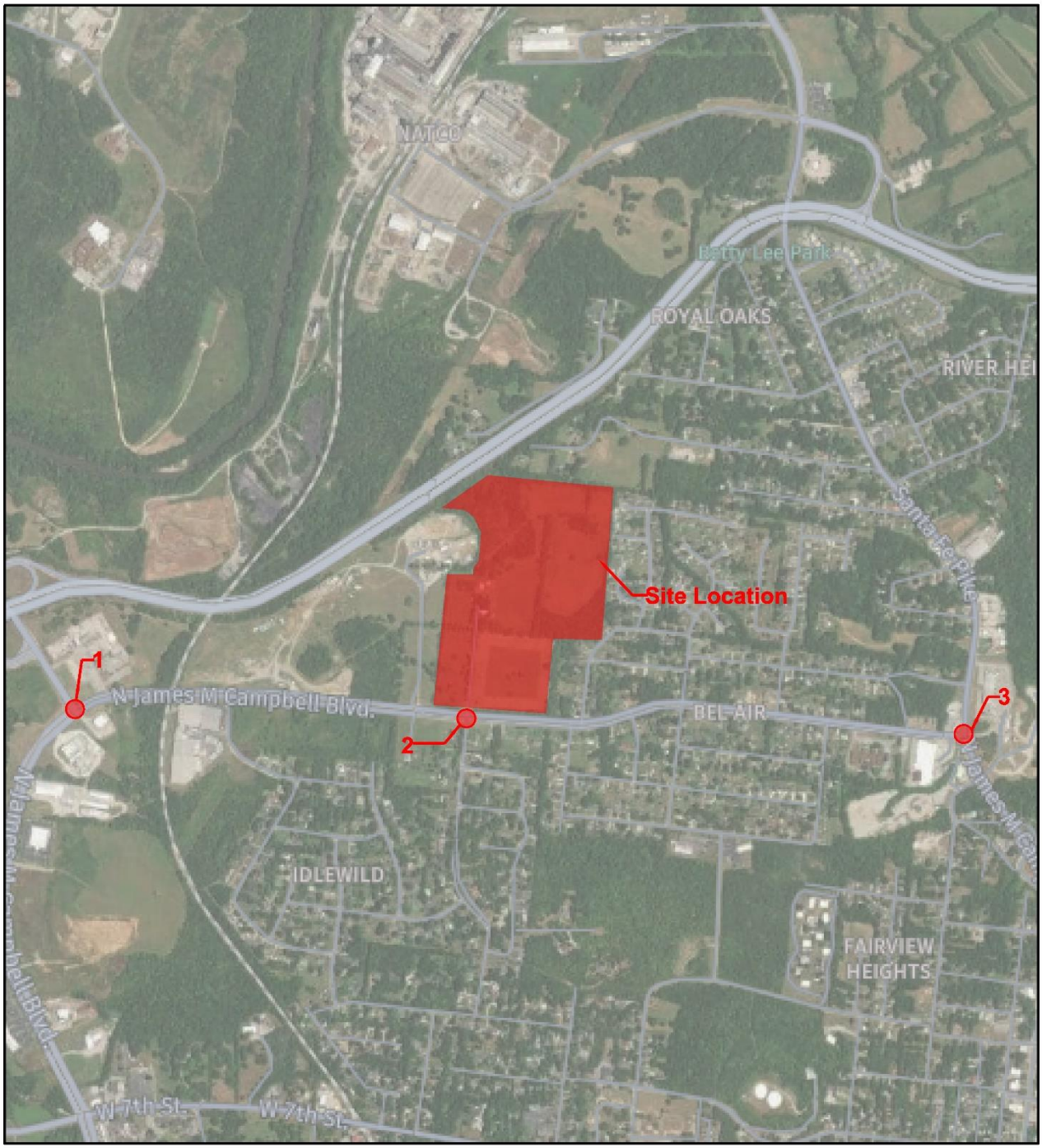
Introduction

The purpose of this study is to analyze the traffic impacts on the surrounding roadway network associated with the proposed Oakwood Subdivision along James Campbell Boulevard in Columbia, TN. The proposed development will consist of 108 Single-Family Homes.

As shown on the Location Map and Preliminary Site Plan on Figures 1 and 2, respectively, the proposed development is located along the north side of N James Campbell Boulevard in Columbia, TN. The development is proposing one (1) access point on N James Campbell Boulevard: one (1) full access aligned with Oakwood Drive. The surrounding area is predominantly residential.

This study analyzes the existing and projected traffic operations of the roadway networks and intersections surrounding the proposed development. To evaluate the projected traffic operations, existing traffic volumes were grown (background traffic volumes) to a 2027 design year based on average traffic growth rates and combined with the generated traffic volumes from nearby background developments and estimated trips generated from the proposed development. Lastly, improvement recommendations were presented to alleviate the anticipated traffic volumes' effect on the existing roadway network near the site.



LEGEND

Existing Study Intersection

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Figure 1
Location Map

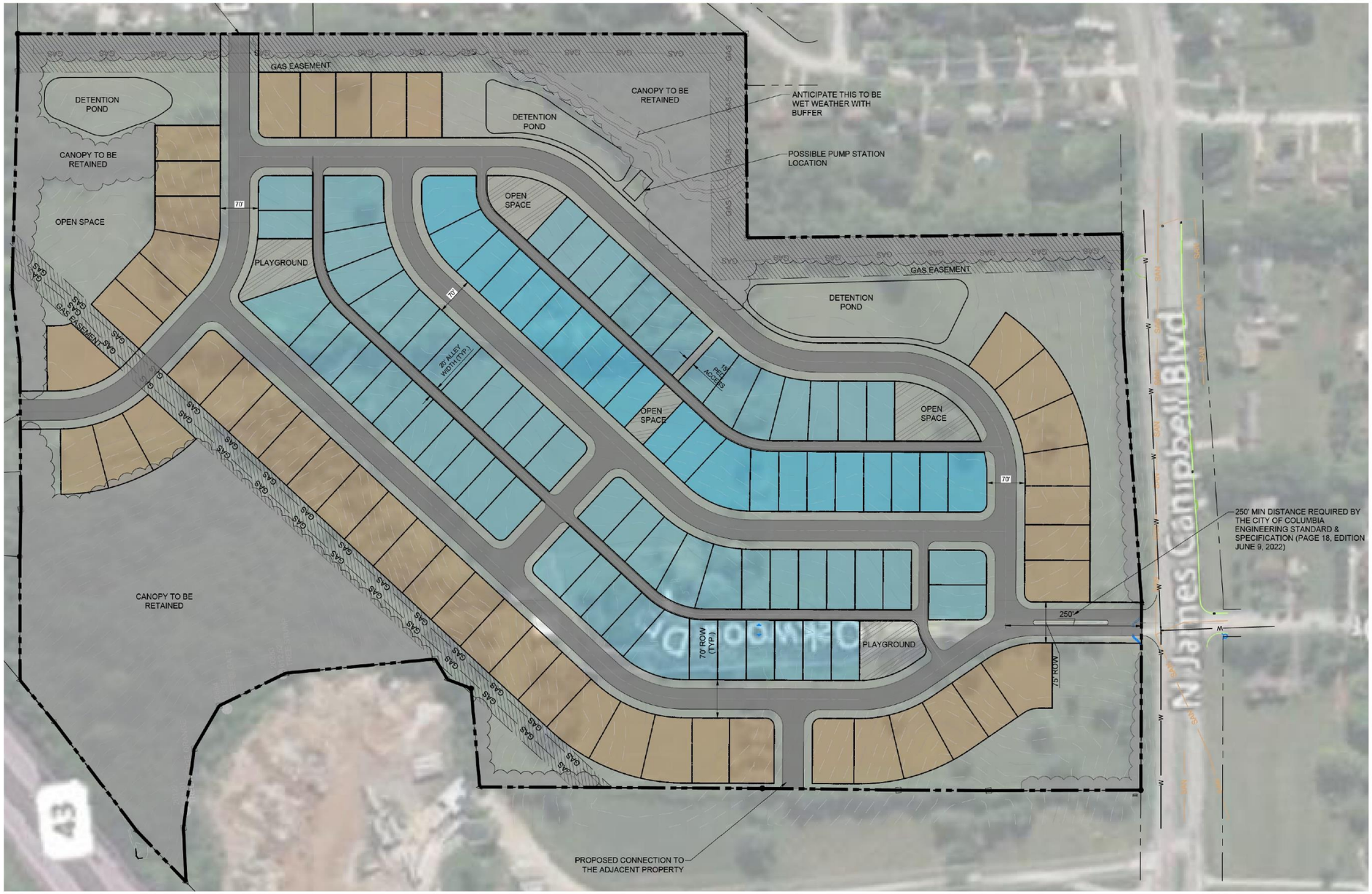

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Figure 2
Preliminary Site Plan

Existing Study Area

Existing Roadway Network

The existing roadway network surrounding the proposed Oakwood Subdivision includes Oakwood Drive, Industrial Pike Road, James Campbell Boulevard, and Santa Fe Pike (TN-7). Below is a description of each roadway serving the proposed development:

Oakwood Drive

Oakwood Drive is functionally classified by the City of Columbia as a Local Roadway. Near the project site, Oakwood Drive is oriented in a north-west direction and provides a connection between N James Campbell Boulevard to the north and Hillcrest Avenue to the south. Near the project site, Oakwood Drive is a two (2) lane roadway with one (1) sixteen (16) foot travel lane in each direction (northbound and southbound) with curb and gutters. The posted speed limit along Oakwood Drive is 25 MPH.



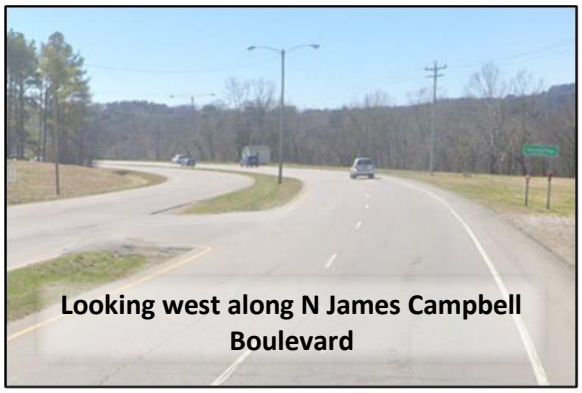
Looking south along Oakwood Drive

Industrial Park Road

Industrial Park Road is functionally classified by the City of Columbia as a Collector and a Principal Arterial. Industrial Park Road is oriented in a north-south direction and provides a connection between Santa Fe Pike to the north and N James Campbell Boulevard to the south. Near the project site, Industrial Park Road is a three (3) lane roadway with one (1) eleven (11) foot travel lane in each direction (northbound and southbound), a twelve (12) foot two-way left-turn lane, and eight (8) foot shoulders. The posted speed limit along Industrial Park Road is 45 MPH.


Looking north along Industrial Park Road

N James Campbell Boulevard


Looking west along N James Campbell Boulevard

N James Campbell Boulevard is functionally classified by the City of Columbia as a Minor Arterial and Principal Arterial. Near the project site, N James Campbell Boulevard is oriented in an east-west direction and provides a connection from Santa Fe Pike (TN-7) to the east and Hampshire Pike (TN-99) to the west. Near the project site, N James Campbell Boulevard is a four (4) lane divided roadway with two (2) twelve (12) foot travel lanes in each direction (northbound and southbound). The posted speed limit along N James Campbell Boulevard is 45 MPH.

Santa Fe Pike (TN-7)


Looking north along Santa Fe Pike (TN-7)

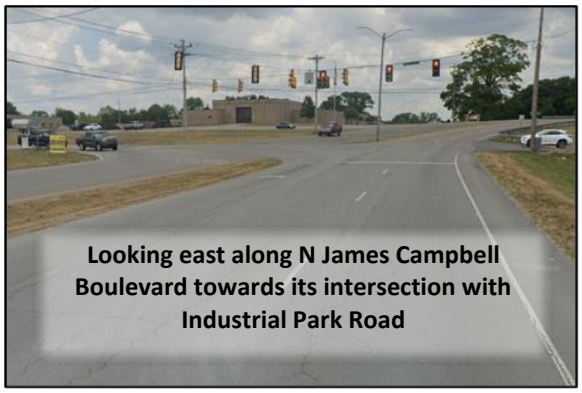
Santa Fe Pike (TN-7) is functionally classified by the City of Columbia as a Principal Arterial. Near the project site, Santa Fe Pike (TN-7) is oriented in a north-south direction and provides a connection to the City of Santa Fe to the north and the City of Columbia to the south. Near the project site, Santa Fe Pike (TN-7) is a five (5) lane divided roadway with two (2) twelve (12) foot travel lanes in each direction (eastbound and westbound), a twelve (12) foot two-way left-turn lane, and six (6) foot shoulders. The posted speed limit along Santa Fe Pike is 55 MPH.

Existing Intersections

This study analyzed three (3) existing intersections within the vicinity of the project site. The intersections analyzed are listed below with a brief description of each, and Figure 3 shows the existing lane geometry at the intersections.

Industrial Park Road and N James Campbell Boulevard

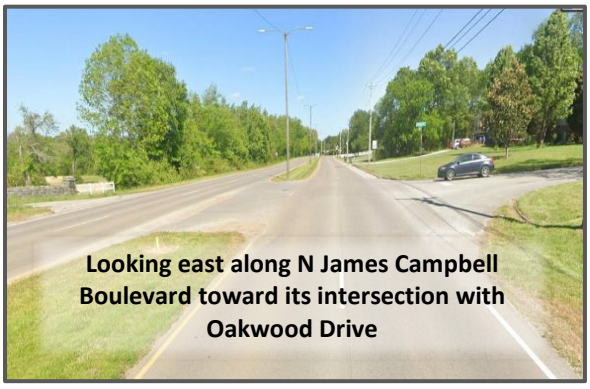
The existing intersection of Industrial Park Road and N James Campbell Boulevard is a signalized intersection with four (4) approaches. The southbound approach of Industrial Park Road has one (1) shared lane for left-turn and through movements with approximately 130 feet of storage and one (1) exclusive lane for right-turn movements. The northbound approach has one (1) shared lane for left-turn, through, and right-turn movements. The eastbound approach of N James Campbell Boulevard has one (1) exclusive lane for left-turn movements with approximately 140 feet of storage, one (1) exclusive lane for through movements, and one (1) shared lane for through and right-turn movements. The westbound approach of N James Campbell Boulevard has one (1) shared lane for left-turn and through movements and one (1) shared lane for through and right-turn movements.



Looking east along N James Campbell Boulevard towards its intersection with Industrial Park Road

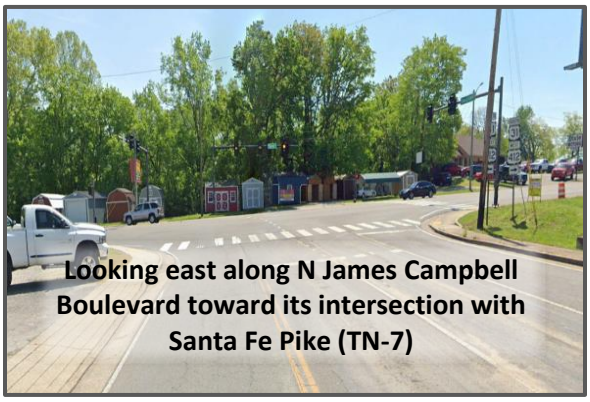
N James Campbell Boulevard and Oakwood Drive

The existing intersection of Industrial Park Road and Oakwood Drive is an unsignalized intersection with three (3) approaches. The northbound approach of Oakwood Drive has one shared lane for left and right-turn movements operating under a stop condition. The eastbound approach of N James Campbell Boulevard has one (1) exclusive lane for through movements and one (1) shared lane for through and right turn movements operating under a free-flow condition. The westbound approach of N James Campbell Boulevard has one (1) shared lane for left-turn and through movements and one (1) exclusive lane for through movements operating under a free-flow condition.



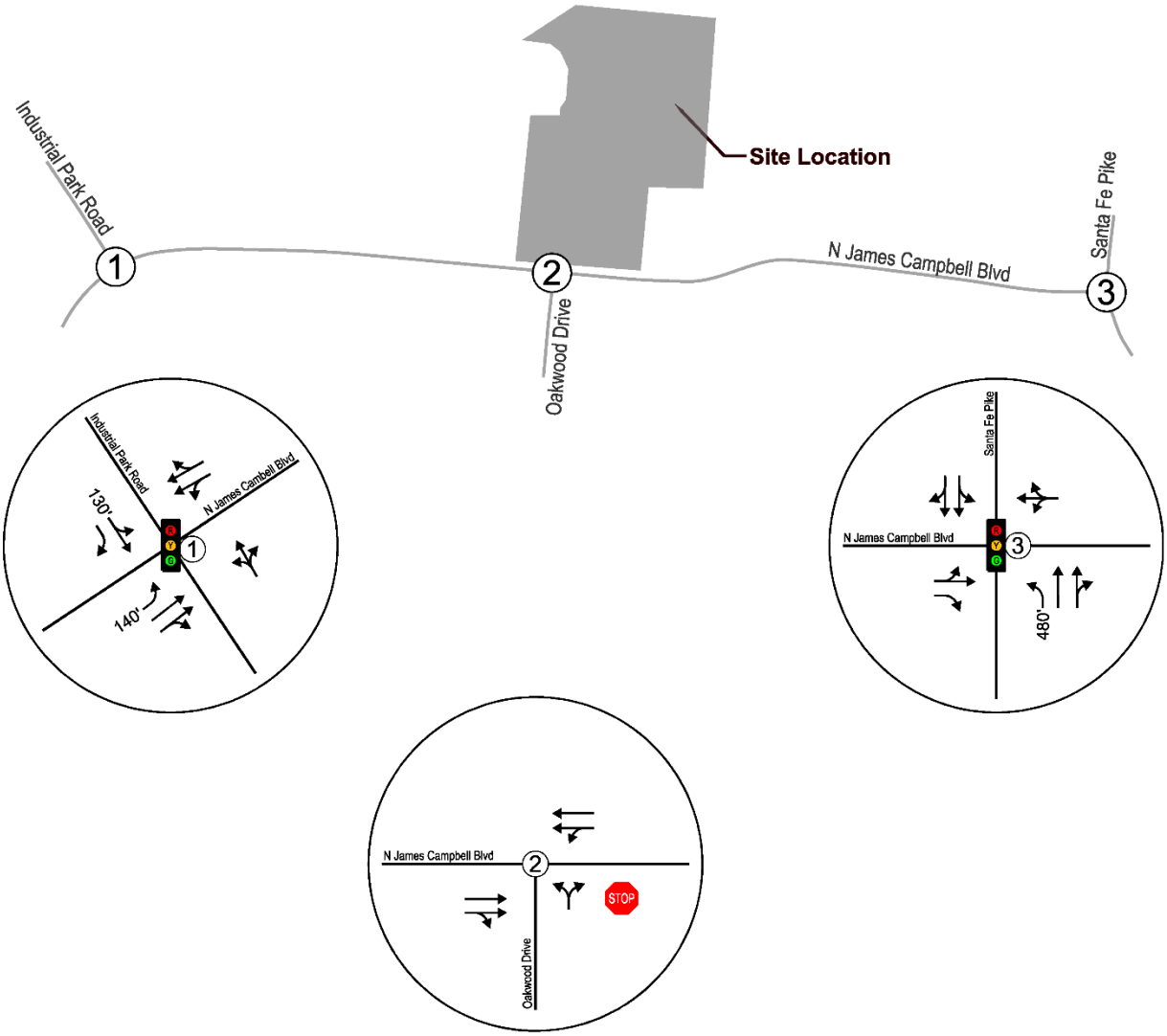
Looking east along N James Campbell Boulevard toward its intersection with Oakwood Drive

N James Campbell Boulevard and Santa Fe Pike (TN-7)



Looking east along N James Campbell Boulevard toward its intersection with Santa Fe Pike (TN-7)

The existing intersection of N James Campbell Boulevard and Santa Fe Pike (TN-7) is a signalized intersection with four (4) approaches. The northbound approach of Santa Fe Pike (TN-7) has one (1) exclusive lane for left-turn movements with approximately 480 feet of storage, one (1) exclusive lane for through movements, and one (1) shared lane for through and right-turn movements. The southbound approach of Santa Fe Pike (TN-7) has one (1) shared lane for left-turn and through movements and one (1) shared lane for through and right-turn movements. The westbound approach has one (1) shared lane for left-turn, through, and right-turn movements. The eastbound approach has one (1) shared lane for left-turn and through movements and one (1) exclusive lane for right-turn movements.



LEGEND

XX' - Storage Length

N.T.S.

Figure 3
Existing Lane Geometry

Existing Traffic Volumes

To establish existing traffic volumes within the study area, T-Square Engineering conducted turning movement counts at the study intersections on a typical weekday in October 2023 while Maury County Schools were in session. The turning movement counts were conducted over a total of twelve (12) hours from 6:00 AM – 6:00 PM. From the turning movement counts, the AM and PM peak hour traffic volumes for all intersections were established and determined to occur between 7:15 AM – 8:15 AM and 4:15 PM – 5:15 PM, respectively. Existing hourly turning movement counts are shown in the tables below. Figure 4 shows the existing peak hour totals at the study intersections for the AM and PM peak hour periods. Appendix A contains the detailed turning movement counts at each intersection.

Table 1. Turning Movement Counts, Industrial Park Road and N James Campbell Boulevard

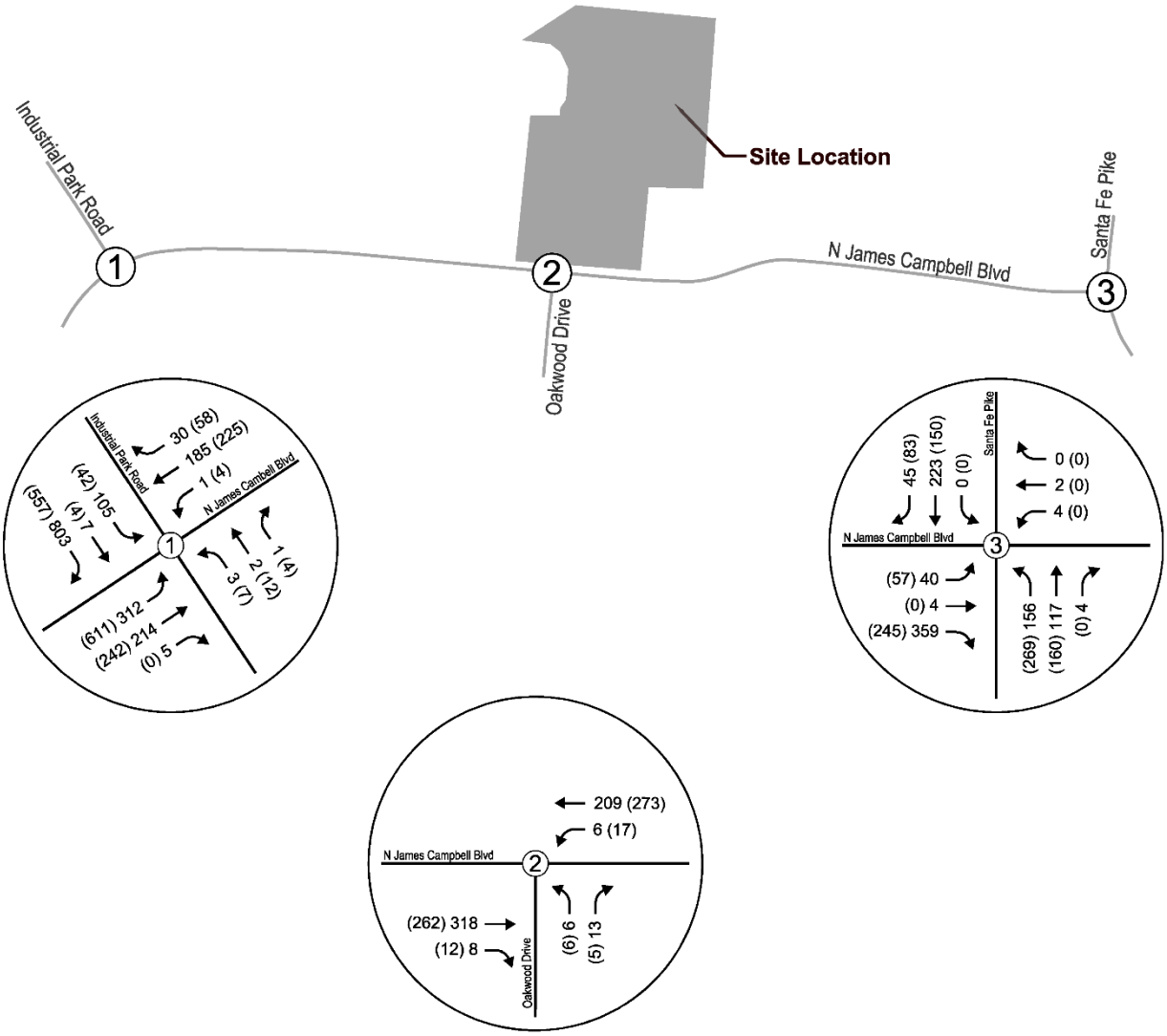
Time	SOUTHBOUND			NORTHBOUND			WESTBOUND			EASTBOUND		
	Industrial Park Road			Driveway			N James Campbell Boulevard			N James Campbell Boulevard		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 – 7:00 AM	35	5	374	0	0	0	1	103	32	265	115	1
7:00 – 8:00 AM	100	6	789	0	5	1	1	182	32	316	205	6
8:00 – 9:00 AM	56	8	529	6	3	2	0	148	29	246	138	6
9:00 – 10:00 AM	34	4	375	4	3	4	3	144	19	273	147	3
10:00 – 11:00 AM	20	8	358	7	8	4	5	148	24	278	158	3
11:00 AM – 12:00 PM	31	5	347	7	2	2	2	172	16	336	184	5
12:00 – 1:00 PM	45	4	384	6	6	4	2	166	29	378	189	7
1:00 – 2:00 PM	28	2	367	6	1	0	3	179	37	425	189	4
2:00 – 3:00 PM	54	3	470	5	0	2	2	206	51	419	230	4
3:00 – 4:00 PM	74	4	560	2	3	4	1	214	56	532	281	3
4:00 – 5:00 PM	52	8	573	9	14	3	4	212	53	595	233	1
5:00 – 6:00 PM	48	0	465	2	1	1	0	216	51	537	199	0
TOTAL	**577**	**57**	**5,591**	**54**	**46**	**27**	**24**	**2,090**	**429**	**4,600**	**2,268**	**43**

Table 2. Turning Movement Counts, N James Campbell Boulevard and Oakwood Drive

Time	NORTHBOUND			WESTBOUND			EASTBOUND		
	Oakwood Drive			N James Campbell Boulevard			N James Campbell Boulevard		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 – 7:00 AM	0	0	11	1	128	0	0	150	1
7:00 – 8:00 AM	6	0	15	3	200	0	0	304	7
8:00 – 9:00 AM	3	0	11	10	162	0	0	196	6
9:00 – 10:00 AM	6	0	5	5	151	0	0	174	3
10:00 – 11:00 AM	5	0	11	9	166	0	0	170	5
11:00 AM – 12:00 PM	3	0	11	10	173	0	0	193	6
12:00 – 1:00 PM	3	0	8	12	192	0	0	224	7
1:00 – 2:00 PM	3	0	8	9	202	0	0	216	3
2:00 – 3:00 PM	6	0	11	10	239	0	0	266	4
3:00 – 4:00 PM	5	0	15	14	255	0	0	329	10
4:00 – 5:00 PM	6	0	5	16	263	0	0	263	10
5:00 – 6:00 PM	5	0	11	19	253	0	0	234	8
TOTAL	**51**	**0**	**122**	**118**	**2,384**	**0**	**0**	**2,719**	**70**

Table 3. Turning Movement Counts, N James Campbell Boulevard and Santa Fe Pike (TN-7)

Time	SOUTHBOUND			NORTHBOUND			WESTBOUND			EASTBOUND		
	Santa Fe Pike (TN-7)			Santa Fe Pike (TN-7)			N James Campbell Boulevard			Driveway		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 – 7:00 AM	0	94	32	85	49	13	1	1	0	37	10	175
7:00 – 8:00 AM	0	222	47	140	110	4	4	7	0	36	7	361
8:00 – 9:00 AM	0	118	53	119	101	2	5	1	0	38	1	206
9:00 – 10:00 AM	0	94	51	130	87	2	1	1	1	38	3	173
10:00 – 11:00 AM	0	109	56	139	101	9	7	3	0	47	5	160
11:00 AM – 12:00 PM	0	119	58	162	90	8	7	4	1	57	1	172
12:00 – 1:00 PM	1	126	52	162	134	6	5	4	0	51	6	208
1:00 – 2:00 PM	0	126	51	172	118	9	2	0	0	48	1	203
2:00 – 3:00 PM	1	146	65	198	129	3	0	1	0	60	7	249
3:00 – 4:00 PM	0	183	103	239	161	0	0	0	1	79	0	297
4:00 – 5:00 PM	0	163	87	270	164	0	0	0	0	58	0	252
5:00 – 6:00 PM	0	133	60	273	157	1	0	1	0	58	0	212
TOTAL	**2**	**1,633**	**715**	**2,089**	**1,401**	**57**	**32**	**23**	**3**	**607**	**41**	**2,668**



LEGEND

XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N.T.S.

Figure 4
Existing Traffic Volumes
(2023)

Existing Capacity Analysis

To evaluate the existing traffic operations at the study intersections within the vicinity of the project site, AM and PM peak hour capacity analyses were performed per the calculations outlined in the *Highway Capacity Manual*[1](HCM). Levels of service (LOS), corresponding average delays, and 95th percentile queues were calculated for each turning movement. An LOS is a qualitative measure or grade used to distinguish how traffic is serviced at an intersection or along a roadway. The range of LOS is A to F, with A being the highest and F the lowest. The 95th percentile queue is the queue length (in vehicles) that has only a five (5) percent probability of being exceeded during the analysis period. The 95th percentile queue is not typical of what an average driver would experience, and driver experiences would be better characterized by the mean queue length. The table below details each LOS for signalized and unsignalized intersections, as specified within the HCM.

Table 4. Level of Service (LOS) Details

Level of Service*	Average Control Delay (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50
Source: HCM 2010, Exhibits 18-4 and 19-1		

To determine the effectiveness of traffic operations within the study area a minimum LOS or baseline needs to be established. Any LOS below the established baseline will be considered unsatisfactory. LOS C is generally acceptable for typical roadway function while LOS D is typically considered to be the minimum acceptable LOS. According to the City of Columbia's *Connect Columbia Transportation Plan (2018)*, "In urban areas, LOS D is typically considered to be the minimum acceptable level of service." The following conditions shall be considered unsatisfactory for the purposes of this study:

1. Overall intersections with an LOS E or F.
2. Individual traffic movements with an LOS E or F.

The existing intersections within the study area were analyzed with existing traffic volumes under existing roadway conditions/geometries. It should be noted that existing traffic signal timings were utilized at the intersections of Industrial Park Road and N James Campbell Boulevard and N James Campbell Boulevard and Santa Fe Pike. The existing capacity analyses were conducted using *Synchro* software by Trafficware for both signalized and unsignalized intersections. Appendix B contains the detailed capacity analyses results.

[1] Transportation Research Board (TRB). Highway Capacity Manual, 5th Edition (2010). Washington, DC: 2010

Table 5. Existing Capacity Analyses

	Study Intersection	Control	Approach	2023 Existing Conditions					
				AM Peak Hour			PM Peak Hour		
				LOS	Delay (s)	Queue (feet)	LOS	Delay (s)	Queue (feet)
1.	**N James Campbell Boulevard and Industrial Park Road**	Signal	NB L/T/R	E	76.1	20	D	36.2	42
			SB Left/Thru	D	48.9	166	D	36.9	76
			SB Right	F	497.4	369#	D	43.4	123
			EB Left	A	9.3	185	B	15.5	171
			EB Thru	A	7.1	61	A	6.1	26
			EB Thru/Right	A	7.1	61	A	6.1	26
			WB Left/Thru	B	14.1	93	C	20.8	95
			WB Thru/Right	B	14.2	93	C	21.1	95
			Overall	**F**	**247.6**	--	**C**	**24.7**	--
2.	**N James Campbell Boulevard and Oakwood Drive**	TWSC	NB Left/Right	B	10.3	25	B	10.9	25
			WB Left	A	8.0	0	A	7.9	0
3.	**N James Campbell Boulevard and Santa Fe Pike**	Signal	EB Left/Thru	C	28.8	54	C	30.5	65
			EB Right	E	70.3	60	C	25.1	47
			WB L/T/R	C	28.0	14	A	0.0	0
			NB Left	C	33.4	33	D	41.1	62
			NB Thru	A	4.1	6	A	3.8	19
			NB Thru/Right	A	4.1	6	A	3.8	19
			SB Left/Thru	A	0.0	24	A	0.0	41
			SB Thru/Right	A	0.0	24	A	0.0	41
			Overall	**C**	**34.0**	--	**C**	**20.3**	--

– 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

The following assessment are based on the results of the 2023 Existing Capacity Analyses as shown in the table above:

N James Campbell Boulevard and Industrial Park Road

- The shared northbound movement currently operates at LOS E during the AM peak hour period with existing traffic volumes.
- The southbound right-turn movement currently operates at LOS F during the AM peak hour period with existing traffic volumes.
- The overall intersection currently operates at LOS F during the AM peak hour with existing traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with existing traffic volumes.

N James Campbell Boulevard and Oakwood Drive

- All critical movements for this intersection currently operate at an acceptable minimum LOS B during the AM and PM peak with existing traffic volumes.

N James Campbell Boulevard and Santa Fe Pike

- The eastbound right-turn movement currently operates at LOS E during the AM peak hour period with existing traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with existing traffic volumes.

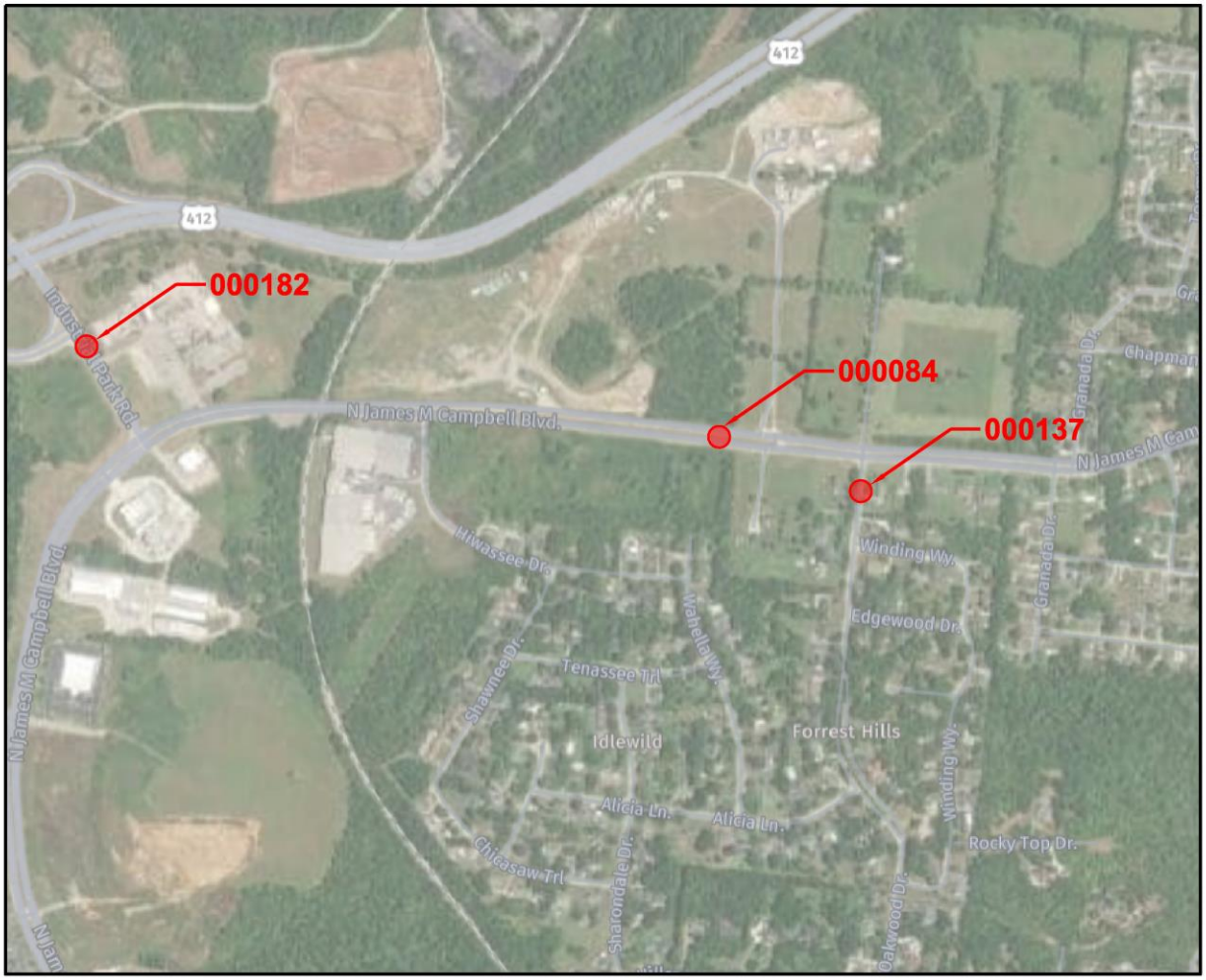
Background Traffic Volumes

To account for traffic growth within the vicinity of the project site prior to the completion of the proposed Oakwood Subdivision, background traffic volumes were established. Average annual daily traffic (AADT) volumes were obtained from Tennessee Department of Transportation (TDOT) count stations, and an average growth trend per year was established. This growth trend was used as a multiplication factor to grow the existing traffic volumes to the 2027 design year (development completion). Figure 5 displays the locations of the TDOT Count Stations within the surrounding area.

As shown in Figure 5, the average yearly percent change in traffic over a six (6) year period from 2018 - 2023 was 2.05%. As a conservative estimate, the existing traffic volumes were grown by +3.00% per year for four (4) years. Figure D1 in Appendix D shows the background peak hour totals at the study intersections for the AM and PM peak hour periods.

To account for the additional traffic growth within the vicinity of the project site, the generated traffic volumes from previously conducted Traffic Studies near the project site were added to the grown background traffic volumes. The Steadfast Hampshire Pike Development generated traffic volumes were included as outlined within the Steadfast Hampshire Pike Traffic Impact Study conducted by Kimley Horn in October 2021 and revised July 2022 as shown on Figure D2 in Appendix D. The Columbia Fuel Center Development generated traffic volumes were included as outlined within the Columbia Fuel Center Traffic Impact Study conducted by Clearcourse revised August 2022 as shown on Figure D3 in Appendix D.

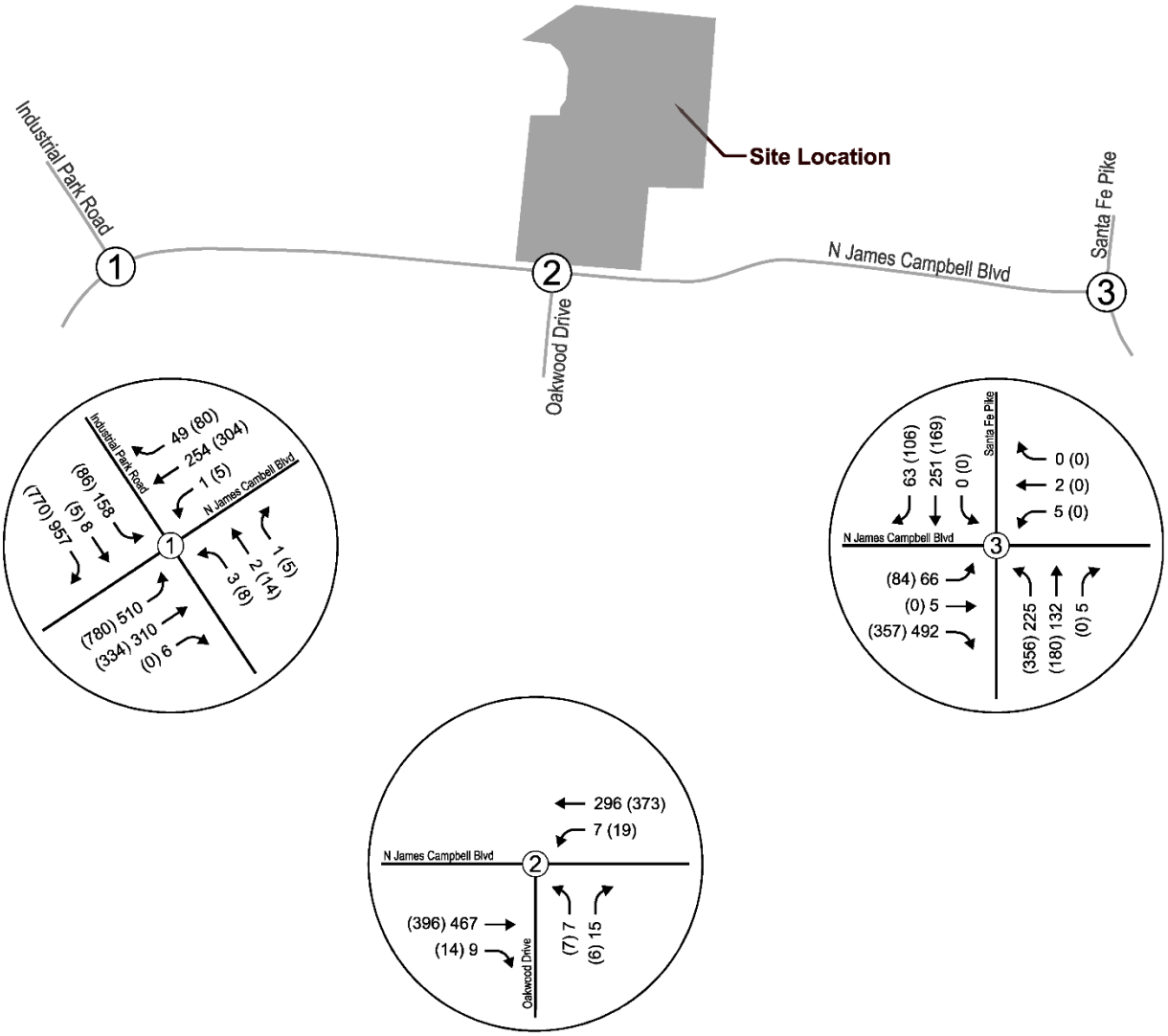
The generated background development volumes from the Steadfast Hampshire Pike Development and Columbia Fuel Center Development as shown on Figures D2 and D3 in Appendix D we added to the background traffic volumes as shown in Figure D1 resulting in the total combined background peak hour traffic volumes for the study intersections, as shown on Figure 6.



TDOT Count Station:	Maury 000084		Maury 000137		Maury 000182		Average % Growth
Year	AADT	% Change	AADT	% Change	AADT	% Change	
2023	6,378	--	499	--	13,360	--	--
2022	6,078	4.94%	495	0.81%	12,647	5.64%	3.79%
2021	5,803	4.95%	443	6.32%	13,601	-0.89%	3.46%
2020	5,750	3.64%	493	0.41%	12,723	1.67%	1.91%
2019	5,700	2.97%	737	-8.07%	13,814	-0.82%	-1.97%
2018	5,527	3.08%	394	5.33%	12,865	0.77%	3.06%
Average % Change	**3.92%**		**0.96%**		**1.27%**		**2.05%**
						Applied Growth %	**3.00%**

N.T.S.

Figure 5
TDOT Count Locations & Background Traffic Growth Trends



LEGEND

XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N.T.S.

Figure 6
Combined Background Traffic Volumes (2027)

Background Capacity Analyses

To evaluate the background traffic operations at the study intersections within the vicinity of the project site, the AM and PM peak hour capacity analyses were performed based on calculations outlined in the Highway Capacity Manual (HCM). Levels of service (LOS), corresponding average delays, and 95th percentile queues were calculated for each turning movement.

The previously conducted Traffic Studies for the background developments resulted in recommended roadway improvements to a study intersection. These recommended improvements will be utilized as part of the background roadway conditions and have been included in the background capacity analyses. The improvement is listed below.

Industrial Park Road at N James Campbell Boulevard

- Restripe the southbound shared through/left-turn lane along Industrial Park Road to provide a shared left/through/right-turn lane.
- Adjust signal timings as necessary after lane modifications.

The study intersections were analyzed with background traffic volumes and roadway conditions based on lane geometries as outlined in the Background Traffic Volumes section above. It should be noted that existing traffic signal timings were utilized at the intersection of N James Campbell Boulevard and Santa Fe Pike for this analysis. Additionally, optimized traffic signal timings were utilized at the intersection of Industrial Park Road and N James Campbell Boulevard for this analysis. The background capacity analyses were conducted using *Synchro* software by Trafficware for both signalized and unsignalized intersections. Appendix B contains the detailed capacity analyses results.

Table 6. Background Capacity Analyses

Study Intersection	Control	Approach	2027 Background Conditions					
			AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	Queue (feet)	LOS	Delay (s)	Queue (feet)
1. **Industrial Park Road and N James Campbell Boulevard**	Signal	NB L/T/R	F	83.3	21	C	28.6	34
		SB L/T/R	C	26.0	743#	B	11.3	396#
		SB Right	C	26.0	189	B	11.3	130
		EB Left	C	28.5	741#	D	36.7	644#
		EB Thru	B	16.2	147	A	5.7	56
		EB Thru/Right	B	16.1	147	A	5.7	56
		WB Left/Thru	D	40.6	218#	C	32.0	156
		WB Thru/Right	D	41.1	218#	C	33.7	156
		Overall	**C**	**27.3**	--	**C**	**22.5**	--
2. **N James Campbell Boulevard and Oakwood Drive**	TWSC	NB L/T/R	B	11.6	25	B	12.5	25
		WB Left	A	8.5	0	A	8.3	25
3. **N James Campbell Boulevard and Santa Fe Pike**	Signal	EB Left/Thru	C	29.4	76	C	30.2	86
		EB Right	F	117.6	95	C	24.4	46
		WB L/T/R	C	28.0	14	A	0.0	0
		NB Left	D	36.5	57	D	49.3	98
		NB Thru	A	4.2	18	A	4.2	24
		NB Right	A	4.2	18	A	0.0	0
		SB Left/Thru	A	0.0	68	A	0.0	55
		SB Thru/Right	A	0.0	68	A	0.0	55
		Overall	**E**	**55.4**	--	**C**	**23.6**	--

– 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

The following assessment are based on the results of the 2027 Background Capacity Analyses as shown in the table above:

N James Campbell Boulevard and Industrial Park Road

- The shared northbound movement will operate at LOS F during the AM peak hour period with background traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with background traffic volumes.

N James Campbell Boulevard and Oakwood Drive

- All critical movements for this intersection will operate at an acceptable minimum LOS B during the AM and PM peak with background traffic volumes.

N James Campbell Boulevard and Santa Fe Pike

- The eastbound right-turn movement will operate at LOS F during the AM peak hour period with background traffic volumes.
- The overall intersection will operate at LOS E during the AM peak hour periods with background traffic volumes.

- All other critical movements for this intersection will operate at an acceptable minimum LOS D during the AM and PM peak with background traffic volumes.

Impacts

Trips were generated to establish projected traffic volumes for the proposed Oakwood Subdivision. Daily and peak hour trips were generated by formulas presented in the *Trip Generation Manual*[2] based on the land uses proposed by the development. As previously stated, the proposed development will consist of 108 single family homes. The Single-Family Home (210) ITE Land Uses were used to estimate the generated traffic volumes. The table below provides the new trips generated for the proposed development. Appendix C contains detailed trip generation calculations.

Table 7. Oakwood Subdivision Trip Generation

ITE Land Use (Code)	Size	Generated Traffic Volumes				
		Daily	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
Single-Family Homes (210)	108 Units	1,083	20	60	67	40

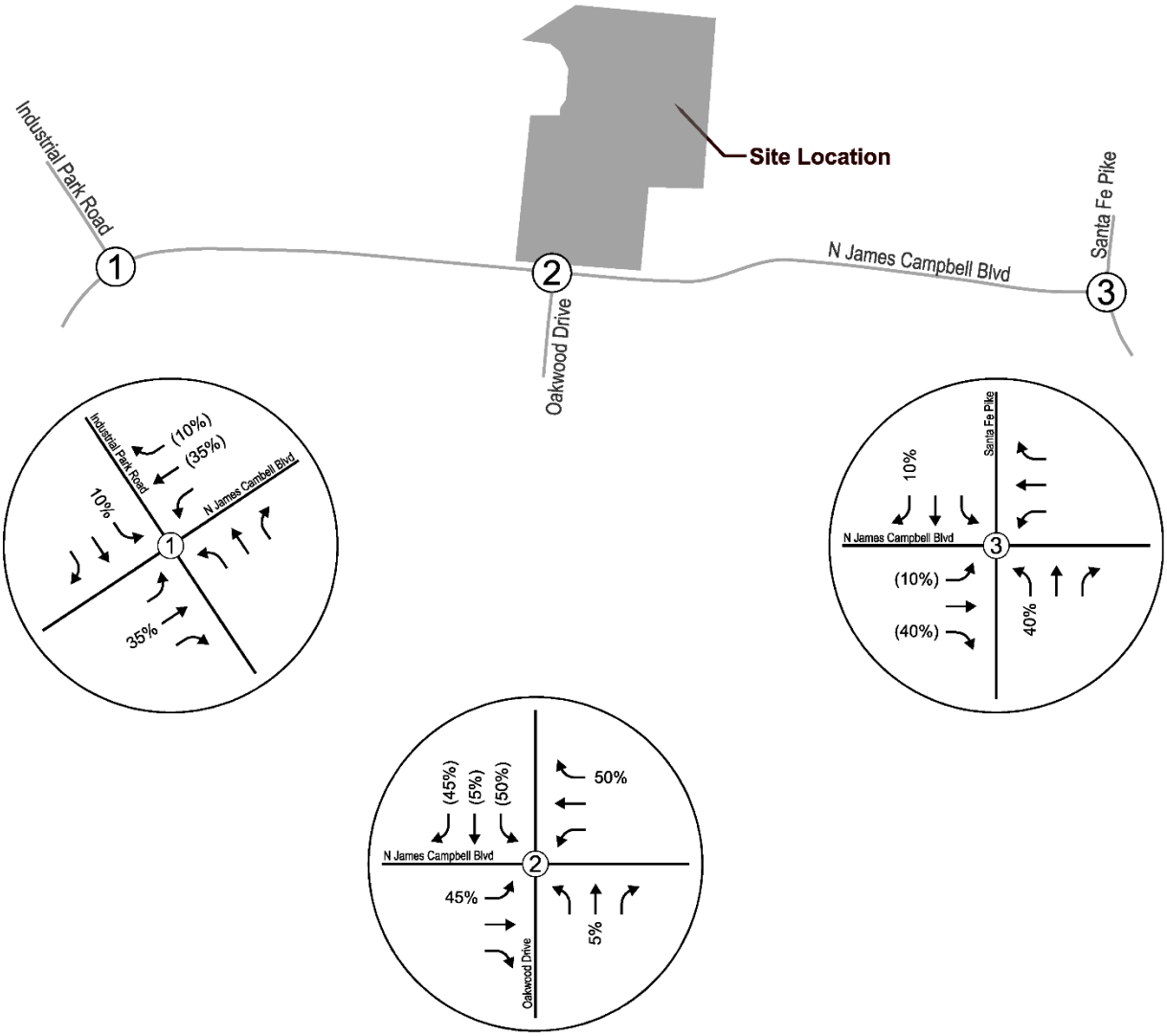
Projected Traffic Distribution and Assignments

For the purposes of this study, estimated directional distributions shown on Figure 7 were made for the proposed development's generated traffic volumes. The development of these directional distributions was established based on the following:

- Conducted hourly turning movement counts.
- Proposed land use characteristics.
- Existing roadway network.
- Existing lane geometry of surrounding intersections.
- The access locations of the proposed development.
- Locations of populations centers within the surrounding area.

The primary trips generated were assigned to the existing roadway network per the distributions shown on Figure 7, resulting in the generated peak hour traffic volumes shown on Figure 8. The generated peak hour traffic volumes were added to the total combined background volumes as shown in Figure 6, resulting in the total projected peak hour traffic volumes in Figure 9.

[2] Institute of Transportation Engineers (ITE). Trip Generation Manual, 11th Edition. Washington, DC: ITE, 2022

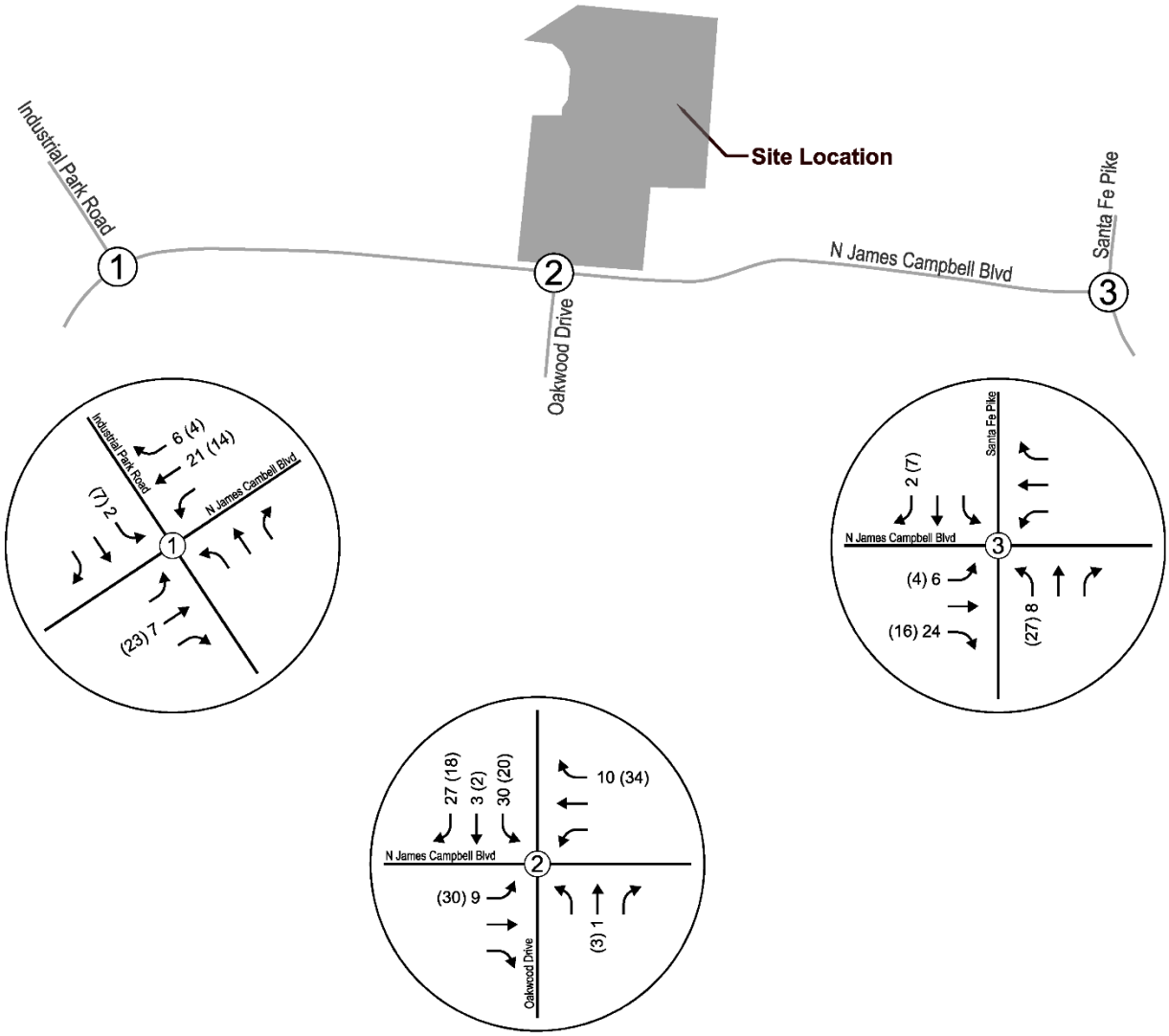


LEGEND

XX% - Entering Traffic Volumes
(XX%) - Exiting Traffic Volumes

N.T.S.

Figure 7
Distribution of Generated
Peak Hour Traffic Volumes



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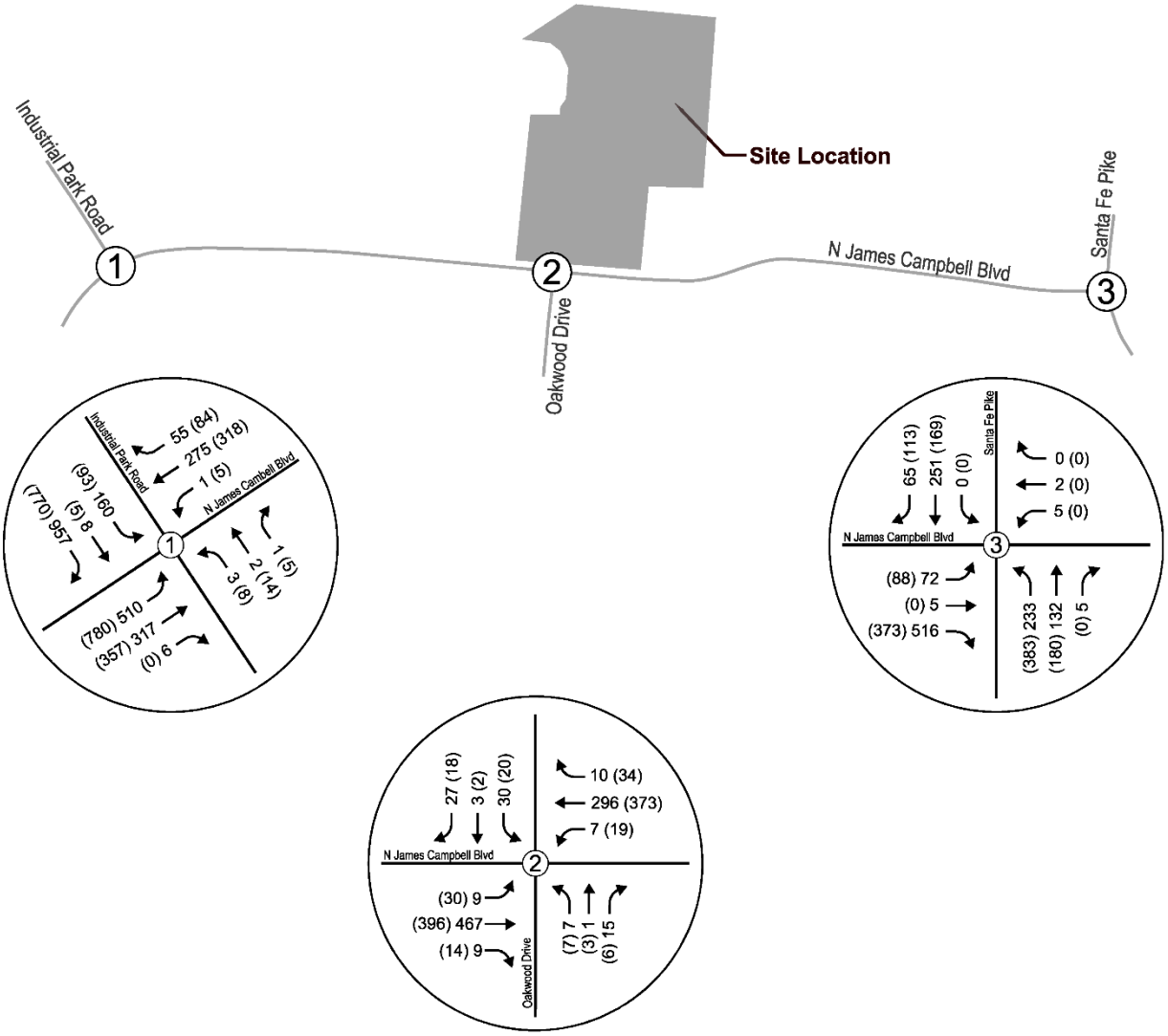
XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N.T.S.

Figure 8
Assignment of Generated Peak Hour Traffic Volumes



LEGEND

XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N.T.S.

Figure 9
Projected Traffic Volumes (2027)

Projected Capacity Analysis

To evaluate the projected traffic operations at the study intersections within the vicinity of the project site, AM and PM peak hour capacity analyses were performed. The capacity analyses include the total projected traffic volumes generated from the proposed development in addition to background traffic volumes. Levels-of-service (LOS), corresponding average delays, and 95th percentile queues were calculated for each turning movement. The intersections were analyzed based on background roadway conditions and lane geometries as outlined previously with projected traffic volumes.

The intersections were analyzed with projected traffic volumes and roadway conditions based on lane geometries as outlined in the Background Traffic Volumes section above. It should be noted that existing traffic signal timings were utilized at the intersection of N James Campbell Boulevard and Santa Fe Pike for this analysis. Additionally, optimized traffic signal timings were utilized at the intersection of Industrial Park Road and N James Campbell Boulevard for this analysis. The projected capacity analyses were conducted using *Synchro* software by Trafficware for both signalized and unsignalized intersections. Appendix B contains the detailed capacity analyses results.

Table 8. Projected Capacity Analyses

Study Intersection	Control	Approach	2027 Projected Conditions					
			AM Peak Hour			PM Peak Hour		
			LOS	Delay (s)	Queue (feet)	LOS	Delay (s)	Queue (feet)
1. **Industrial Park Road and N James Campbell Boulevard**	Signal	NB L/T/R	E	78.1	20	C	28.7	34
		SB L/T/R	C	23.9	716#	B	11.0	416#
		SB Right	C	23.9	187	B	11.0	141
		EB Left	C	29.7	703#	D	38.3	655#
		EB Thru	B	15.7	141	A	5.7	60
		EB Thru/Right	B	15.7	141	A	5.7	60
		WB Left/Thru	D	40.2	237#	C	33.3	164
		WB Thru/Right	D	40.8	237#	D	35.4	164
		Overall	**C**	**26.5**	--	**C**	**23.0**	--
2. **N James Campbell Boulevard and Oakwood Drive**	TWSC	NB L/T/R	B	12.8	25	C	15.9	25
		EB Left	A	8.0	0	A	8.3	25
		WB Left	A	8.5	0	A	8.3	25
		SB L/T/R	B	13.8	25	C	15.4	25
3. **N James Campbell Boulevard and Santa Fe Pike**	Signal	EB Left/Thru	C	29.5	80	C	30.3	89
		EB Right	F	131.5	111	C	23.7	45
		WB L/T/R	C	28.1	14	A	0.0	0
		NB Left/Thru	D	37.3	61	D	51.9	110
		NB Thru	A	4.2	18	A	4.2	25
		NB Thru/Right	A	4.2	18	A	4.2	25
		SB Left/Thru	A	0.0	70	A	0.0	57
		SB Thru/Right	A	0.0	70	A	0.0	57
		Overall	**E**	**62.0**	--	**C**	**24.6**	--

– 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.

The following assessment are based on the results of the 2027 Projected Capacity Analyses as shown in the table above:

N James Campbell Boulevard and Industrial Park Road

- The shared northbound right movement will operate at LOS E during the AM peak hour period with projected traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with projected traffic volumes.

N James Campbell Boulevard and Oakwood Drive

- All critical movements for this intersection currently operate at an acceptable minimum LOS C during the AM and PM peak with projected traffic volumes.

N James Campbell Boulevard and Santa Fe Pike

- The eastbound right movement will operate at LOS F during the AM peak hour period with projected traffic volumes.
- The overall intersection will operate at LOS E during the AM peak hour periods with projected traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with projected traffic volumes.

Intersection Assessments (Projected Conditions)

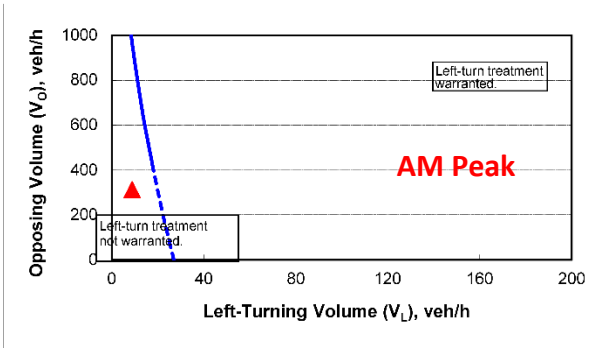
Engineering assessments were performed on the intersections within the study area to identify underlying inefficiencies and solutions to alleviate any concerns associated with intersection geometries and existing traffic volumes along the roadway network. Minor-road approach right-turn lane, Major-road approach left-turn lane, and Major-road approach right-turn warrants were performed based on Figures 2-4, Figures 2-5, and 2-6, respectively in the *NCHRP Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide* [3] and projected traffic volumes. The results of the warrants are shown below.

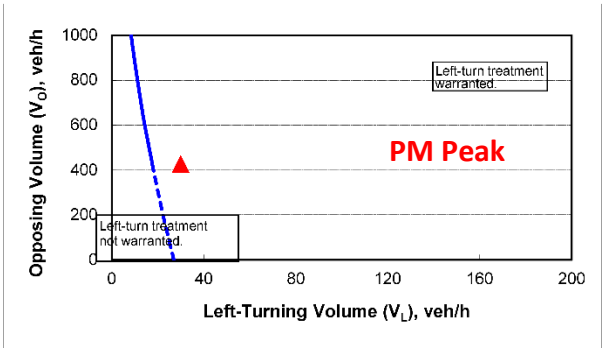
N James Campbell Boulevard and Oakwood Drive/Site Access

Table 9. Major-Road Approach Geometry, EBL N James Campbell Blvd and Oakwood Drive/Site Access

Variable	AM Peak	PM Peak
Left-turning volume (VL), veh/h:	9	30
Advancing volume (VA), veh/h:	485	440
Opposing volume (VO), veh/h:	313	426
Left-turn bay warranted:	**NO**	**YES**
Source: *NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide*		

[3] Transportation Research Board (TRB). Evaluating Intersection Improvements: An Engineering Study Guide. Washington, DC: 2001

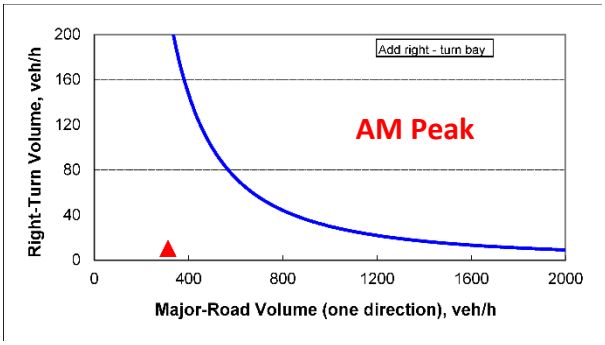


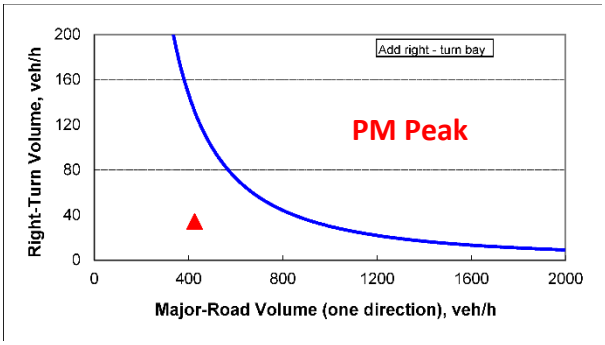


As shown in the table above and the corresponding graphs, it was determined that an eastbound left-turn lane is warranted along N James Campbell Boulevard at its intersection with the proposed Site Access during the PM peak hour period with projected traffic volumes.

Table 10. Major-Road Approach Geometry, WBR N James Campbell Blvd at Oakwood Dr/Site Access

Variable	AM Peak	PM Peak
Major-road speed, mph:	45	45
Major-road volume (one direction), veh/h:	313	426
Major-road right-turn volume, veh/h:	10	34
Limiting right-turn volume, veh/h:	226	132
Right-turn bay warranted:	**NO**	**NO**
Source: *NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide*		

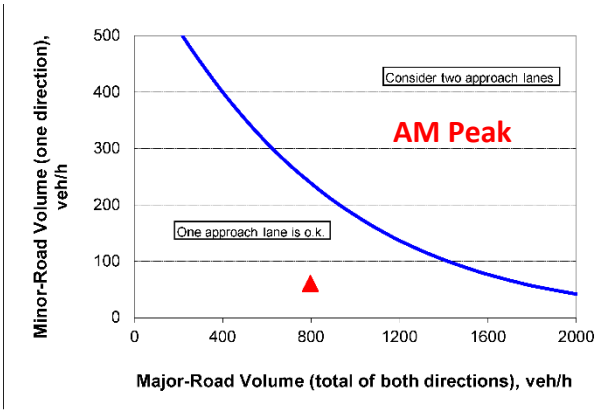


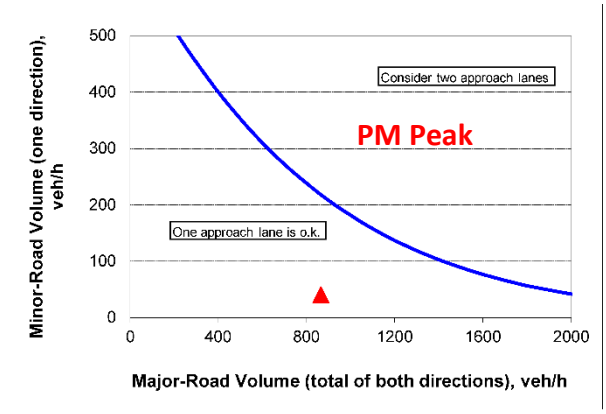


As shown in the table above and the corresponding graphs, it was determined that a westbound right-turn lane is not warranted along N James Campbell Boulevard at its intersection with the proposed Site Access during either peak hour period with projected traffic volumes.

Table 11. Minor-Road Approach Geometry, SBR Site Access at N James Campbell Boulevard

Variable	AM Peak	PM Peak
Major-road volume (total both directions), veh/h:	798	866
Percentage of right-turns on minor road, %:	45%	45%
Minor-road volume (one direction), veh/h:	60	40
Limiting minor-road volume (one direction), veh/h:	239	218
Right-turn bay warranted:	**One (1) approach lane is sufficient**	**One (1) approach lane is sufficient**
Source: *NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide*		



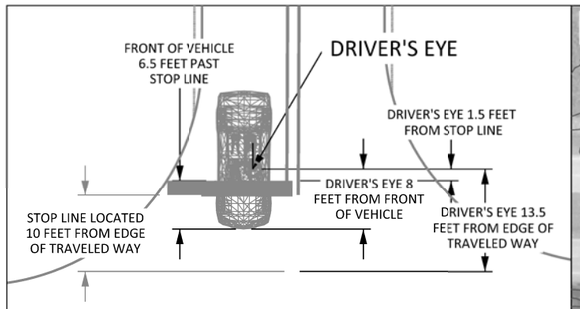


As shown in the table above and the corresponding graphs, it was determined that one (1) shared lane for left-turning and right-turning movements on the southbound approach of the proposed Site Access at N James Campbell Boulevard is sufficient with projected traffic volumes.

Sight Distance Analysis

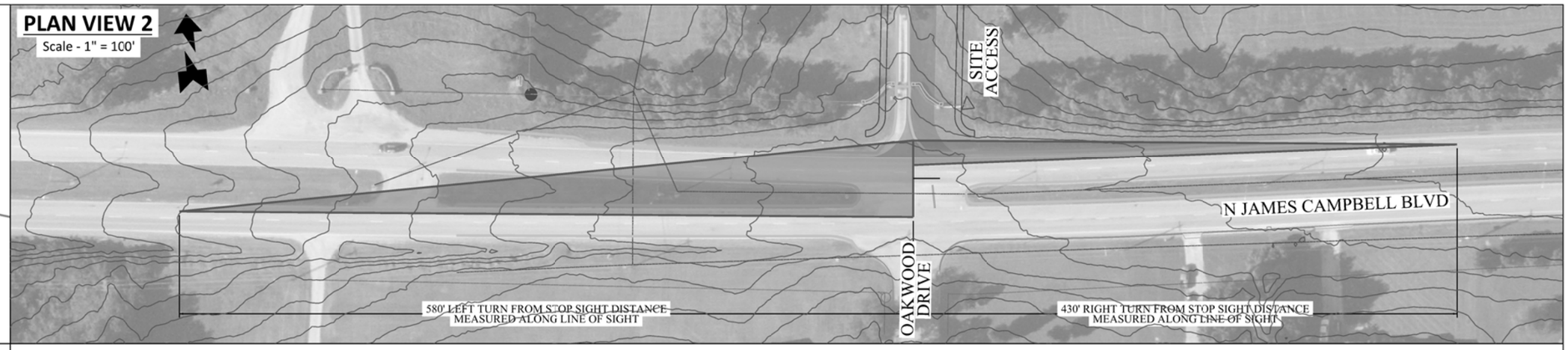
A sight distance analysis was conducted at the proposed site access location to determine if the sight distance criteria set forth by TDOT and the guidelines within AASHTO's *A Policy on Geometric Design of Highways and Streets* (Green Book) would be satisfied. Per the AASHTO Green Book, the procedures used to determine the sight distance criteria at the proposed site access drive were *Case B1 - Left turn from stop at minor street* and *Case B2 - Right turn from stop at minor street*.

The required sight distance for a vehicle making a left-turn and right-turn from stop at the proposed Site Access along N James Campbell Boulevard was calculated to be 580 feet and 430 feet, respectively, based on the 45 MPH speed limit along N James Campbell Boulevard and the multiple lanes to cross while making a left-turn. As shown on Figure 10, the required vertical and horizontal sight distances for left-turns and right-turns from the proposed Site Access (580 feet and 430 feet, respectively) satisfy Cases B1 and B2 as outlined within the AASHTO Green Book. However, it should be noted that all vegetation along Industrial Park Road within the turning vehicle's line-of-sight will need to be cleared to ensure adequate sight distance is maintained.



PLAN VIEW 1

Scale - 1" = 20'



SIGHT DISTANCE NOTES

LEFT TURN FROM STOP

THE REQUIRED SIGHT DISTANCE FOR A VEHICLE MAKING A LEFT TURN FROM STOP AT THE SITE ACCESS ALONG N JAMES CAMPBELL BLVD IS IN EXCESS OF**580 FEET**. THUS, MEETING THE REQUIRED 579 FEET CALCULATED FROM*AASHTO'S A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS - 7TH EDITION, 2018 (GREEN BOOK).* ACCORDING TO *TABLE 9-6 - TIME GAP FOR CASE B1, LEFT TURN FROM STOP*, THE ALLOWABLE TIME GAP FOR A PASSENGER CAR WITH A MAJOR STREET DESIGN SPEED OF **45 MPH** IS OF **8.75 SECONDS** (INCLUDING THE ADJUSTMENT FOR ADDITIONAL LANES AND MEDIAN TO CROSS. THE INTERSECTION SIGHT DISTANCE WAS CALCULATED USING *EQUATION 9-1* AS SHOWN BELOW.

ISD = $1.47V_{major}\ t_g$ = 1.47 (45 mph)(8.75 s) = **579 FEET**

ISD = INTERSECTION SIGHT DISTANCE (FEET)

V_{major} = **45 MPH** = DESIGN SPEED OF MAJOR ROAD (MPH)

t_g = 7.5s + 1.25s (0.5s FOR EACH ADDITIONAL LANE CROSSED INCLUDING MEDIAN) = **8.75 s** = TIME GAP FOR MINOR ROAD VEHICLE TO ENTER THE MAJOR ROAD (s)

RIGHT TURN FROM STOP

THE REQUIRED SIGHT DISTANCE FOR A VEHICLE MAKING A RIGHT TURN FROM STOP AT THE SITE ACCESS ALONG N JAMES CAMPBELL BLVD IS IN EXCESS OF**430 FEET**. THUS, MEETING THE REQUIRED 430 FEET CALCULATED FROM*AASHTO'S A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS - 7TH EDITION, 2018 (GREEN BOOK).* ACCORDING TO *TABLE 9-8 - TIME GAP FOR CASE B2, RIGHT TURN FROM STOP*, THE ALLOWABLE TIMEGAP FOR A PASSENGER CAR WITH A MAJOR STREET DESIGN SPEED OF **45 MPH** IS OF **6.5 SECONDS**. THE INTERSECTION SIGHT DISTANCE WAS CALCULATED USING *EQUATION 9-1* AS SHOWN BELOW.

ISD = $1.47V_{major}\ t_g$ = 1.47 (45 mph)(6.5 s) = **430 FEET**

ISD = INTERSECTION SIGHT DISTANCE

V_{major} = **45 MPH** = DESIGN SPEED OF MAJOR ROAD (MPH)

t_g = **6.5 s** = TIME GAP FOR MINOR ROAD VEHICLE TO ENTER THE MAJOR ROAD (s)

THE PROPOSED SITE ACCESS SATISFIES BOTH CASE B1 FOR LEFT-TURNING VEHICLES AND CASE B2 FOR RIGHT-TURNING VEHICLES AS OUTLINED WITHIN THE AASHTO GREEN BOOK (7TH EDITION - 2018).

DECISION POINT

AS DESCRIBED IN AASHTO'S A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS:
FIELD OBSERVATIONS OF VEHICLE STOPPING POSITIONS FOUND THAT, WHERE NEEDED, DRIVERS WILL STOP WITH THE FRONT OF THEIR VEHICLE**6.5 FEET OR LESS** IN FRONT OF THE DESIRED STOPPING POSITION AT A STOP LINE. MEASUREMENTS OF PASSENGER CARS INDICATE THAT THE DISTANCE FROM THE FRONT OF THE VEHICLE TO THE DRIVER'S EYE FOR THE CURRENT U.S. PASSENGER CAR POPULATION IS NEARLY ALWAYS EIGHT (8) FEET OR LESS.

THEREFORE, IN ORDER TO ACCOUNT FOR VEHICLES STOPPING PAST THE STOP LINE, THE DECISION POINT (DRIVER'S EYE) WAS PLACED 1.5 FEET BEFORE THE STOP LINE AS OPPOSED TO **EIGHT (8) FEE**T AS SHOWN IN PLAN VIEW 1. THIS CALCULATION IS DETAILED BELOW:

DP = AVG. VEHICLE LENGTH - STOPPING POSITION = 8 FT- 6.5 FT = **1.5 FT**

DP = DECISION POINT (DRIVER'S EYE)
AVG. VEHICLE LENGTH = 8 FEET
STOPPING POSITION = 6.5 FEET

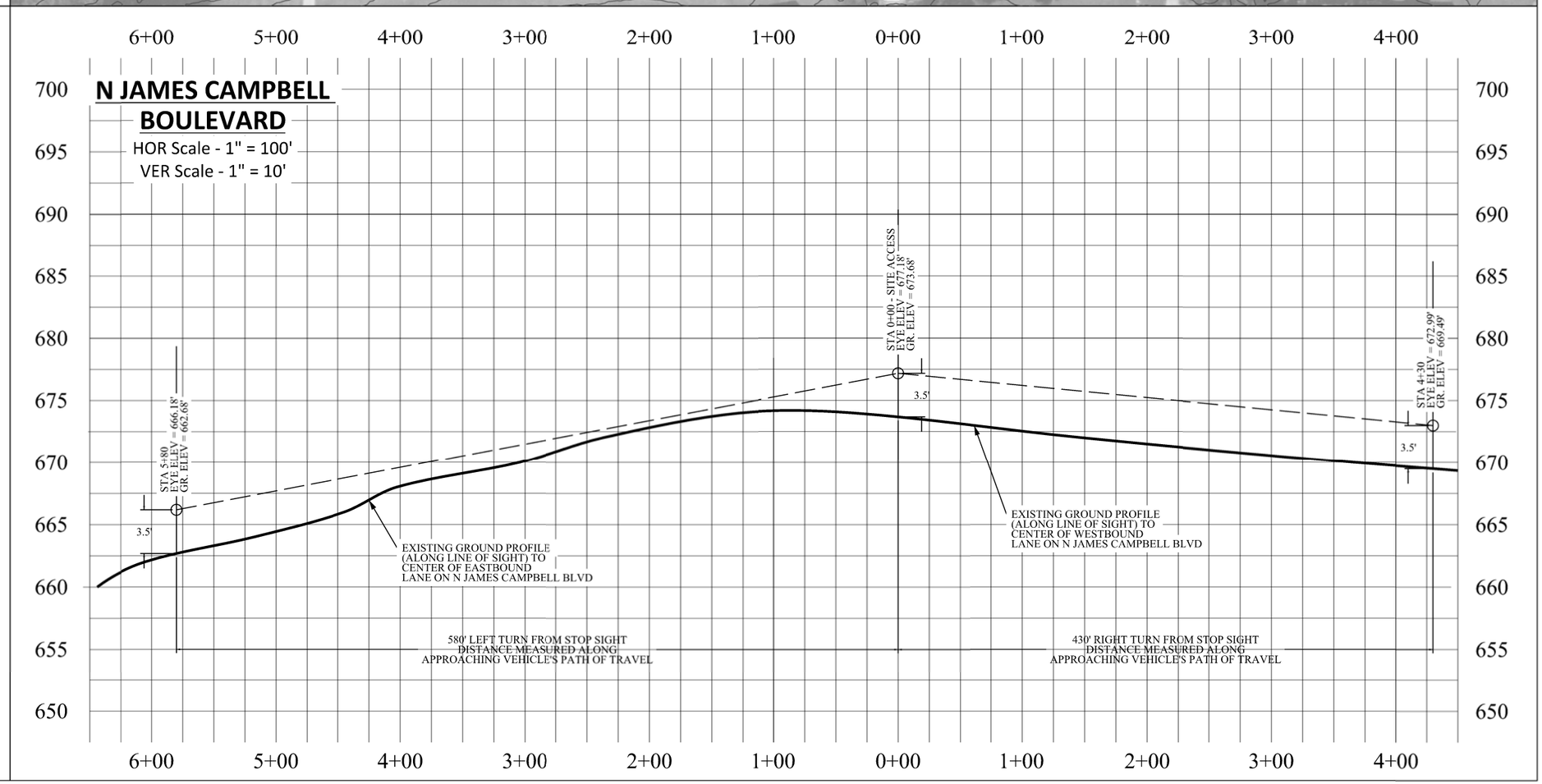


Figure 10 - Sight Distance Analysis (N James Campbell Blvd and Site Access)

Oakwood Subdivision ● Columbia, TN ● Scale: Varies

Prepared by T-Square Engineering, Inc.
111 Southeast Parkway Ct ● Franklin, TN 37064 ● www.T2-Eng.com

Conclusions

Existing Conditions

Intersection Capacity Analyses

N James Campbell Boulevard and Industrial Park Road

- The shared northbound movement currently operates at LOS E during the AM peak hour period with existing traffic volumes.
- The southbound right-turn movement currently operates at LOS F during the AM peak hour period with existing traffic volumes.
- The overall intersection currently operates at LOS F during the AM peak hour with existing traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with existing traffic volumes.

N James Campbell Boulevard and Oakwood Drive

- All critical movements for this intersection currently operate at an acceptable minimum LOS B during the AM and PM peak with existing traffic volumes.

N James Campbell Boulevard and Santa Fe Pike

- The eastbound right-turn movement currently operates at LOS E during the AM peak hour period with existing traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with existing traffic volumes.

Background Conditions

Intersection Capacity Analyses

N James Campbell Boulevard and Industrial Park Road

- The shared northbound movement will operate at LOS F during the AM peak hour period with background traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with background traffic volumes.

N James Campbell Boulevard and Oakwood Drive

- All critical movements for this intersection will operate at an acceptable minimum LOS B during the AM and PM peak with background traffic volumes.

N James Campbell Boulevard and Santa Fe Pike

- The eastbound right-turn movement will operate at LOS F during the AM peak hour period with background traffic volumes.
- The overall intersection will operate at LOS E during the AM peak hour periods with background traffic volumes.

Projected Conditions

Intersection Capacity Analyses

N James Campbell Boulevard and Industrial Park Road

- The shared northbound right movement will operate at LOS E during the AM peak hour period with projected traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with projected traffic volumes.

N James Campbell Boulevard and Oakwood Drive

- All critical movements for this intersection currently operate at an acceptable minimum LOS C during the AM and PM peak with projected traffic volumes.

N James Campbell Boulevard and Santa Fe Pike

- The eastbound right movement will operate at LOS F during the AM peak hour period with projected traffic volumes.
- The overall intersection will operate at LOS E during the AM peak hour periods with projected traffic volumes.
- All other critical movements for this intersection currently operate at an acceptable minimum LOS D during the AM and PM peak with projected traffic volumes.

Turn Lane Analyses

N James Campbell Boulevard and Oakwood Drive

- It was determined that the eastbound approach of N James Campbell Boulevard at its intersection with the proposed Site Access does warrant an exclusive lane for left-turning movements with projected traffic volumes.
- It was determined that the westbound approach of N James Campbell Boulevard at its intersection with the proposed Site Access does not warrant an exclusive lane for right-turning movements with projected traffic volumes.
- It was determined that the southbound approach of the proposed Site Access at its intersection with N James Campbell Boulevard is sufficient with one (1) shared lane for left-turning and right-turning movements with projected traffic volumes.

N James Campbell Boulevard Santa Fe Pike

- Although an exclusive eastbound right-turn is present along N James Campbell Boulevard at its intersection with Santa Fe Pike, it is believed that due to the increase in traffic from the proposed development, that the eastbound approach lanes need to be restriped to include one (1) shared lane for left-turn, through, and right-turn movements and one (1) exclusive lane for right-turn movements. Thus, creating dual right-turn lanes along the eastbound approach. Additionally, the traffic signal timings would need to be modified to account for the change in lane utilization.

Recommendations

Based on the analyses within this study, and a review of the proposed development's access plan, the recommendations below have been presented to be implemented as part of the proposed Oakwood Subdivision in Columbia, TN. These recommendations will be constructed in addition to the additional improvements at the study intersections outlined in previously conducted traffic studies within the area.

Improvement Recommendations for the Oakwood Subdivision

N James Campbell Boulevard and Industrial Park Road

- Optimize the existing signal timings at this intersection to accommodate the generated traffic volumes from the proposed Oakwood Subdivision.

N James Campbell Boulevard and Oakwood Drive/Site Access

- Construct the proposed Site Access along N James Campbell Boulevard with one (1) inbound lane and one (1) outbound lane operating under a stop condition according to MUTCD, AASHTO, TDOT, and City of Columbia standards.
- Construct one (1) exclusive left-turn lane on the eastbound approach of N James Campbell Boulevard at its intersection with the proposed Site Access. The left-turn lane shall provide a minimum of 100 feet of storage and taper lengths according to MUTCD, AASHTO, TDOT, and City of Columbia standards.
- All radii for the proposed access shall be designed to accommodate the largest turning requirements of either an SU-30 truck (garbage) or an emergency vehicle (fire apparatus) that will service the development according to MUTCD, AASHTO, TDOT, and City of Columbia standards.
- Ensure the departure sight distance triangles for all driveways, internal intersections, and site access intersections are designed to be clear of all sight obstructions (including grade) as specified by AASHTO. The design of proposed internal roadway system should be completed according to the MUTCD, AASHTO, TDOT, and City of Columbia standards.

N James Campbell Boulevard and Santa Fe Pike

- Restripe the eastbound approach lanes to include one (1) shared lane for left-turn, through, and right-turn movements and one (1) exclusive lane for right-turn movement.
- Optimize the existing signal timings at this intersection to accommodate the generated traffic volumes from the proposed Oakwood Subdivision and the proposed changes to the eastbound approach lane utilization.

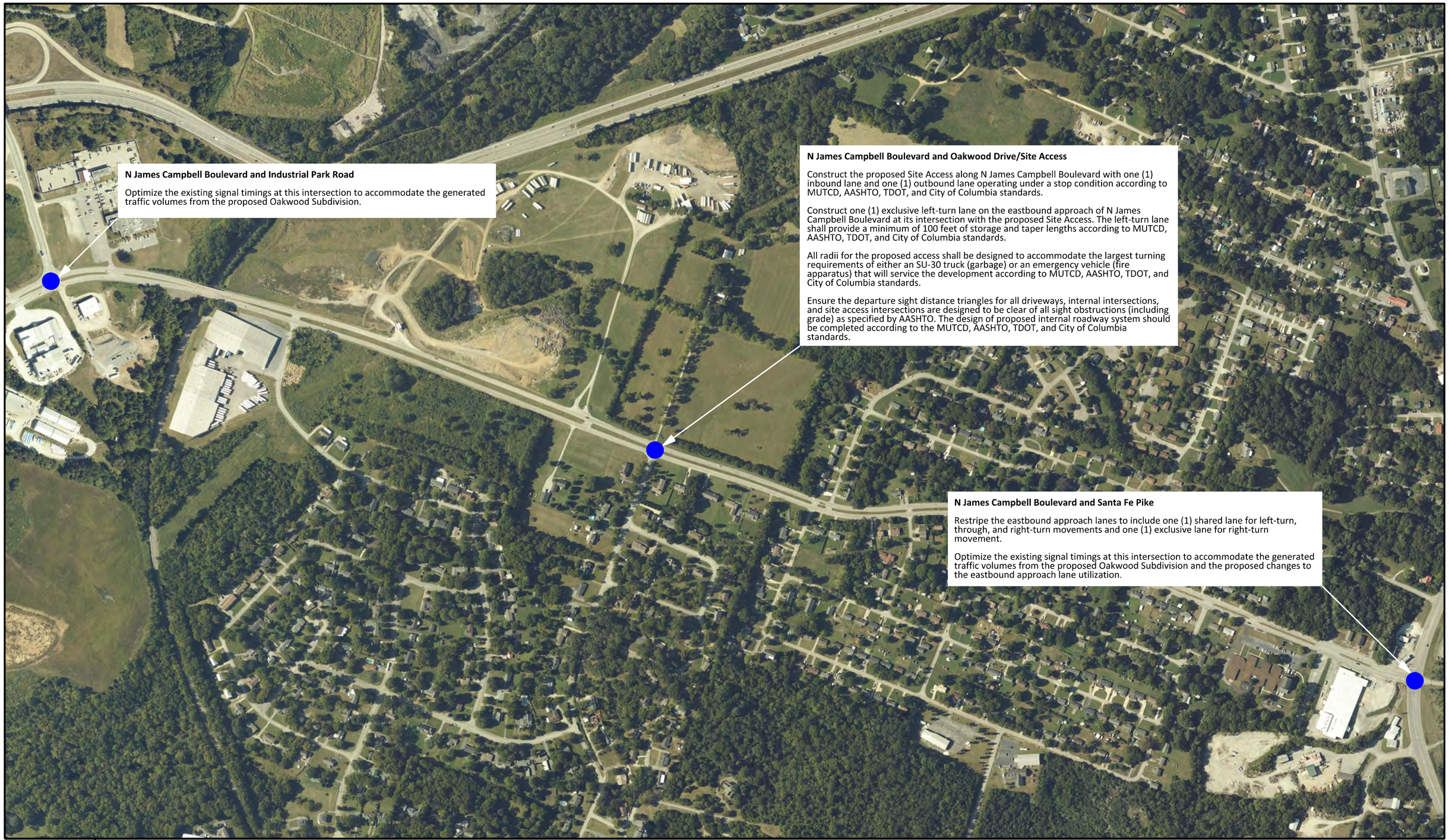


Figure 11 - Recommended Improvements

Oakwood Subdivision ● Columbia, TN ● Scale: 1" = 500'

Prepared by T-Square Engineering, Inc.

111 Southeast Parkway Ct ● Franklin, TN 37064 ● www.T2-Eng.com

500' 250' 0' 500'

1 inch = 500 feet

Projected Capacity Analysis with Improvements

To evaluate the impact of the proposed improvements on the projected traffic operations at the study intersections within the vicinity of the project site, AM and PM peak hour capacity analyses were performed with projected traffic volumes. Levels-of-service (LOS), corresponding average delays, and 95th percentile queues were calculated for each turning movement. The study intersections were analyzed under projected conditions with the proposed recommendations outlined in the Conclusions and Recommendations portion of this study.

It should be noted that optimized traffic signal timings were utilized at the intersections of N James Campbell Boulevard and Santa Fe Pike and Industrial Park Road and N James Campbell Boulevard for this analysis. The projected capacity analyses with improvements were conducted using *Synchro* software by Trafficware for both signalized and unsignalized intersections. Appendix B contains the detailed capacity analyses results.

Table 12. Projected Capacity Analyses with Improvements

	Study Intersection	Control	Approach	2027 Projected Conditions with Improvements					
				AM Peak Hour			PM Peak Hour		
				LOS	Delay (s)	Queue (feet)	LOS	Delay (s)	Queue (feet)
1.	**Industrial Park Road and N James Campbell Boulevard**	Signal	NB L/T/R	E	78.1	20	C	28.7	34
			SB L/T/R	C	23.9	716#	B	11.0	416#
			SB Right	C	23.9	187	B	11.0	141
			EB Left	C	29.7	703#	D	38.3	655#
			EB Thru	B	15.7	141	A	5.7	60
			EB Thru/Right	B	15.7	141	A	5.7	60
			WB Left/Thru	D	40.2	237#	C	33.3	164
			WB Thru/Right	D	40.8	237#	D	35.4	164
			Overall	**C**	**26.5**	--	**C**	**23.0**	--
2.	**N James Campbell Boulevard and Oakwood Drive**	TWSC	NB L/T/R	B	12.8	25	C	15.8	25
			EB Left	A	8.0	0	A	8.3	25
			WB Left	A	8.5	0	A	8.3	25
			SB L/T/R	B	13.8	25	C	15.4	25
3.	**N James Campbell Boulevard and Santa Fe Pike**	Signal	EB L/T/R	B	15.1	105#	C	31.4	92m
			EB Right	B	15.1	33	B	13.0	33m
			WB L/T/R	B	14.1	9	A	0.0	0
			NB Left/Thru	B	18.3	53	D	51.9	80
			NB Thru	A	4.8	16	A	4.0	18
			NB Thru/Right	A	4.8	16	A	4.0	18
			SB Left/Thru	A	0.0	49	A	0.0	38
			SB Thru/Right	A	0.0	49	A	0.0	38
			Overall	**B**	**10.9**	--	**C**	**24.0**	

m – Volume for 95th percentile queue is metered by upstream signal.

APPENDIX

APPENDIX A – DETAILED TURNING MOVEMENT COUNTS AND SIGNAL TIMINGS

Location: Columbia, TN
Count Type: TMCs

Count Sites: 3
Intersection #: 1
Intersection: James Campbell Boulevard and Industrial Park Road

Southbound: Industrial Park Road
Westbound: James Campbell Road
Northbound: Driveway
Eastbound: James Campbell Road

Lat/Long: N/A

Count Date: 10/19/2023

Time Period: 0600 - 0900 (Weekday AM Peak)

Figure 1 - Turning Movement Designation

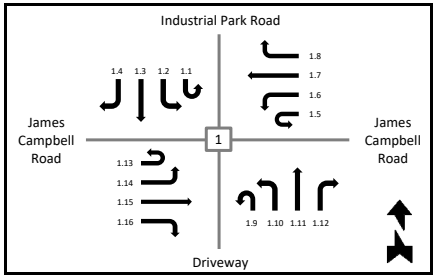
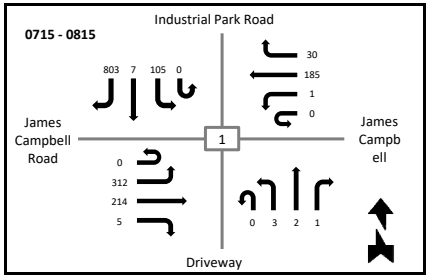


Figure 2 - AM Peak Hour TMC



	Southbound						Westbound						Northbound						Eastbound					
	Industrial Park Road						James Campbell Road						Driveway						James Campbell Road					
Time	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds X-Walk	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds X-Walk	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds X-Walk	App Total	U-Turn 1.13	Left 1.14	Thru 1.15	Right 1.16	Peds X-Walk	App Total
0600 - 0615	0	7	2	52	0	61	0	0	17	5	0	22	0	0	0	0	0	0	0	65	29	0	0	94
0615 - 0630	0	7	0	94	0	101	0	1	20	10	0	31	0	0	0	0	0	0	0	62	28	0	0	90
0630 - 0645	0	10	1	112	0	123	0	0	25	5	0	30	0	0	0	0	0	0	0	68	31	0	0	99
0645 - 0700	0	11	2	116	0	129	0	0	41	12	0	53	0	0	0	0	0	0	0	70	27	1	0	98
0700 - 0715	0	12	1	133	0	146	0	0	36	9	0	45	0	0	3	0	0	3	0	71	32	3	0	106
0715 - 0730	0	15	0	210	0	225	0	1	48	7	0	56	0	0	0	0	0	0	0	77	43	1	0	121
0730 - 0745	0	32	1	228	0	261	0	0	49	7	0	56	0	0	2	0	0	2	0	83	66	1	0	150
0745 - 0800	0	41	4	218	0	263	0	0	49	9	0	58	0	0	0	1	0	1	0	85	64	1	0	150
0800 - 0815	0	17	2	147	0	166	0	0	39	7	0	46	0	3	0	0	0	3	0	67	41	2	0	110
0815 - 0830	0	15	1	146	0	162	0	0	36	6	0	42	0	2	1	1	0	4	0	63	27	2	0	92
0830 - 0845	0	12	3	118	0	133	0	0	37	8	0	45	0	0	1	1	0	2	0	51	41	0	0	92
0845 - 0900	0	12	2	118	0	132	0	0	36	8	0	44	0	1	1	0	0	2	0	65	29	2	0	96
Grand Total	**0**	**191**	**19**	**1692**	**0**	**1902**	**0**	**2**	**433**	**93**	**0**	**528**	**0**	**6**	**8**	**3**	**0**	**17**	**0**	**827**	**458**	**13**	**0**	**1298**
Peak Hour Total																								
0715 - 0815	**0**	**105**	**7**	**803**	**0**	**915**	**0**	**1**	**185**	**30**	**0**	**216**	**0**	**3**	**2**	**1**	**0**	**6**	**0**	**312**	**214**	**5**	**0**	**531**
App %	0.00%	10.04%	1.00%	88.96%			0.00%	0.38%	82.01%	17.61%			0.00%	35.29%	47.06%	17.65%			0.00%	63.71%	35.29%	1.00%		
Int %	0.00%	5.10%	0.51%	45.18%		50.79%	0.00%	0.05%	11.56%	2.48%		14.10%	0.00%	0.16%	0.21%	0.08%		0.45%	0.00%	22.08%	12.23%	0.35%		34.66%
Cars Total	0	183	19	1638			0	2	405	88			0	5	5	3			0	793	430	12		
Heavy Total	0	8	0	54			0	0	28	5			0	1	3	0			0	34	28	1		
% Cars	**0.00%**	**95.81%**	**100.00%**	**96.81%**			**0.00%**	**100.00%**	**93.53%**	**94.62%**			**0.00%**	**83.33%**	**62.50%**	**100.00%**			**0.00%**	**95.89%**	**93.89%**	**92.31%**		
% Heavy	**0.00%**	**4.19%**	**0.00%**	**3.19%**			**0.00%**	**0.00%**	**6.47%**	**5.38%**			**0.00%**	**16.67%**	**37.50%**	**0.00%**			**0.00%**	**4.11%**	**6.11%**	**7.69%**		

Location: Columbia, TN
Count Type: TMCs

Count Sites: 3
Intersection #: 1
Intersection: James Campbell Boulevard and Industrial Park Road

Southbound: Industrial Park Road
Westbound: James Campbell Road
Northbound: Driveway
Eastbound: James Campbell Road

Lat/Long: N/A

Count Date: 10/19/2023

Time Period: 1500 - 1800 (Weekday PM Peak)

Figure 1 - Turning Movement Designation

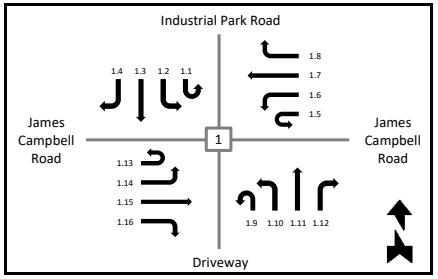
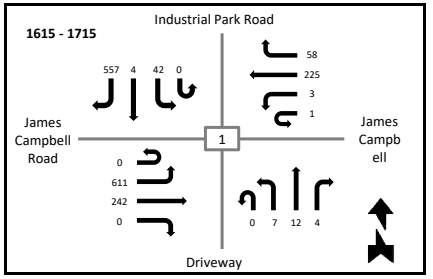


Figure 2 - PM Peak Hour TMC



	Southbound						Westbound						Northbound						Eastbound					
	Industrial Park Road						James Campbell Road						Driveway						James Campbell Road					
Time	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds X-Walk	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds X-Walk	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds X-Walk	App Total	U-Turn 1.13	Left 1.14	Thru 1.15	Right 1.16	Peds X-Walk	App Total
1500 - 1515	0	20	1	140	0	161	0	0	53	12	0	65	0	0	1	2	0	3	0	121	94	1	0	216
1515 - 1530	0	17	1	149	0	167	0	0	47	20	0	67	0	0	1	1	0	2	0	126	72	0	0	198
1530 - 1545	0	21	1	156	0	178	0	1	53	10	0	64	0	0	0	0	0	0	0	150	69	2	0	221
1545 - 1600	0	16	1	115	0	132	0	0	61	14	0	75	0	2	1	1	0	4	0	135	46	0	0	181
1600 - 1615	0	19	4	142	0	165	0	1	53	17	0	71	0	4	2	0	0	6	0	146	57	1	0	204
1615 - 1630	0	9	2	159	0	170	0	0	46	15	0	61	0	2	6	2	0	10	0	120	50	0	0	170
1630 - 1645	0	11	2	139	0	152	0	2	60	10	0	72	0	2	4	0	0	6	0	160	60	0	0	220
1645 - 1700	0	13	0	133	0	146	0	1	53	11	0	65	0	1	2	1	0	4	0	169	66	0	0	235
1700 - 1715	0	9	0	126	0	135	1	0	66	22	0	89	0	2	0	1	0	3	0	162	66	0	0	228
1715 - 1730	0	14	0	121	0	135	0	0	62	8	0	70	0	0	0	0	0	0	0	147	43	0	0	190
1730 - 1745	0	14	0	116	0	130	0	0	50	12	0	62	0	0	0	0	0	0	0	120	44	0	0	164
1745 - 1800	0	11	0	102	0	113	0	0	38	9	0	47	0	0	1	0	0	1	0	108	46	0	0	154
Grand Total	**0**	**174**	**12**	**1598**	**0**	**1784**	**1**	**5**	**642**	**160**	**0**	**808**	**0**	**13**	**18**	**8**	**0**	**39**	**0**	**1664**	**713**	**4**	**0**	**2381**
Peak Hour Total																								
1615 - 1715	**0**	**42**	**4**	**557**	**0**	**603**	**1**	**3**	**225**	**58**	**0**	**287**	**0**	**7**	**12**	**4**	**0**	**23**	**0**	**611**	**242**	**0**	**0**	**853**
App %	0.00%	9.75%	0.67%	89.57%			0.12%	0.62%	79.46%	19.80%			0.00%	33.33%	46.15%	20.51%			0.00%	69.89%	29.95%	0.17%		
Int %	0.00%	3.47%	0.24%	31.88%		35.59%	0.02%	0.10%	12.81%	3.19%		16.12%	0.00%	0.26%	0.36%	0.16%		0.78%	0.00%	33.20%	14.23%	0.08%		47.51%
Cars Total	0	170	9	1568			1	3	634	154			0	13	18	6			0	1625	699	4		
Heavy Total	0	4	3	30			0	2	8	6			0	0	0	2			0	39	14	0		
% Cars	**0.00%**	**97.70%**	**75.00%**	**98.12%**			**100.00%**	**60.00%**	**98.75%**	**96.25%**			**0.00%**	**100.00%**	**100.00%**	**75.00%**			**0.00%**	**97.66%**	**98.04%**	**100.00%**		
% Heavy	**0.00%**	**2.30%**	**25.00%**	**1.88%**			**0.00%**	**40.00%**	**1.25%**	**3.75%**			**0.00%**	**0.00%**	**0.00%**	**25.00%**			**0.00%**	**2.34%**	**1.96%**	**0.00%**		

Location: Columbia, TN
Count Type: TMCs

Count Sites: 3
Intersection #: 2
Intersection: James Campbell Boulevard and Oakwood Drive

Southbound: N/A
Westbound: James Campbell Road
Northbound: Oakwood Drive
Eastbound: James Campbell Road

Lat/Long: N/A

Count Date: 10/19/2023

Time Period: 0600 - 0900 (Weekday AM Peak)

Figure 1 - Turning Movement Designation

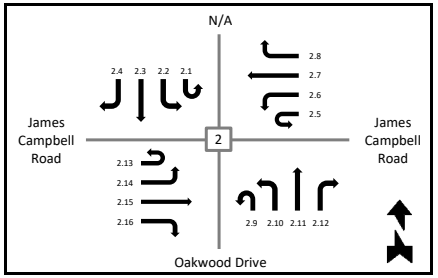
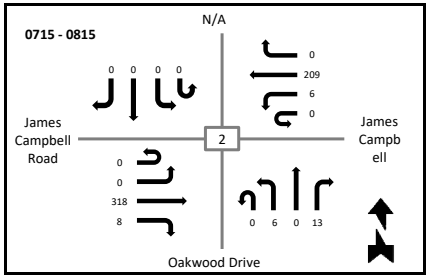


Figure 2 - AM Peak Hour TMC



T-SQUARE ENGINEERING

	Southbound						Westbound						Northbound						Eastbound					
	N/A						James Campbell Road						Oakwood Drive						James Campbell Road					
Time	U-Turn 2.1	Left 2.2	Thru 2.3	Right 2.4	Peds X-Walk	App Total	U-Turn 2.5	Left 2.6	Thru 2.7	Right 2.8	Peds X-Walk	App Total	U-Turn 2.9	Left 2.10	Thru 2.11	Right 2.12	Peds X-Walk	App Total	U-Turn 2.13	Left 2.14	Thru 2.15	Right 2.16	Peds X-Walk	App Total
0600 - 0615	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	1	0	1	0	0	35	0	0	35
0615 - 0630	0	0	0	0	0	0	1	0	30	0	0	31	0	0	0	2	0	2	0	0	38	0	0	38
0630 - 0645	0	0	0	0	0	0	0	0	26	0	0	26	0	0	0	4	0	4	0	0	37	0	0	37
0645 - 0700	0	0	0	0	0	0	0	1	56	0	0	57	0	0	0	4	0	4	0	0	40	1	0	41
0700 - 0715	0	0	0	0	0	0	0	0	39	0	0	39	0	2	0	3	0	5	0	0	46	0	0	46
0715 - 0730	0	0	0	0	0	0	0	0	53	0	0	53	0	2	0	6	0	8	0	0	59	3	0	62
0730 - 0745	0	0	0	0	0	0	0	0	54	0	0	54	0	1	0	3	0	4	0	0	97	1	0	98
0745 - 0800	0	0	0	0	0	0	0	3	54	0	0	57	0	1	0	3	0	4	0	0	102	3	0	105
0800 - 0815	0	0	0	0	0	0	0	3	48	0	0	51	0	2	0	1	0	3	0	0	60	1	0	61
0815 - 0830	0	0	0	0	0	0	0	2	33	0	0	35	0	0	0	6	0	6	0	0	40	2	0	42
0830 - 0845	0	0	0	0	0	0	0	2	40	0	0	42	0	1	0	2	0	3	0	0	56	2	0	58
0845 - 0900	0	0	0	0	0	0	0	3	41	0	0	44	0	0	0	2	0	2	0	0	40	1	0	41
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**490**	**0**	**0**	**505**	**0**	**9**	**0**	**37**	**0**	**46**	**0**	**0**	**650**	**14**	**0**	**664**
Peak Hour Total																								
0715 - 0815	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**209**	**0**	**0**	**215**	**0**	**6**	**0**	**13**	**0**	**19**	**0**	**0**	**318**	**8**	**0**	**326**
App %	0.00%	0.00%	0.00%	0.00%			0.20%	2.77%	97.03%	0.00%			0.00%	19.57%	0.00%	80.43%			0.00%	0.00%	97.89%	2.11%		
Int %	0.00%	0.00%	0.00%	0.00%		0.00%	0.08%	1.15%	40.33%	0.00%		41.56%	0.00%	0.74%	0.00%	3.05%		3.79%	0.00%	0.00%	53.50%	1.15%		54.65%
Cars Total	0	0	0	0			0	13	455	0			0	9	0	36			0	0	617	14		
Heavy Total	0	0	0	0			1	1	35	0			0	0	0	1			0	0	33	0		
% Cars	**0.00%**	**0.00%**	**0.00%**	**0.00%**			**0.00%**	**92.86%**	**92.86%**	**0.00%**			**0.00%**	**100.00%**	**0.00%**	**97.30%**			**0.00%**	**0.00%**	**94.92%**	**100.00%**		
% Heavy	**0.00%**	**0.00%**	**0.00%**	**0.00%**			**100.00%**	**7.14%**	**7.14%**	**0.00%**			**0.00%**	**0.00%**	**0.00%**	**2.70%**			**0.00%**	**0.00%**	**5.08%**	**0.00%**		

Location: Columbia, TN
Count Type: TMCs

Count Sites: 3
Intersection #: 2
Intersection: James Campbell Boulevard and Oakwood Drive

Southbound: N/A
Westbound: James Campbell Road
Northbound: Oakwood Drive
Eastbound: James Campbell Road

Lat/Long: N/A

Count Date: 10/19/2023

Time Period: 1500 - 1800 (Weekday PM Peak)

Figure 1 - Turning Movement Designation

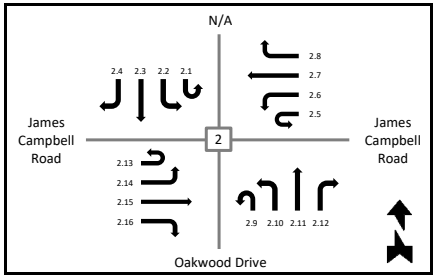
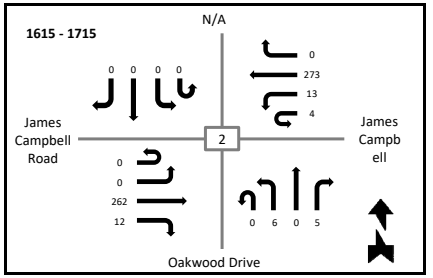


Figure 2 - PM Peak Hour TMC



T-SQUARE ENGINEERING

	Southbound						Westbound						Northbound						Eastbound					
	N/A						James Campbell Road						Oakwood Drive						James Campbell Road					
Time	U-Turn 2.1	Left 2.2	Thru 2.3	Right 2.4	Peds X-Walk	App Total	U-Turn 2.5	Left 2.6	Thru 2.7	Right 2.8	Peds X-Walk	App Total	U-Turn 2.9	Left 2.10	Thru 2.11	Right 2.12	Peds X-Walk	App Total	U-Turn 2.13	Left 2.14	Thru 2.15	Right 2.16	Peds X-Walk	App Total
1500 - 1515	0	0	0	0	0	0	1	2	65	0	0	68	0	0	0	1	0	1	0	0	105	5	0	110
1515 - 1530	0	0	0	0	0	0	0	2	60	0	0	62	0	3	0	6	0	9	0	0	81	2	0	83
1530 - 1545	0	0	0	0	0	0	0	7	62	0	0	69	0	1	0	3	0	4	0	0	80	3	0	83
1545 - 1600	0	0	0	0	0	0	0	3	68	0	0	71	0	1	0	5	0	6	0	0	63	0	0	63
1600 - 1615	0	0	0	0	0	0	0	7	76	0	0	83	0	1	0	1	0	2	0	0	70	0	0	70
1615 - 1630	0	0	0	0	0	0	1	3	58	0	0	62	0	1	0	0	0	1	0	0	64	3	0	67
1630 - 1645	0	0	0	0	0	0	1	1	71	0	0	73	0	1	0	2	0	3	0	0	55	3	0	58
1645 - 1700	0	0	0	0	0	0	2	5	58	0	0	65	0	3	0	2	0	5	0	0	74	4	0	78
1700 - 1715	0	0	0	0	0	0	0	4	86	0	0	90	0	1	0	1	0	2	0	0	69	2	0	71
1715 - 1730	0	0	0	0	0	0	0	2	64	0	0	66	0	0	0	2	0	2	0	0	56	4	0	60
1730 - 1745	0	0	0	0	0	0	0	2	58	0	0	60	0	2	0	5	0	7	0	0	53	1	0	54
1745 - 1800	0	0	0	0	0	0	0	11	45	0	0	56	0	2	0	3	0	5	0	0	56	1	0	57
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**49**	**771**	**0**	**0**	**825**	**0**	**16**	**0**	**31**	**0**	**47**	**0**	**0**	**826**	**28**	**0**	**854**
Peak Hour Total																								
1615 - 1715	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**13**	**273**	**0**	**0**	**290**	**0**	**6**	**0**	**5**	**0**	**11**	**0**	**0**	**262**	**12**	**0**	**274**
App %	0.00%	0.00%	0.00%	0.00%			0.61%	5.94%	93.45%	0.00%			0.00%	34.04%	0.00%	65.96%			0.00%	0.00%	96.72%	3.28%		
Int %	0.00%	0.00%	0.00%	0.00%		0.00%	0.29%	2.84%	44.67%	0.00%		47.80%	0.00%	0.93%	0.00%	1.80%		2.72%	0.00%	0.00%	47.86%	1.62%		49.48%
Cars Total	0	0	0	0			5	47	757	0			0	16	0	31			0	0	810	28		
Heavy Total	0	0	0	0			0	2	14	0			0	0	0	0			0	0	16	0		
% Cars	**0.00%**	**0.00%**	**0.00%**	**0.00%**			**100.00%**	**95.92%**	**98.18%**	**0.00%**			**0.00%**	**100.00%**	**0.00%**	**100.00%**			**0.00%**	**0.00%**	**98.06%**	**100.00%**		
% Heavy	**0.00%**	**0.00%**	**0.00%**	**0.00%**			**0.00%**	**4.08%**	**1.82%**	**0.00%**			**0.00%**	**0.00%**	**0.00%**	**0.00%**			**0.00%**	**0.00%**	**1.94%**	**0.00%**		

Location: Columbia, TN
Count Type: TMCs

Count Sites: 3
Intersection #: 3
Intersection: James Campbell Boulevard and Santa Fe Pike

Southbound: Santa Fe Pike
Westbound: Driveway
Northbound: Santa Fe Pike
Eastbound: James Campbell Road

Lat/Long: N/A

Count Date: 10/19/2023

Time Period: 0600 - 0900 (Weekday AM Peak)

Figure 1 - Turning Movement Designation

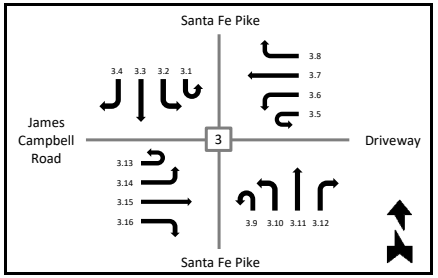
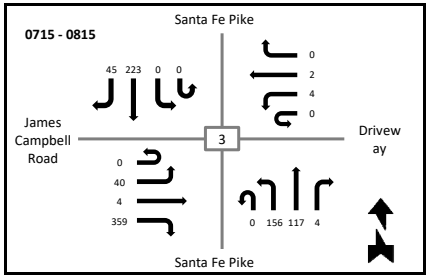


Figure 2 - AM Peak Hour TMC



T-SQUARE ENGINEERING

	Southbound						Westbound						Northbound						Eastbound					
	Santa Fe Pike						Driveway						Santa Fe Pike						James Campbell Road					
	U-Turn	Left	Thru	Right	Peds	App	U-Turn	Left	Thru	Right	Peds	App	U-Turn	Left	Thru	Right	Peds	App	U-Turn	Left	Thru	Right	Peds	App
Time	3.1	3.2	3.3	3.4	X-Walk	Total	3.5	3.6	3.7	3.8	X-Walk	Total	3.9	3.10	3.11	3.12	X-Walk	Total	3.13	3.14	3.15	3.16	X-Walk	Total
0600 - 0615	0	0	16	7	0	23	0	0	0	0	0	0	0	15	11	0	0	26	0	9	1	38	0	48
0615 - 0630	0	0	18	5	0	23	0	0	0	0	0	0	0	25	7	6	0	38	0	9	3	39	0	51
0630 - 0645	0	0	37	10	0	47	0	1	0	0	0	1	0	18	11	3	0	32	0	12	2	42	0	56
0645 - 0700	0	0	23	10	0	33	0	0	1	0	0	1	0	27	20	4	0	51	0	7	4	56	0	67
0700 - 0715	0	0	40	11	0	51	0	1	5	0	0	6	0	21	22	1	0	44	0	5	3	62	0	70
0715 - 0730	0	0	42	13	0	55	0	1	0	0	0	1	0	32	23	1	0	56	0	10	0	83	0	93
0730 - 0745	0	0	72	10	0	82	0	1	1	0	0	2	0	40	24	1	0	65	0	13	1	88	0	102
0745 - 0800	0	0	68	13	0	81	0	1	1	0	0	2	0	47	41	1	0	89	0	8	3	128	0	139
0800 - 0815	0	0	41	9	0	50	0	1	0	0	0	1	0	37	29	1	0	67	0	9	0	60	0	69
0815 - 0830	0	0	20	13	0	33	0	1	0	0	0	1	0	28	27	0	0	55	0	6	0	50	0	56
0830 - 0845	0	0	26	15	0	41	0	0	1	0	0	1	0	27	20	1	0	48	0	12	1	54	0	67
0845 - 0900	0	0	31	16	0	47	0	3	0	0	0	3	0	27	25	0	0	52	0	11	0	42	0	53
Grand Total	**0**	**0**	**434**	**132**	**0**	**566**	**0**	**10**	**9**	**0**	**0**	**19**	**0**	**344**	**260**	**19**	**0**	**623**	**0**	**111**	**18**	**742**	**0**	**871**
Peak Hour Total																								
0715 - 0815	**0**	**0**	**223**	**45**	**0**	**268**	**0**	**4**	**2**	**0**	**0**	**6**	**0**	**156**	**117**	**4**	**0**	**277**	**0**	**40**	**4**	**359**	**0**	**403**
App %	0.00%	0.00%	76.68%	23.32%			0.00%	52.63%	47.37%	0.00%			0.00%	55.22%	41.73%	3.05%			0.00%	12.74%	2.07%	85.19%		
Int %	0.00%	0.00%	20.88%	6.35%		27.22%	0.00%	0.48%	0.43%	0.00%		0.91%	0.00%	16.55%	12.51%	0.91%		29.97%	0.00%	5.34%	0.87%	35.69%		41.90%
Cars Total	0	0	412	112			0	8	5	0			0	331	242	18			0	96	15	724		
Heavy Total	0	0	22	20			0	2	4	0			0	13	18	1			0	15	3	18		
% Cars	**0.00%**	**0.00%**	**94.93%**	**84.85%**			**0.00%**	**80.00%**	**55.56%**	**0.00%**			**0.00%**	**96.22%**	**93.08%**	**94.74%**			**0.00%**	**86.49%**	**83.33%**	**97.57%**		
% Heavy	**0.00%**	**0.00%**	**5.07%**	**15.15%**			**0.00%**	**20.00%**	**44.44%**	**0.00%**			**0.00%**	**3.78%**	**6.92%**	**5.26%**			**0.00%**	**13.51%**	**16.67%**	**2.43%**		

Location: Columbia, TN
Count Type: TMCs

Count Sites: 3
Intersection #: 3
Intersection: James Campbell Boulevard and Santa Fe Pike

Southbound: Santa Fe Pike
Westbound: Driveway
Northbound: Santa Fe Pike
Eastbound: James Campbell Road

Lat/Long: N/A

Count Date: 10/19/2023

Time Period: 1500 - 1800 (Weekday PM Peak)

Figure 1 - Turning Movement Designation

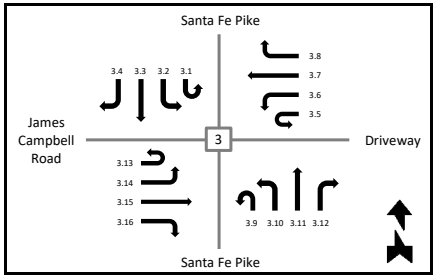
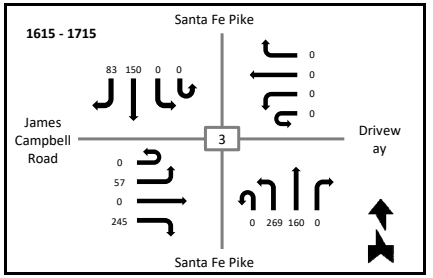


Figure 2 - PM Peak Hour TMC



T-SQUARE ENGINEERING

	Southbound						Westbound						Northbound						Eastbound					
	Santa Fe Pike						Driveway						Santa Fe Pike						James Campbell Road					
Time	U-Turn 3.1	Left 3.2	Thru 3.3	Right 3.4	Peds X-Walk	App Total	U-Turn 3.5	Left 3.6	Thru 3.7	Right 3.8	Peds X-Walk	App Total	U-Turn 3.9	Left 3.10	Thru 3.11	Right 3.12	Peds X-Walk	App Total	U-Turn 3.13	Left 3.14	Thru 3.15	Right 3.16	Peds X-Walk	App Total
1500 - 1515	0	0	54	23	0	77	0	0	0	1	0	1	0	48	35	0	0	83	0	27	0	79	0	106
1515 - 1530	0	0	43	25	0	68	0	0	0	0	0	0	0	54	39	0	0	93	0	21	0	84	0	105
1530 - 1545	0	0	42	33	0	75	0	0	0	0	0	0	0	63	49	0	0	112	0	14	0	60	0	74
1545 - 1600	0	0	44	22	0	66	0	0	0	0	0	0	0	74	38	0	0	112	0	17	0	74	0	91
1600 - 1615	0	0	47	21	0	68	0	0	0	0	0	0	0	82	53	0	0	135	0	17	0	62	0	79
1615 - 1630	0	0	34	22	0	56	0	0	0	0	0	0	0	60	38	0	0	98	0	15	0	65	0	80
1630 - 1645	0	0	44	24	0	68	0	0	0	0	0	0	0	72	45	0	0	117	0	11	0	59	0	70
1645 - 1700	0	0	38	20	0	58	0	0	0	0	0	0	0	56	28	0	1	84	0	15	0	66	0	81
1700 - 1715	0	0	34	17	0	51	0	0	0	0	0	0	0	81	49	0	0	130	0	16	0	55	0	71
1715 - 1730	0	0	32	12	0	44	0	0	1	0	0	1	0	72	44	1	0	117	0	15	0	56	0	71
1730 - 1745	0	0	27	19	0	46	0	0	0	0	1	0	0	61	30	0	0	91	0	8	0	52	0	60
1745 - 1800	0	0	40	12	0	52	0	0	0	0	2	0	0	59	34	0	0	93	0	19	0	49	0	68
Grand Total	**0**	**0**	**479**	**250**	**0**	**729**	**0**	**0**	**1**	**1**	**3**	**2**	**0**	**782**	**482**	**1**	**1**	**1265**	**0**	**195**	**0**	**761**	**0**	**956**
Peak Hour Total																								
1615 - 1715	**0**	**0**	**150**	**83**	**0**	**233**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**269**	**160**	**0**	**1**	**429**	**0**	**57**	**0**	**245**	**0**	**302**
App %	0.00%	0.00%	65.71%	34.29%			0.00%	0.00%	50.00%	50.00%			0.00%	61.82%	38.10%	0.08%			0.00%	20.40%	0.00%	79.60%		
Int %	0.00%	0.00%	16.23%	8.47%		24.70%	0.00%	0.00%	0.03%	0.03%		0.07%	0.00%	26.49%	16.33%	0.03%		42.85%	0.00%	6.61%	0.00%	25.78%		32.38%
Cars Total	0	0	467	237			0	0	1	1			0	774	468	1			0	186	0	750		
Heavy Total	0	0	12	13			0	0	0	0			0	8	14	0			0	9	0	11		
% Cars	**0.00%**	**0.00%**	**97.49%**	**94.80%**			**0.00%**	**0.00%**	**100.00%**	**100.00%**			**0.00%**	**98.98%**	**97.10%**	**100.00%**			**0.00%**	**95.38%**	**0.00%**	**98.55%**		
% Heavy	**0.00%**	**0.00%**	**2.51%**	**5.20%**			**0.00%**	**0.00%**	**0.00%**	**0.00%**			**0.00%**	**1.02%**	**2.90%**	**0.00%**			**0.00%**	**4.62%**	**0.00%**	**1.45%**		

Location:	James Campbell
and	Industrial

TS #	21
Date:	8-31-2020

key 3-1			Vehicle times					
Phase	1	2	3	4	5	6	7	8
min green	5	15	5	5	5	15	0	0
pass/10	15	60	20	15	15	50	0	0
max # 1	25	50	15	25	0	50	0	0
max # 2	0	0	0	0	0	0	0	0
yellow/10	35	40	40	40	35	40	35	40
red/10	10	20	10	10	10	20	10	10

key 3-2		Density Times						
Phase	1	2	3	4	5	6	7	8
aini/10								
max int								
Tb4								
carsb4								
Time to								
Min gap								

key 3-3		Pedestrian Times						
Phase	1	2	3	4	5	6	7	8
Walk		7	0	7	0	7	0	7
Ped clear		0	0	0	0	0	0	0
fl wk		0	0	0	0	0	0	0
ext pcl		0	0	0	0	0	0	0
act riw		0	0	0	0	0	0	0
		1 = yes 0 = no						

key 3-7		Sequence control						
phase	1	2	3	4	5	6	7	8
ph. Omit	2	0	0	0	0	0	0	0
ph. Yell	0	0	0	0	0	0	0	0
Codes	0		01-08 # - phase					
	none		phase is omitted by # on					
	none phase yellow is omitted by # yellow							

key 3-5	V.& P. recalls							
Phases	1	2	3	4	5	6	7	8
veh.recall	0	2	0	0	0	2	0	0
ped recall	0	0	0	0	0	0	0	0
delay	0	0	0	0	0	0	0	0
Codes	0		1		2		3	4
	none		Inactive		red		yellow	gree
	none		to na 1		to na II		to both	
	none		1 call		minimum		maximum	soft
	none		1 call		ped		na	na+

key 3-6		N. lock & misc						
Phase	1	2	3	4	5	6	7	8
non lock	1	0	1	1	0	0	0	0
2 entry	0	0	0	0	0	0	0	0
lc pass	0	0	0	0	0	0	0	0
con. Ser.	0	0	0	0	0	0	0	0
no sgap								
		1 = yes 0 = no						

key 3-4	Init. Na response							
phas	1	2	3	4	5	6	7	8
initial	1	4	1	1	0	4	0	0
na resp	0	0	0	0	0	0	0	0

Codes	0	1	2	3	4
Init	none	inact	red	yel	grn
na resp	none	to 1	to 2	both	

key 4-4

OVL TRAILING GREENS, YELLOWS AND REDS			
	GREEN	YELLOW	RED
OLA	0	40	20
OLB	0	40	20
OLC	0	40	20
OLD	0	40	20
OLE	0	40	20
OLF	0	40	20

key 3-8-1	Det. Controls											key 3-8-2							
detector	1	2	3	4	5	6	7	8				9	10	11	12	13	14	15	16
assign phase	1	6	0	0	5	2	7	8				0	0	3	4	0	0	0	0
oper mode	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0
switch	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0
key 3-8-1	Det. Timings "Change From Controls to Timings"											key 3-8-2							
extend time	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0
delay time	0	0	0	0	0	0	0	0				0	0	10	10	0	0	0	0
key 3-8-3	Det. Controls											key 3-8-4							
detector	17	18	19	20	21	22	23	24				25	26	27	28	29	30	31	32
assign phase	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0
oper mode	0	0	0	0	0	0	0	0				0	0	0	0	0	0	0	0
switch	0	0	0	0	0	0	0	0											
key 3-8- 3	Det. Timings "Change From Controls to Timings"											key 3-8-4							
extend time	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
delay time	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0

codes	0		1		2		3		4	
	norm veh		norm ped		one call		st bar a		st bar b	
	none									
	none									

key3-8-9	Ped. Dets.							
Ped Det Control	1	2	3	4	5	6	7	8
Assigned phase	1	2	3	4	5	6	7	8
Operation Mode	1	1	1	1	1	1	1	1
Switch Phase	0	0	0	0	0	0	0	0

Mode	0-veh	1-ped	2-0ne	3-sba
	4-sbb	5-ppl	6-ppt	7-and

Startup & misc.	key 4-1	
Startup time	5	time in sec.
Startup state	0	0-fl 1-red
red rev/10	40	time in tenths
auto ped clear	0	o-no 1- yes
Stop t reset	0	0-no 1-yes
Alt. sequence	0	0-18
I'NAT'L SEQ	0	0-no 1-yes

Coordination data and set up	key 5-1						
Coord. Setup		0	1	2	3	4	5
Oper	0	fre	aut	man			
mode	0	prm	yld	pyl	pom	som	fac
max	0	inh	mx1	mx2			
corr	0	dwl	ndw	swy	sw+	sw2	
ofst	0	beg	end of green				
frce	0	pln cycle time					
mx dwell	0						
yield period							

	Overlap Standard use up/down to swtich between overlaps		
key 4-3			0-no 1-yes

Overlap A

OVL Phase	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0

Overlap B

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Overlap C

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Overlap D

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

key 5-3 **Input Dial1 split1 Phase Param. Level 2**

Phase	1	2	3	4	5	6	7	8
Time								
Mode								

mode: 0-actuated 1-coord ph 2-min rec
3-max rec 4-ped rec 5-mx+p
6-ph omit 7-dual coord phase

key 5-3 **Input Dial 2 split 1 phase Param. Level 2**

Phase	1	2	3	4	5	6	7	8
Time								
Mode								

Mode: 0-actuatec 1-coord ph 2-min rec
3-max rec 4-ped rec 5-mx+p rec
6-ph omit 7-dual coord phase

key 5-3

Input Dial1 Split 1 Param. Level 1

offset	time	alt	patn	r2	r3	r4
#	sec	seq	mode	lag	lag	lag
1						
2						
3						

mode 0-6 nrm/prm/yld/pyl/pom/som/fac

key 5-3 **Input Dial 2 split 1 Param. Level 1**

Offset	time	alt	patn	r2	r3	r4
#	sec	seq	mode	lag	lag	lag
1						
2						
3						

Traffic Events						
key 6-3-E	DD	HH	MM	DL	SP	OF

Sepac 3.34g Preempt Data

Location:	James Cambell
and	Industrial

TS #	21
Date:	3.10.22

key 7-4-1		Preempt 3 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-4-2	Preempt 3 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-4-3	Preempt 3 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL	1					1		
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-5-1		Preempt 4 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-5-2	Preempt 4 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-5-3	Preempt 4 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL		1						
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-6-1		Preempt 5 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-6-2	Preempt 5 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-6-3	Preempt 5 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL				1				
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-7-1		Preempt 6 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-7-2	Preempt 6 Int Times		
SEL PED CLR	6	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	6
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-7-3	Preempt 6 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL			1					
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 4-8	I/O MISC			
RING I/O	1	2	3	4
INPUT RESPONSE	1	2	0	0
OUTPUT SELECT	1	2	0	0
I/O MODES	INPUT	OUTPUT	BIT	
ABC CONN	0	0	0	
D CONN	1	0	-	

key 2-8-4	IP Addressing		
DHCP	0	NET	1
IP ADDRESS	10.112. 2.169		
SUBNET MSK	255.255.255.224		
BROADCAST	10.112. 2.191		

key 2-8-5	Network Config
TYPE	3
DESTINATION	
GATEWAY	10.112. 2.161
NETMASK	
HOP COUNT	

key 8-1-1		COMM ADDRESS
ADDRESS	1	-- KEYPAD
ADDRESS	0	-- T&F INPUTS

TS 22

Location:	JAMES CAMPBELL
and	JAMES CAMPBELL (SANTA FE PIKE)

TS #	22
Date:	8-31-20

key 3-1			Vehicle times					
Phase	1	2	3	4	5	6	7	8
min green	4	15	5	5	0	15	0	0
pass/10	20	50	20	20	0	50	0	0
max # 1	10	35	15	15	50	35	0	0
max # 2	0	0	0	0	0	0	0	0
yellow/10	35	40	35	35	40	40	40	40
red/10	10	20	10	10	20	20	20	20

key 3-2			Density Times					
Phase	1	2	3	4	5	6	7	8
aini/10								
max int								
Tb4								
carsb4								
Time to								
Min gap								

key 3-3		Pedestrian Times						
Phase	1	2	3	4	5	6	7	8
Walk	0	7	0	7	0	7	0	7
Ped clear	0	8	0	8	0	8	0	8
fl wk								
ext pcl								
act riw								
		1 = yes 0 = no						

key 3-7		Sequence control						
phase	1	2	3	4	5	6	7	8
ph. Omit	2	0	0	0	0	0	0	0
ph. Yell	0	0	0	0	0	0	0	0
Codes	0		01-08 # - phase					
	none		phase is omitted by # on					
	none phase yellow is omitted by # yellow							

key 3-5	V.& P. recalls							
Phases	1	2	3	4	5	6	7	8
veh.recall	0	2	0	0	0	2	0	0
ped recall								
delay								

Codes	0	1	2	3	4
	none	Inactive	red	yellow	gree
	none	to na 1	to na II	to both	
	none	1 call	minimum	maximum	soft
	none	1 call	ped	na	na+

key 3-6		N. lock & misc						
Phase	1	2	3	4	5	6	7	8
non lock	1	1	1	1	1	1	1	1
2 entry								
lc pass								
con. Ser.								
no sgap								
		1 = yes 0 = no						

key 3-4	Init. Na response							
	phas	1	2	3	4	5	6	7	8
	initial	1	4	1	1	0	4	0	0
	na resp								

Codes	0	1	2	3	4
Init	none	inact	red	yel	grn
na resp	none	to 1	to 2	both	

key 4-4

OVL TRAILING GREENS, YELLOWS AND REDS			
	GREEN	YELLOW	RED
OLA	0	40	20
OLB	0	40	20
OLC	0	40	20
OLD	0	40	20
OLE	0	40	20
OLF	0	40	20
OLG	0	40	20
OLH	0	40	20

key 3-8-1	Det. Controls										
detector	1	2	3	4	5	6	7	8			
assign phase	0	0	2	6	0	0	0	0			
oper mode	0	6	6	0	0	0	0	0			
switch	0	0	0	0	0	0	0	0			

key 3-8-2								
9	10	11	12	13	14	15	16	
3	0	1	0	0	0	4	6	
0	0	0	0	0	0	6	0	
0	0	0	0	0	0	0	0	

key 3-8-1	Det. Timings "Change From Controls to Timings"										
extend time											
delay time					0						

key 3-8-2								
			0					

key 3-8-3	Det. Controls										
detector	17	18	19	20	21	22	23	24			
assign phase											
oper mode					0						
switch											

key 3-8-4								
25	26	27	28	29	30	31	32	
			0					

key 3-8- 3	Det. Timings "Change From Controls to Timings"										
extend time											
delay time					0						

key 3-8-4								
			0					

codes	0		1		2		3		4	
	norm veh		norm ped		one call		st bar a		st bar b	
	none									
	none									

key3-8-9	Ped. Dets.							
Ped Det Control	1	2	3	4	5	6	7	8
Assigned phase	3	2	3	4	5	6	7	8
Operation Mode	1	1	1	1	1	1	1	1
Switch Phase	0	0	0	0	0	0	0	0

Mode	0-veh	1-ped	2-0ne	3-sba
	4-sbb	5-ppl	6-ppt	7-and

Startup & misc.		key 4-1
Startup time	5	time in sec.
Startup state	0	0-fl 1-red
red rev/10	40	time in tenths
auto ped clear	0	o-no 1- yes
Stop t reset	0	0-no 1-yes
Alt. sequence	0	0-18
I'NAT'L SEQ	0	0-no 1-yes

Coordination data and set up		key 5-1						
Coord. Setup		0	1	2	3	4	5	
Oper	1	fre	aut	man				
mode	0	prm	yld	pyl	pom	som	fac	
max	0	inh	mx1	mx2				
corr	0	dwl	ndw	swy	sw+	sw2		
ofst	0	beg	end of green					
frce	0	pln cycle time						
mx dwell	0							
yield period	0							

Overlap Standard use up/down to swtich between overlaps

key 4-3			0-no 1-yes

Overlap A

OVL Phase	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0

Overlap B

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Overlap C

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Overlap D

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

key 5-3 **Input Dial1 split1 Phase Param. Level 2**

Phase	1	2	3	4	5	6	7	8
Time				0				
Mode								

mode: 0-actuated 1-coord ph 2-min rec
3-max rec 4-ped rec 5-mx+p
6-ph omit 7-dual coord phase

key 5-3 **Input Dial 2 split 1 phase Param. Level 2**

Phase	1	2	3	4	5	6	7	8
Time	25	50	25	20	20	50	0	0
Mode	0	0	0	0	0	0	0	0

Mode: 0-actuatec 1-coord ph 2-min rec
3-max rec 4-ped rec 5-mx+p rec
6-ph omit 7-dual coord phase

key 5-3

Input Dial1 Split 1 Param. Level 1

offset	time	alt	patn	r2	r3	r4
#	sec	seq	mode	lag	lag	lag
1	0	0	0			
2	0	0	0			
3	0	0	0			

mode 0-6 nrm/prm/yld/pyl/pom/som/fac

key 5-3 **Input Dial 2 split 1 Param. Level 1**

Offset	time	alt	patn	r2	r3	r4
#	sec	seq	mode	lag	lag	lag
1	33	0	0			
2	0	0	0			
3	0	0	0			

key 6-3-E	Traffic Events					
	DD	HH	MM	DL	SP	OF

Sepac 3.34g Preempt Data

Location:	James Campbell
and	Santa Fe PK

TS #	22
Date:	3·1·22

key 7-4-1		Preempt 3 Misc							
Test		N-Lock		Link PE					
Delay		Extend		Duration					
		MxCall	90	Lock Out					
Phase	1	2	3	4	5	6	7	8	
Exit		1				1			
Calls	1	1	1	1	1	1	1	1	
1 = yes 0 = no									

key 7-4-2	Preempt 3 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-4-3	Preempt 3 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL	1					1		
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-5-1		Preempt 4 Misc							
Test		N-Lock		Link PE					
Delay		Extend		Duration					
		MxCall	90	Lock Out					
Phase	1	2	3	4	5	6	7	8	
Exit		1				1			
Calls	1	1	1	1	1	1	1	1	
1 = yes 0 = no									

key 7-5-2	Preempt 4 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-5-3	Preempt 4 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL		1						
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-6-1		Preempt 5 Misc							
Test		N-Lock		Link PE					
Delay		Extend		Duration					
		MxCall	90	Lock Out					
Phase	1	2	3	4	5	6	7	8	
Exit		1				1			
Calls	1	1	1	1	1	1	1	1	
1 = yes 0 = no									

key 7-6-2	Preempt 5 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-6-3		Preempt 5 Veh Status							
Phase	1	2	3	4	5	6	7	8	
TRK GRN	0	0	0	0	0	0	0	0	
DWELL				1					
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG									
CYCLE									
0-NO 1-ACT 2-MN REC 3-MX REC									

key 7-7-1		Preempt 6 Misc							
Test		N-Lock		Link PE					
Delay		Extend		Duration					
		MxCall	90	Lock Out					
Phase	1	2	3	4	5	6	7	8	
Exit		1				1			
Calls	1	1	1	1	1	1	1	1	
1 = yes 0 = no									

key 7-7-2	Preempt 6 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-7-3		Preempt 6 Veh Status							
Phase	1	2	3	4	5	6	7	8	
TRK GRN	0	0	0	0	0	0	0	0	
DWELL			1						
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG									
CYCLE									
0-NO 1-ACT 2-MN REC 3-MX REC									

key 4-8	I/O MISC			
RING I/O	1	2	3	4
INPUT RESPONSE	1	2	Ø	Ø
OUTPUT SELECT	1	2	Ø	Ø
I/O MODES	INPUT	OUTPUT	BIT	
ABC CONN	0	0	0	
D CONN	1	0	-	

key 2-8-4		IP Addressing	
DHCP	0	NET	1
IP ADDRESS	10.112. 2.137		
SUBNET MSK	255.255.255.224		
BROADCAST	10.112. 2.159		

key 2-8-5	Network Config
TYPE	3
DESTINATION	
GATEWAY	10.112. 2.129
NETMASK	
HOP COUNT	

key 8-1-1		COMM ADDRESS
ADDRESS	1	-- KEYPAD
ADDRESS	0	-- T&F INPUTS

APPENDIX B – CAPACITY ANALYSES

EXISTING CAPACITY ANALYSES

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	105	7	803	312	214	5	1	185	30
Future Volume (veh/h)	3	2	1	105	7	803	312	214	5	1	185	30
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	114	8	873	339	233	5	1	201	33
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	306	21	441	827	2449	52	28	1683	270
Arrive On Green	0.01	0.01	0.01	0.18	0.18	0.18	0.09	0.69	0.69	0.56	0.56	0.56
Sat Flow, veh/h	883	589	294	1663	117	1583	1774	3543	76	2	2989	480
Grp Volume(v), veh/h	6	0	0	122	0	873	339	116	122	124	0	111
Grp Sat Flow(s),veh/h/ln	1767	0	0	1780	0	1583	1774	1770	1849	1861	0	1610
Q Serve(g_s), s	0.5	0.0	0.0	8.2	0.0	25.0	10.5	3.0	3.0	0.0	0.0	4.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	8.2	0.0	25.0	10.5	3.0	3.0	4.2	0.0	4.4
Prop In Lane	0.50		0.17	0.93		1.00	1.00		0.04	0.01		0.30
Lane Grp Cap(c), veh/h	13	0	0	327	0	441	827	1223	1278	1075	0	907
V/C Ratio(X)	0.46	0.00	0.00	0.37	0.00	1.98	0.41	0.09	0.10	0.12	0.00	0.12
Avail Cap(c_a), veh/h	195	0	0	327	0	441	985	1223	1278	1075	0	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	0.0	48.6	0.0	49.0	9.2	6.9	6.9	13.9	0.0	13.9
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.3	0.0	448.3	0.1	0.2	0.1	0.2	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	0.3	0.0	0.0	4.1	0.0	71.5	5.1	1.5	1.5	2.2	0.0	2.0
LnGrp Delay(d),s/veh	76.1	0.0	0.0	48.9	0.0	497.4	9.3	7.1	7.1	14.1	0.0	14.2
LnGrp LOS	E			D		F	A	A	A	B		B
Approach Vol, veh/h		6			995			577			235	
Approach Delay, s/veh		76.1			442.4			8.4			14.2	
Approach LOS		E			F			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	17.4	82.6		30.0		100.0		6.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	25.0	50.0		25.0		79.5		15.0
Max Q Clear Time (g_c+I1), s	12.5	6.4		27.0		5.0		2.5
Green Ext Time (p_c), s	0.4	2.6		0.0		2.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		247.6
HCM 2010 LOS		F

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	122	873	339	238	235
v/c Ratio	0.09	0.79	0.96	0.38	0.09	0.12
Control Delay	60.5	86.5	31.7	7.7	5.9	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	86.5	31.7	7.7	5.9	13.4
Queue Length 50th (ft)	4	105	249	72	24	37
Queue Length 95th (ft)	20	166	#369	185	61	93
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	197	192	981	939	2641	2029
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.64	0.89	0.36	0.09	0.12

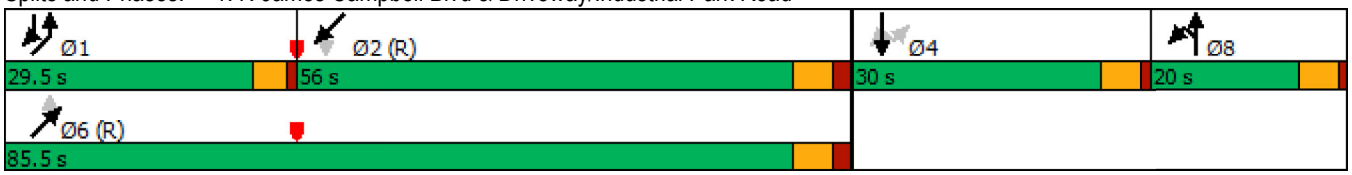
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	105	7	803	312	214	1	185
Future Volume (vph)	2	105	7	803	312	214	1	185
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	20.0	30.0	30.0	29.5	29.5	85.5	56.0	56.0
Total Split (%)	14.8%	22.1%	22.1%	21.8%	21.8%	63.1%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		20.9	39.0	102.9	101.4		82.9
Actuated g/C Ratio	0.04		0.15	0.29	0.76	0.75		0.61
v/c Ratio	0.09		0.79	0.96	0.38	0.09		0.12
Control Delay	60.5		86.5	31.7	7.7	5.9		13.4
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	60.5		86.5	31.7	7.7	5.9		13.4
LOS	E		F	C	A	A		B
Approach Delay	60.5		38.4			6.9		13.4
Approach LOS	E		D			A		B

Intersection Summary	
Cycle Length: 135.5	
Actuated Cycle Length: 135.5	
Offset: 29.5 (22%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	318	8	6	209	6	13
Future Vol, veh/h	318	8	6	209	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	346	9	7	227	7	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	479	178
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1200	-	516	834
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1200	-	512	834
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	1200	-
HCM Lane V/C Ratio	0.03	-	-	0.005	-
HCM Control Delay (s)	10.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	4	359	4	2	0	156	117	4	0	223	45
Future Volume (veh/h)	40	4	359	4	2	0	156	117	4	0	223	45
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	4	390	4	2	0	170	127	4	0	242	49
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	27	398	196	84	0	212	2427	76	43	1277	250
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.07	0.69	0.69	0.00	0.57	0.57
Sat Flow, veh/h	1335	147	1583	684	466	0	1774	3503	110	0	3036	586
Grp Volume(v), veh/h	47	0	390	6	0	0	170	64	67	0	144	147
Grp Sat Flow(s),veh/h/ln	1482	0	1583	1151	0	0	1774	1770	1843	0	1770	1759
Q Serve(g_s), s	0.0	0.0	15.0	0.0	0.0	0.0	3.7	1.0	1.0	0.0	4.2	4.3
Cycle Q Clear(g_c), s	1.8	0.0	15.0	1.8	0.0	0.0	3.7	1.0	1.0	0.0	4.2	4.3
Prop In Lane	0.91		1.00	0.67		0.00	1.00		0.06	0.00		0.33
Lane Grp Cap(c), veh/h	351	0	398	280	0	0	212	1226	1277	0	0	0
V/C Ratio(X)	0.13	0.00	0.98	0.02	0.00	0.00	0.80	0.05	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	351	0	398	280	0	0	471	1226	1277	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	30.8	28.0	0.0	0.0	26.6	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	39.4	0.0	0.0	0.0	6.8	0.1	0.1	0.0	0.0	0.0
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	0.9	0.0	13.2	0.1	0.0	0.0	4.2	0.5	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	28.8	0.0	70.3	28.0	0.0	0.0	33.4	4.1	4.1	0.0	0.0	0.0
LnGrp LOS	C		E	C			C	A	A			
Approach Vol, veh/h		437			6			301			291	
Approach Delay, s/veh		65.8			28.0			20.7			0.0	
Approach LOS		E			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.4	53.1		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	5.7	6.3		17.0		3.0		3.8
Green Ext Time (p_c), s	0.3	1.4		0.0		0.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

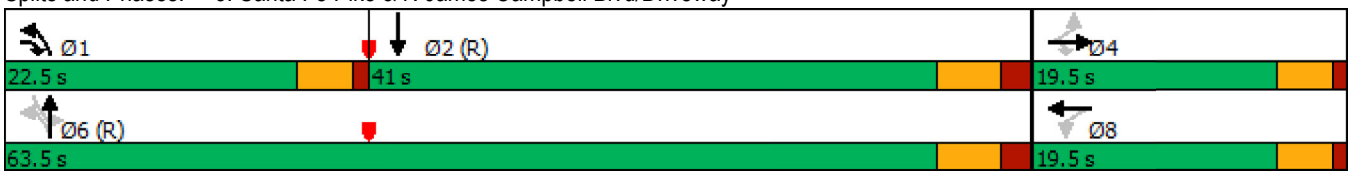
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	47	390	6	170	131	291
v/c Ratio	0.35	0.63	0.04	0.19	0.04	0.12
Control Delay	41.1	7.6	32.8	2.4	2.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	7.6	32.8	2.4	2.1	5.5
Queue Length 50th (ft)	23	0	3	15	6	24
Queue Length 95th (ft)	54	60	14	33	13	49
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	249	770	263	1002	3010	2366
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.51	0.02	0.17	0.04	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	40	4	359	4	2	156	117	223
Future Volume (vph)	40	4	359	4	2	156	117	223
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	19.5	19.5	22.5	19.5	19.5	22.5	63.5	41.0
Total Split (%)	23.5%	23.5%	27.1%	23.5%	23.5%	27.1%	76.5%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		8.2	15.9		8.0	70.0	70.9	56.6
Actuated g/C Ratio		0.10	0.19		0.10	0.84	0.85	0.68
v/c Ratio		0.35	0.63		0.04	0.19	0.04	0.12
Control Delay		41.1	7.6		32.8	2.4	2.1	5.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		41.1	7.6		32.8	2.4	2.1	5.5
LOS		D	A		C	A	A	A
Approach Delay		11.2			32.8		2.3	5.5
Approach LOS		B			C		A	A

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	12	4	42	4	557	611	242	0	4	225	58
Future Volume (veh/h)	7	12	4	42	4	557	611	242	0	4	225	58
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	8	13	4	46	4	605	664	263	0	4	245	63
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	175	47	342	27	682	848	2441	0	37	1192	297
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.69	0.00	0.44	0.44	0.44
Sat Flow, veh/h	343	814	220	1311	127	1583	1774	3632	0	12	2737	681
Grp Volume(v), veh/h	25	0	0	50	0	605	664	263	0	166	0	146
Grp Sat Flow(s),veh/h/ln	1377	0	0	1438	0	1583	1774	1770	0	1855	0	1575
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	25.0	23.0	2.9	0.0	0.0	0.0	6.7
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.0	0.0	25.0	23.0	2.9	0.0	6.4	0.0	6.7
Prop In Lane	0.32		0.16	0.92		1.00	1.00		0.00	0.02		0.43
Lane Grp Cap(c), veh/h	338	0	0	370	0	682	848	2441	0	839	0	686
V/C Ratio(X)	0.07	0.00	0.00	0.14	0.00	0.89	0.78	0.11	0.00	0.20	0.00	0.21
Avail Cap(c_a), veh/h	338	0	0	370	0	682	848	2441	0	839	0	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	36.8	0.0	30.4	11.1	6.0	0.0	20.3	0.0	20.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	13.0	4.4	0.1	0.0	0.5	0.0	0.7
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	0.0	0.0	1.3	0.0	20.3	12.1	1.4	0.0	3.4	0.0	3.0
LnGrp Delay(d),s/veh	36.2	0.0	0.0	36.9	0.0	43.4	15.5	6.1	0.0	20.8	0.0	21.1
LnGrp LOS	D			D		D	B	A		C		C
Approach Vol, veh/h		25			655			927			312	
Approach Delay, s/veh		36.2			42.9			12.8			21.0	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	29.5	56.5		30.0		86.0		30.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	25.0	50.0		25.0		79.5		25.0
Max Q Clear Time (g_c+I1), s	25.0	8.7		27.0		4.9		3.3
Green Ext Time (p_c), s	0.0	3.6		0.0		3.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	25	50	605	664	263	312
v/c Ratio	0.20	0.51	0.69	0.64	0.09	0.17
Control Delay	46.3	68.0	8.1	5.6	2.0	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	68.0	8.1	5.6	2.0	13.5
Queue Length 50th (ft)	15	36	37	90	14	53
Queue Length 95th (ft)	42	76	123	171	26	95
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	350	282	893	1049	3031	1868
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.18	0.68	0.63	0.09	0.17

Intersection Summary

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	7	12	42	4	557	611	242	4	225
Future Volume (vph)	7	12	42	4	557	611	242	4	225
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	29.5	29.5	85.5	56.0	56.0
Total Split (%)	26.0%	26.0%	26.0%	26.0%	25.5%	25.5%	74.0%	48.5%	48.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		8.8		8.8	39.5	99.2	98.9		65.5
Actuated g/C Ratio		0.08		0.08	0.34	0.86	0.86		0.57
v/c Ratio		0.20		0.51	0.69	0.64	0.09		0.17
Control Delay		46.3		68.0	8.1	5.6	2.0		13.5
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		46.3		68.0	8.1	5.6	2.0		13.5
LOS		D		E	A	A	A		B
Approach Delay		46.3		12.7			4.6		13.5
Approach LOS		D		B			A		B

Intersection Summary	
Cycle Length: 115.5	
Actuated Cycle Length: 115.5	
Offset: 22.5 (19%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	12	17	273	6	5
Future Vol, veh/h	262	12	17	273	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	285	13	18	297	7	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	298	0	477	149
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1260	-	517	871
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1260	-	508	871
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	627	-	-	1260	-
HCM Lane V/C Ratio	0.019	-	-	0.015	-
HCM Control Delay (s)	10.9	-	-	7.9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	245	0	0	0	269	160	0	0	150	83
Future Volume (veh/h)	57	0	245	0	0	0	269	160	0	0	150	83
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	62	0	266	0	0	0	292	174	0	0	163	90
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	0	485	0	310	0	336	2503	0	43	987	497
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.14	0.71	0.00	0.00	0.51	0.51
Sat Flow, veh/h	1406	0	1583	0	1863	0	1774	3632	0	0	2338	1180
Grp Volume(v), veh/h	62	0	266	0	0	0	292	174	0	0	127	126
Grp Sat Flow(s),veh/h/ln	1406	0	1583	0	1863	0	1774	1770	0	0	1770	1655
Q Serve(g_s), s	3.2	0.0	11.6	0.0	0.0	0.0	9.2	1.3	0.0	0.0	3.6	4.0
Cycle Q Clear(g_c), s	3.2	0.0	11.6	0.0	0.0	0.0	9.2	1.3	0.0	0.0	3.6	4.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.71
Lane Grp Cap(c), veh/h	320	0	485	0	310	0	336	2503	0	0	0	0
V/C Ratio(X)	0.19	0.00	0.55	0.00	0.00	0.00	0.87	0.07	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	341	0	508	0	337	0	471	2503	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	24.0	0.0	0.0	0.0	29.1	3.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.0	0.0	0.0	12.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	5.2	0.0	0.0	0.0	7.6	0.6	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.5	0.0	25.1	0.0	0.0	0.0	41.1	3.8	0.0	0.0	0.0	0.0
LnGrp LOS	C		C				D	A				
Approach Vol, veh/h		328			0			466			253	
Approach Delay, s/veh		26.1			0.0			27.2			0.0	
Approach LOS		C						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	16.1	48.6		18.3		64.7		18.3
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	11.2	6.0		13.6		3.3		0.0
Green Ext Time (p_c), s	0.5	1.2		0.2		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

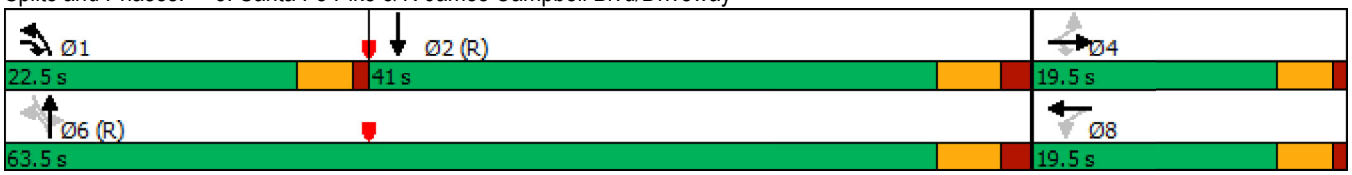
Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	62	266	292	174	253
v/c Ratio	0.41	0.45	0.32	0.06	0.12
Control Delay	41.5	5.2	3.5	2.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	5.2	3.5	2.7	5.6
Queue Length 50th (ft)	31	0	29	8	16
Queue Length 95th (ft)	65	47	62	19	41
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	254	734	985	2843	2120
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.36	0.30	0.06	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	57	0	245	269	160	150	
Future Volume (vph)	57	0	245	269	160	150	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	19.5	19.5	22.5	22.5	63.5	41.0	19.5
Total Split (%)	23.5%	23.5%	27.1%	27.1%	76.5%	49.4%	23%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		9.0	20.8	67.0	66.7	51.7	
Actuated g/C Ratio		0.11	0.25	0.81	0.80	0.62	
v/c Ratio		0.41	0.45	0.32	0.06	0.12	
Control Delay		41.5	5.2	3.5	2.7	5.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		41.5	5.2	3.5	2.7	5.6	
LOS		D	A	A	A	A	
Approach Delay		12.1			3.2	5.6	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 45.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



BACKGROUND CAPACITY ANALYSES

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	158	8	957	510	310	6	1	254	49
Future Volume (veh/h)	3	2	1	158	8	957	510	310	6	1	254	49
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	0	0	1230	554	337	7	1	276	53
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	0	601	1727	691	1998	41	25	904	170
Arrive On Green	0.01	0.01	0.01	0.00	0.00	0.32	0.22	0.56	0.56	0.31	0.31	0.31
Sat Flow, veh/h	883	589	294	0	1863	3167	1774	3546	74	1	2910	548
Grp Volume(v), veh/h	6	0	0	0	0	1230	554	168	176	176	0	154
Grp Sat Flow(s),veh/h/ln	1767	0	0	0	1863	1583	1774	1770	1850	1862	0	1598
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	43.3	30.9	6.9	6.9	0.0	0.0	11.1
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	0.0	43.3	30.9	6.9	6.9	10.8	0.0	11.1
Prop In Lane	0.50		0.17	0.00		1.00	1.00		0.04	0.01		0.34
Lane Grp Cap(c), veh/h	13	0	0	0	601	1727	691	997	1042	602	0	496
V/C Ratio(X)	0.46	0.00	0.00	0.00	0.00	0.71	0.80	0.17	0.17	0.29	0.00	0.31
Avail Cap(c_a), veh/h	82	0	0	0	795	2057	763	997	1042	602	0	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	0.0	0.0	0.0	0.0	25.3	23.6	15.8	15.8	39.4	0.0	39.5
Incr Delay (d2), s/veh	9.1	0.0	0.0	0.0	0.0	0.7	4.9	0.4	0.4	1.2	0.0	1.6
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	0.0	0.0	0.0	0.0	19.0	15.9	3.5	3.6	5.8	0.0	5.1
LnGrp Delay(d),s/veh	83.3	0.0	0.0	0.0	0.0	26.0	28.5	16.2	16.1	40.6	0.0	41.1
LnGrp LOS	F					C	C	B	B	D		D
Approach Vol, veh/h		6			1230			898			330	
Approach Delay, s/veh		83.3			26.0			23.8			40.8	
Approach LOS		F			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	37.9	52.6		53.4		90.5		6.1
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	39.5	19.0		64.0		63.0		7.0
Max Q Clear Time (g_c+I1), s	32.9	13.1		45.3		8.9		2.5
Green Ext Time (p_c), s	0.6	1.4		3.1		4.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Notes



Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	493	728	554	344	330
v/c Ratio	0.10	1.03	0.61	0.88	0.20	0.72
Control Delay	67.5	85.5	5.6	50.6	23.1	69.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	85.5	5.6	50.6	23.1	69.6
Queue Length 50th (ft)	5	~501	125	418	95	158
Queue Length 95th (ft)	21	#743	189	#741	147	#218
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	83	477	1195	629	1700	459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.03	0.61	0.88	0.20	0.72

Intersection Summary

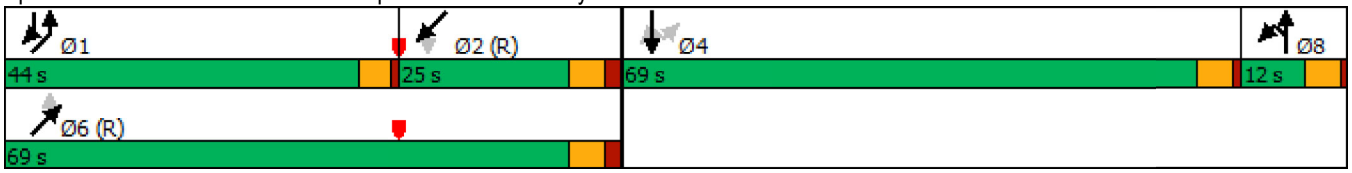
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	158	8	957	510	310	1	254
Future Volume (vph)	2	158	8	957	510	310	1	254
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	12.0	69.0	69.0	44.0	44.0	69.0	25.0	25.0
Total Split (%)	8.0%	46.0%	46.0%	29.3%	29.3%	46.0%	16.7%	16.7%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		64.5	115.9	73.7	72.2		20.4
Actuated g/C Ratio	0.04		0.43	0.77	0.49	0.48		0.14
v/c Ratio	0.10		1.03	0.61	0.88	0.20		0.72
Control Delay	67.5		85.5	5.6	50.6	23.1		69.6
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	67.5		85.5	5.6	50.6	23.1		69.6
LOS	E		F	A	D	C		E
Approach Delay	67.5		37.8			40.0		69.6
Approach LOS	E		D			D		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 43.0	Intersection LOS: D
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	9	7	296	7	15
Future Vol, veh/h	467	9	7	296	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	508	10	8	322	8	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	518	0	690	259
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1044	-	379	740
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1044	-	376	740
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	566	-	-	1044	-
HCM Lane V/C Ratio	0.042	-	-	0.007	-
HCM Control Delay (s)	11.6	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	5	492	5	2	0	225	132	5	0	251	63
Future Volume (veh/h)	66	5	492	5	2	0	225	132	5	0	251	63
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	72	5	535	5	2	0	245	143	5	0	273	68
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	21	467	179	60	0	289	2417	84	43	1227	293
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.11	0.69	0.69	0.00	0.52	0.52
Sat Flow, veh/h	1390	114	1583	579	331	0	1774	3489	121	0	2913	690
Grp Volume(v), veh/h	77	0	535	7	0	0	245	72	76	0	170	171
Grp Sat Flow(s),veh/h/ln	1504	0	1583	909	0	0	1774	1770	1841	0	1770	1741
Q Serve(g_s), s	0.0	0.0	15.0	0.0	0.0	0.0	7.1	1.1	1.1	0.0	5.0	5.2
Cycle Q Clear(g_c), s	3.1	0.0	15.0	3.1	0.0	0.0	7.1	1.1	1.1	0.0	5.0	5.2
Prop In Lane	0.94		1.00	0.71		0.00	1.00		0.07	0.00		0.40
Lane Grp Cap(c), veh/h	356	0	467	239	0	0	289	1226	1276	0	0	0
V/C Ratio(X)	0.22	0.00	1.15	0.03	0.00	0.00	0.85	0.06	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	356	0	467	239	0	0	471	1226	1276	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	29.3	28.0	0.0	0.0	28.8	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	88.3	0.0	0.0	0.0	7.7	0.1	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	22.2	0.1	0.0	0.0	6.1	0.6	0.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.4	0.0	117.6	28.0	0.0	0.0	36.5	4.2	4.2	0.0	0.0	0.0
LnGrp LOS	C		F	C			D	A	A			
Approach Vol, veh/h		612			7			393			341	
Approach Delay, s/veh		106.5			28.0			24.3			0.0	
Approach LOS		F			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.0	49.5		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	9.1	7.2		17.0		3.1		5.1
Green Ext Time (p_c), s	0.4	1.7		0.0		0.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E

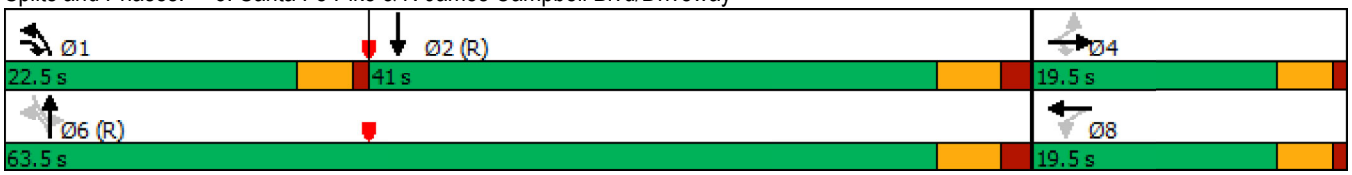
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	77	535	7	245	148	341
v/c Ratio	0.47	0.70	0.04	0.29	0.05	0.16
Control Delay	42.5	8.8	30.5	3.7	2.9	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	8.8	30.5	3.7	2.9	7.9
Queue Length 50th (ft)	38	23	3	26	7	33
Queue Length 95th (ft)	76	95	14	57	18	68
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	247	880	274	923	2791	2110
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.61	0.03	0.27	0.05	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	66	5	492	5	2	225	132	251
Future Volume (vph)	66	5	492	5	2	225	132	251
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	19.5	19.5	22.5	19.5	19.5	22.5	63.5	41.0
Total Split (%)	23.5%	23.5%	27.1%	23.5%	23.5%	27.1%	76.5%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		10.0	21.9		9.9	66.1	65.8	50.6
Actuated g/C Ratio		0.12	0.26		0.12	0.80	0.79	0.61
v/c Ratio		0.47	0.70		0.04	0.29	0.05	0.16
Control Delay		42.5	8.8		30.5	3.7	2.9	7.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		42.5	8.8		30.5	3.7	2.9	7.9
LOS		D	A		C	A	A	A
Approach Delay		13.0			30.5		3.4	7.9
Approach LOS		B			C		A	A

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	14	5	86	5	770	780	334	0	5	304	80
Future Volume (veh/h)	8	14	5	86	5	770	780	334	0	5	304	80
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	15	5	0	0	940	848	363	0	5	330	87
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	164	46	0	390	1838	874	2365	0	44	672	173
Arrive On Green	0.21	0.21	0.21	0.00	0.00	0.21	0.37	0.67	0.00	0.25	0.25	0.25
Sat Flow, veh/h	263	781	218	0	1863	3167	1774	3632	0	11	2716	699
Grp Volume(v), veh/h	29	0	0	0	0	940	848	363	0	226	0	196
Grp Sat Flow(s),veh/h/ln	1262	0	0	0	1863	1583	1774	1770	0	1854	0	1572
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	15.9	30.9	3.4	0.0	0.0	0.0	9.6
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	15.9	30.9	3.4	0.0	9.4	0.0	9.6
Prop In Lane	0.31		0.17	0.00		1.00	1.00		0.00	0.02		0.44
Lane Grp Cap(c), veh/h	317	0	0	0	390	1838	874	2365	0	499	0	389
V/C Ratio(X)	0.09	0.00	0.00	0.00	0.00	0.51	0.97	0.15	0.00	0.45	0.00	0.50
Avail Cap(c_a), veh/h	343	0	0	0	435	1914	907	2365	0	499	0	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	0.0	0.0	11.3	14.4	5.5	0.0	29.0	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	22.3	0.1	0.0	3.0	0.0	4.6
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	0.0	0.0	0.0	0.0	6.9	25.7	1.7	0.0	5.2	0.0	4.7
LnGrp Delay(d),s/veh	28.6	0.0	0.0	0.0	0.0	11.3	36.7	5.7	0.0	32.0	0.0	33.7
LnGrp LOS	C					B	D	A		C		C
Approach Vol, veh/h		29			940			1211			422	
Approach Delay, s/veh		28.6			11.3			27.4			32.8	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	37.9	28.3		23.8		66.2		23.8
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	35.1	18.4		21.0		58.0		21.0
Max Q Clear Time (g_c+I1), s	32.9	11.6		17.9		5.4		3.2
Green Ext Time (p_c), s	0.5	2.1		0.9		4.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	29	475	460	848	363	422
v/c Ratio	0.12	0.96	0.44	1.01	0.16	0.65
Control Delay	25.5	54.2	5.9	52.7	6.8	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	54.2	5.9	52.7	6.8	36.0
Queue Length 50th (ft)	11	177	72	~376	38	106
Queue Length 95th (ft)	34	#396	130	#644	56	156
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	232	493	1045	838	2280	690
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.96	0.44	1.01	0.16	0.61

Intersection Summary

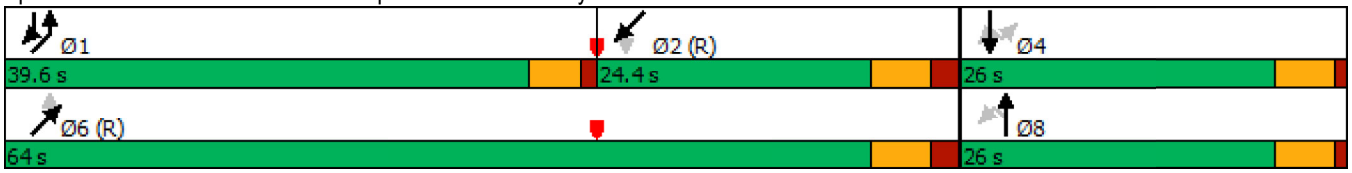
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	8	14	86	5	770	780	334	5	304
Future Volume (vph)	8	14	86	5	770	780	334	5	304
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	39.6	39.6	64.0	24.4	24.4
Total Split (%)	28.9%	28.9%	28.9%	28.9%	44.0%	44.0%	71.1%	27.1%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		22.0		22.0	62.3	58.5	57.0		17.2
Actuated g/C Ratio		0.24		0.24	0.69	0.65	0.63		0.19
v/c Ratio		0.12		0.96	0.44	1.01	0.16		0.65
Control Delay		25.5		54.2	5.9	52.7	6.8		36.0
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		25.5		54.2	5.9	52.7	6.8		36.0
LOS		C		D	A	D	A		D
Approach Delay		25.5		30.4			39.0		36.0
Approach LOS		C		C			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	396	14	19	373	7	6
Future Vol, veh/h	396	14	19	373	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	430	15	21	405	8	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	445	0	683	223
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1112	-	383	780
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	374	780
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	1112	-
HCM Lane V/C Ratio	0.029	-	-	0.019	-
HCM Control Delay (s)	12.5	-	-	8.3	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	357	0	0	0	356	180	0	0	169	106
Future Volume (veh/h)	84	0	357	0	0	0	356	180	0	0	169	106
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	91	0	388	0	0	0	387	196	0	0	184	115
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	0	589	0	337	0	426	2452	0	43	945	532
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.19	0.69	0.00	0.00	0.45	0.45
Sat Flow, veh/h	1406	0	1583	0	1863	0	1774	3632	0	0	2230	1271
Grp Volume(v), veh/h	91	0	388	0	0	0	387	196	0	0	151	148
Grp Sat Flow(s),veh/h/ln	1406	0	1583	0	1863	0	1774	1770	0	0	1770	1638
Q Serve(g_s), s	4.7	0.0	15.0	0.0	0.0	0.0	13.5	1.5	0.0	0.0	4.3	4.8
Cycle Q Clear(g_c), s	4.7	0.0	15.0	0.0	0.0	0.0	13.5	1.5	0.0	0.0	4.3	4.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.78
Lane Grp Cap(c), veh/h	341	0	589	0	337	0	426	2452	0	0	0	0
V/C Ratio(X)	0.27	0.00	0.66	0.00	0.00	0.00	0.91	0.08	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	341	0	589	0	337	0	471	2452	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	21.7	0.0	0.0	0.0	29.0	4.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.7	0.0	0.0	0.0	20.3	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	7.8	0.0	0.0	0.0	11.0	0.7	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.2	0.0	24.4	0.0	0.0	0.0	49.3	4.2	0.0	0.0	0.0	0.0
LnGrp LOS	C		C				D	A				
Approach Vol, veh/h		479			0			583			299	
Approach Delay, s/veh		25.5			0.0			34.1			0.0	
Approach LOS		C						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	20.4	43.1		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	15.5	6.8		17.0		3.5		0.0
Green Ext Time (p_c), s	0.3	1.5		0.0		1.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

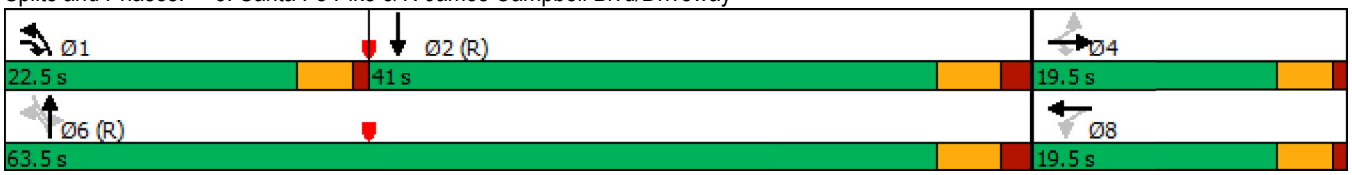
Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	91	388	387	196	299
v/c Ratio	0.51	0.52	0.44	0.07	0.15
Control Delay	42.6	4.4	4.9	3.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	4.4	4.9	3.2	7.2
Queue Length 50th (ft)	45	0	47	11	22
Queue Length 95th (ft)	86	46	98	24	55
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	255	835	937	2781	1963
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.46	0.41	0.07	0.15

Intersection Summary

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	84	0	357	356	180	169	
Future Volume (vph)	84	0	357	356	180	169	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	19.5	19.5	22.5	22.5	63.5	41.0	19.5
Total Split (%)	23.5%	23.5%	27.1%	27.1%	76.5%	49.4%	23%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		10.6	25.0	65.5	65.2	47.5	
Actuated g/C Ratio		0.13	0.30	0.79	0.79	0.57	
v/c Ratio		0.51	0.52	0.44	0.07	0.15	
Control Delay		42.6	4.4	4.9	3.2	7.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		42.6	4.4	4.9	3.2	7.2	
LOS		D	A	A	A	A	
Approach Delay		11.6			4.4	7.2	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



PROJECTED CAPACITY ANALYSES

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Future Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	0	0	1232	554	345	7	1	299	60
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	0	600	1741	672	1973	40	26	856	169
Arrive On Green	0.01	0.01	0.01	0.00	0.00	0.32	0.23	0.56	0.56	0.30	0.30	0.30
Sat Flow, veh/h	883	589	294	0	1863	3167	1774	3548	72	1	2886	569
Grp Volume(v), veh/h	6	0	0	0	0	1232	554	172	180	192	0	168
Grp Sat Flow(s),veh/h/ln	1767	0	0	0	1863	1583	1774	1770	1850	1862	0	1595
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	11.3	0.0	11.6
Prop In Lane	0.50		0.17	0.00		1.00	1.00		0.04	0.01		0.36
Lane Grp Cap(c), veh/h	13	0	0	0	600	1741	672	984	1029	578	0	473
V/C Ratio(X)	0.46	0.00	0.00	0.00	0.00	0.71	0.82	0.17	0.18	0.33	0.00	0.36
Avail Cap(c_a), veh/h	88	0	0	0	772	2032	728	984	1029	578	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.2	0.0	0.0	0.0	0.0	23.2	23.2	15.3	15.3	38.6	0.0	38.7
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.0	0.0	0.7	6.5	0.4	0.4	1.5	0.0	2.1
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	0.0	0.0	0.0	0.0	17.6	15.5	3.4	3.5	6.1	0.0	5.4
LnGrp Delay(d),s/veh	78.1	0.0	0.0	0.0	0.0	23.9	29.7	15.7	15.7	40.2	0.0	40.8
LnGrp LOS	E					C	C	B	B	D		D
Approach Vol, veh/h		6			1232			906			360	
Approach Delay, s/veh		78.1			23.9			24.2			40.5	
Approach LOS		E			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	36.3	47.5		50.1		83.8		6.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	36.2	18.3		58.0		59.0		7.0
Max Q Clear Time (g_c+I1), s	31.4	13.6		42.1		8.7		2.5
Green Ext Time (p_c), s	0.5	1.3		3.0		4.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Notes



Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	495	728	554	352	360
v/c Ratio	0.09	1.06	0.61	0.85	0.20	0.82
Control Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Length 50th (ft)	5	~478	110	383	89	164
Queue Length 95th (ft)	20	#716	187	#703	141	#237
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	89	466	1195	648	1728	444
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.06	0.61	0.85	0.20	0.81

Intersection Summary

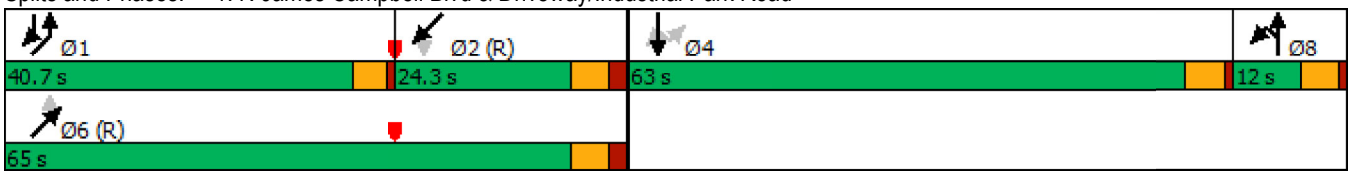
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	160	8	957	510	317	1	275
Future Volume (vph)	2	160	8	957	510	317	1	275
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	12.0	63.0	63.0	40.7	40.7	65.0	24.3	24.3
Total Split (%)	8.6%	45.0%	45.0%	29.1%	29.1%	46.4%	17.4%	17.4%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		58.2	108.2	70.0	68.5		18.2
Actuated g/C Ratio	0.04		0.42	0.77	0.50	0.49		0.13
v/c Ratio	0.09		1.06	0.61	0.85	0.20		0.82
Control Delay	62.8		93.2	5.4	45.2	21.1		72.8
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	62.8		93.2	5.4	45.2	21.1		72.8
LOS	E		F	A	D	C		E
Approach Delay	62.8		41.0			35.8		72.8
Approach LOS	E		D			D		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Future Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	508	10	8	322	11	8	1	16	33	3	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	518	0	0	712	882	259	619	882	167
Stage 1	-	-	-	-	-	-	533	533	-	344	344	-
Stage 2	-	-	-	-	-	-	179	349	-	275	538	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1223	-	-	1044	-	-	320	284	740	373	284	848
Stage 1	-	-	-	-	-	-	498	523	-	645	635	-
Stage 2	-	-	-	-	-	-	805	632	-	708	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1044	-	-	301	278	740	358	278	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	278	-	358	278	-
Stage 1	-	-	-	-	-	-	493	517	-	638	629	-
Stage 2	-	-	-	-	-	-	766	626	-	683	515	-

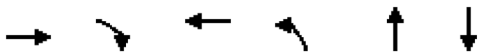
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.8	13.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	488	1223	-	-	1044	-	-	475
HCM Lane V/C Ratio	0.051	0.008	-	-	0.007	-	-	0.137
HCM Control Delay (s)	12.8	8	0	-	8.5	0	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Future Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	78	5	561	5	2	0	253	143	5	0	273	71
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	19	474	175	58	0	297	2417	84	43	1215	302
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.12	0.69	0.69	0.00	0.52	0.52
Sat Flow, veh/h	1403	106	1583	555	321	0	1774	3489	121	0	2886	713
Grp Volume(v), veh/h	83	0	561	7	0	0	253	72	76	0	171	173
Grp Sat Flow(s),veh/h/ln	1509	0	1583	876	0	0	1774	1770	1841	0	1770	1737
Q Serve(g_s), s	0.0	0.0	15.0	0.0	0.0	0.0	7.4	1.1	1.1	0.0	5.0	5.3
Cycle Q Clear(g_c), s	3.3	0.0	15.0	3.3	0.0	0.0	7.4	1.1	1.1	0.0	5.0	5.3
Prop In Lane	0.94		1.00	0.71		0.00	1.00		0.07	0.00		0.41
Lane Grp Cap(c), veh/h	357	0	474	233	0	0	297	1226	1276	0	0	0
V/C Ratio(X)	0.23	0.00	1.18	0.03	0.00	0.00	0.85	0.06	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	357	0	474	233	0	0	471	1226	1276	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	29.1	28.0	0.0	0.0	28.9	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	102.5	0.1	0.0	0.0	8.4	0.1	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	24.3	0.1	0.0	0.0	6.3	0.6	0.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.5	0.0	131.5	28.1	0.0	0.0	37.3	4.2	4.2	0.0	0.0	0.0
LnGrp LOS	C		F	C			D	A	A			
Approach Vol, veh/h		644			7			401			344	
Approach Delay, s/veh		118.4			28.1			25.1			0.0	
Approach LOS		F			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.3	49.2		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	9.4	7.3		17.0		3.1		5.3
Green Ext Time (p_c), s	0.4	1.7		0.0		0.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.0
HCM 2010 LOS	E



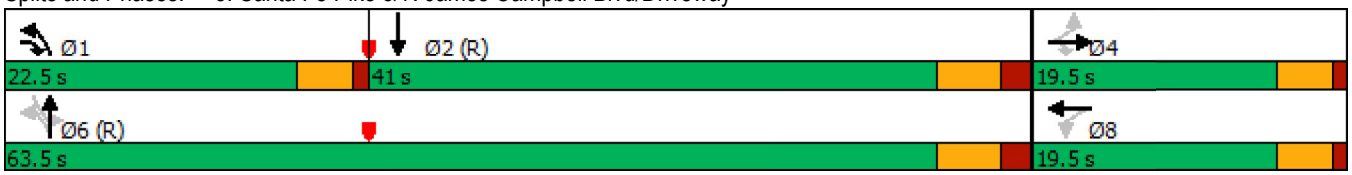
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	83	561	7	253	148	344
v/c Ratio	0.49	0.73	0.04	0.30	0.05	0.16
Control Delay	42.8	10.0	30.0	3.9	3.1	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	10.0	30.0	3.9	3.1	8.1
Queue Length 50th (ft)	41	34	3	27	7	34
Queue Length 95th (ft)	80	111	14	61	18	70
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	247	884	275	919	2778	2089
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.63	0.03	0.28	0.05	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	72	5	516	5	2	233	132	251
Future Volume (vph)	72	5	516	5	2	233	132	251
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	19.5	19.5	22.5	19.5	19.5	22.5	63.5	41.0
Total Split (%)	23.5%	23.5%	27.1%	23.5%	23.5%	27.1%	76.5%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		10.3	22.4		10.2	65.8	65.5	50.1
Actuated g/C Ratio		0.12	0.27		0.12	0.79	0.79	0.60
v/c Ratio		0.49	0.73		0.04	0.30	0.05	0.16
Control Delay		42.8	10.0		30.0	3.9	3.1	8.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		42.8	10.0		30.0	3.9	3.1	8.1
LOS		D	A		C	A	A	A
Approach Delay		14.2			30.0		3.6	8.1
Approach LOS		B			C		A	A

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Future Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	15	5	0	0	949	848	388	0	5	346	91
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	163	45	0	389	1862	872	2367	0	43	651	167
Arrive On Green	0.21	0.21	0.21	0.00	0.00	0.21	0.38	0.67	0.00	0.24	0.24	0.24
Sat Flow, veh/h	262	779	217	0	1863	3167	1774	3632	0	11	2717	698
Grp Volume(v), veh/h	29	0	0	0	0	949	848	388	0	237	0	205
Grp Sat Flow(s),veh/h/ln	1258	0	0	0	1863	1583	1774	1770	0	1854	0	1572
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	10.0	0.0	10.3
Prop In Lane	0.31		0.17	0.00		1.00	1.00		0.00	0.02		0.44
Lane Grp Cap(c), veh/h	315	0	0	0	389	1862	872	2367	0	485	0	377
V/C Ratio(X)	0.09	0.00	0.00	0.00	0.00	0.51	0.97	0.16	0.00	0.49	0.00	0.54
Avail Cap(c_a), veh/h	342	0	0	0	435	1939	891	2367	0	485	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	0.0	0.0	10.9	15.1	5.5	0.0	29.8	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	23.2	0.1	0.0	3.5	0.0	5.5
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	0.6	0.0	0.0	0.0	0.0	6.9	25.9	1.8	0.0	5.6	0.0	5.0
LnGrp Delay(d),s/veh	28.7	0.0	0.0	0.0	0.0	11.0	38.3	5.7	0.0	33.3	0.0	35.4
LnGrp LOS	C					B	D	A		C		D
Approach Vol, veh/h		29			949			1236			442	
Approach Delay, s/veh		28.7			11.0			28.1			34.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	38.6	27.6		23.8		66.2		23.8
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	35.1	18.4		21.0		58.0		21.0
Max Q Clear Time (g_c+I1), s	33.8	12.3		17.9		5.7		3.2
Green Ext Time (p_c), s	0.3	2.0		0.9		5.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	29	474	469	848	388	442
v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.68
Control Delay	25.4	63.5	6.2	57.0	6.9	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	63.5	6.2	57.0	6.9	36.9
Queue Length 50th (ft)	11	~214	80	~397	41	113
Queue Length 95th (ft)	34	#416	141	#655	60	164
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	236	477	1040	828	2280	690
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.64

Intersection Summary

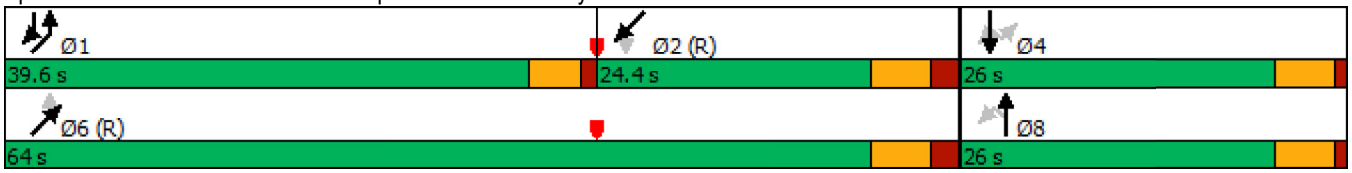
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	8	14	93	5	770	780	357	5	318
Future Volume (vph)	8	14	93	5	770	780	357	5	318
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	39.6	39.6	64.0	24.4	24.4
Total Split (%)	28.9%	28.9%	28.9%	28.9%	44.0%	44.0%	71.1%	27.1%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		22.1		22.1	62.2	58.4	56.9		17.3
Actuated g/C Ratio		0.25		0.25	0.69	0.65	0.63		0.19
v/c Ratio		0.12		0.99	0.45	1.02	0.17		0.68
Control Delay		25.4		63.5	6.2	57.0	6.9		36.9
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		25.4		63.5	6.2	57.0	6.9		36.9
LOS		C		E	A	E	A		D
Approach Delay		25.4		35.0			41.3		36.9
Approach LOS		C		D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Future Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	430	15	21	405	37	8	3	7	22	2	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	445	0	0	750	988	223	749	977	221
Stage 1	-	-	-	-	-	-	504	504	-	466	466	-
Stage 2	-	-	-	-	-	-	246	484	-	283	511	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1114	-	-	1112	-	-	300	246	780	300	249	783
Stage 1	-	-	-	-	-	-	518	539	-	546	561	-
Stage 2	-	-	-	-	-	-	736	550	-	700	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1112	-	-	277	231	780	280	233	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	231	-	280	233	-
Stage 1	-	-	-	-	-	-	498	518	-	525	547	-
Stage 2	-	-	-	-	-	-	697	536	-	663	514	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	15.9	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	348	1114	-	-	1112	-	-	388
HCM Lane V/C Ratio	0.05	0.029	-	-	0.019	-	-	0.112
HCM Control Delay (s)	15.9	8.3	0.1	-	8.3	0.1	-	15.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Future Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	96	0	405	0	0	0	416	196	0	0	184	123
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	0	612	0	337	0	451	2452	0	43	922	551
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.21	0.69	0.00	0.00	0.43	0.43
Sat Flow, veh/h	1406	0	1583	0	1863	0	1774	3632	0	0	2172	1320
Grp Volume(v), veh/h	96	0	405	0	0	0	416	196	0	0	155	152
Grp Sat Flow(s),veh/h/ln	1406	0	1583	0	1863	0	1774	1770	0	0	1770	1630
Q Serve(g_s), s	5.0	0.0	15.0	0.0	0.0	0.0	14.9	1.5	0.0	0.0	4.4	5.0
Cycle Q Clear(g_c), s	5.0	0.0	15.0	0.0	0.0	0.0	14.9	1.5	0.0	0.0	4.4	5.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.81
Lane Grp Cap(c), veh/h	341	0	612	0	337	0	451	2452	0	0	0	0
V/C Ratio(X)	0.28	0.00	0.66	0.00	0.00	0.00	0.92	0.08	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	341	0	612	0	337	0	471	2452	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	21.0	0.0	0.0	0.0	28.8	4.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.7	0.0	0.0	0.0	23.1	0.1	0.0	0.0	0.0	0.0
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	2.0	0.0	8.1	0.0	0.0	0.0	12.1	0.7	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.3	0.0	23.7	0.0	0.0	0.0	51.9	4.2	0.0	0.0	0.0	0.0
LnGrp LOS	C		C				D	A				
Approach Vol, veh/h		501			0			612			307	
Approach Delay, s/veh		24.9			0.0			36.6			0.0	
Approach LOS		C						D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	21.6	41.9		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	16.9	7.0		17.0		3.5		0.0
Green Ext Time (p_c), s	0.2	1.5		0.0		1.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C



Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	96	405	416	196	307
v/c Ratio	0.52	0.52	0.48	0.07	0.16
Control Delay	42.7	4.2	5.4	3.3	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	4.2	5.4	3.3	7.5
Queue Length 50th (ft)	47	0	53	11	23
Queue Length 95th (ft)	89	45	110	25	57
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	256	853	931	2773	1939
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.47	0.45	0.07	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	88	0	373	383	180	169	
Future Volume (vph)	88	0	373	383	180	169	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	19.5	19.5	22.5	22.5	63.5	41.0	19.5
Total Split (%)	23.5%	23.5%	27.1%	27.1%	76.5%	49.4%	23%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		10.9	25.9	65.2	64.9	46.6	
Actuated g/C Ratio		0.13	0.31	0.79	0.78	0.56	
v/c Ratio		0.52	0.52	0.48	0.07	0.16	
Control Delay		42.7	4.2	5.4	3.3	7.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		42.7	4.2	5.4	3.3	7.5	
LOS		D	A	A	A	A	
Approach Delay		11.6			4.7	7.5	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



PROJECTED CAPACITY ANALYSES WITH IMPROVEMENTS

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Future Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	0	0	1232	554	345	7	1	299	60
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	0	600	1741	672	1973	40	26	856	169
Arrive On Green	0.01	0.01	0.01	0.00	0.00	0.32	0.23	0.56	0.56	0.30	0.30	0.30
Sat Flow, veh/h	883	589	294	0	1863	3167	1774	3548	72	1	2886	569
Grp Volume(v), veh/h	6	0	0	0	0	1232	554	172	180	192	0	168
Grp Sat Flow(s),veh/h/ln	1767	0	0	0	1863	1583	1774	1770	1850	1862	0	1595
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	11.3	0.0	11.6
Prop In Lane	0.50		0.17	0.00		1.00	1.00		0.04	0.01		0.36
Lane Grp Cap(c), veh/h	13	0	0	0	600	1741	672	984	1029	578	0	473
V/C Ratio(X)	0.46	0.00	0.00	0.00	0.00	0.71	0.82	0.17	0.18	0.33	0.00	0.36
Avail Cap(c_a), veh/h	88	0	0	0	772	2032	728	984	1029	578	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.2	0.0	0.0	0.0	0.0	23.2	23.2	15.3	15.3	38.6	0.0	38.7
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.0	0.0	0.7	6.5	0.4	0.4	1.5	0.0	2.1
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	0.0	0.0	0.0	0.0	17.6	15.5	3.4	3.5	6.1	0.0	5.4
LnGrp Delay(d),s/veh	78.1	0.0	0.0	0.0	0.0	23.9	29.7	15.7	15.7	40.2	0.0	40.8
LnGrp LOS	E					C	C	B	B	D		D
Approach Vol, veh/h		6			1232			906			360	
Approach Delay, s/veh		78.1			23.9			24.2			40.5	
Approach LOS		E			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	36.3	47.5		50.1		83.8		6.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	36.2	18.3		58.0		59.0		7.0
Max Q Clear Time (g_c+I1), s	31.4	13.6		42.1		8.7		2.5
Green Ext Time (p_c), s	0.5	1.3		3.0		4.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	495	728	554	352	360
v/c Ratio	0.09	1.06	0.61	0.85	0.20	0.82
Control Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Length 50th (ft)	5	~478	110	383	89	164
Queue Length 95th (ft)	20	#716	187	#703	141	#237
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	89	466	1195	648	1728	444
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.06	0.61	0.85	0.20	0.81

Intersection Summary

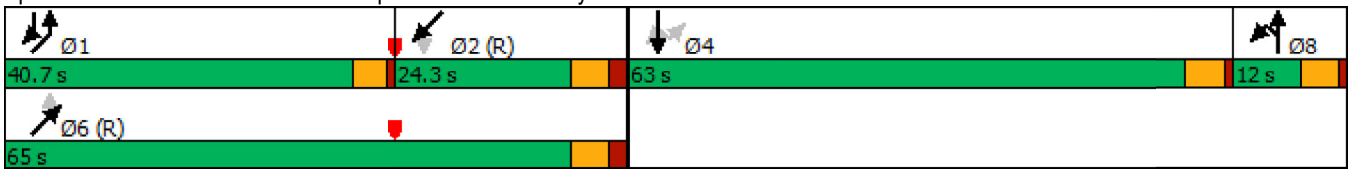
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	160	8	957	510	317	1	275
Future Volume (vph)	2	160	8	957	510	317	1	275
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	12.0	63.0	63.0	40.7	40.7	65.0	24.3	24.3
Total Split (%)	8.6%	45.0%	45.0%	29.1%	29.1%	46.4%	17.4%	17.4%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		58.2	108.2	70.0	68.5		18.2
Actuated g/C Ratio	0.04		0.42	0.77	0.50	0.49		0.13
v/c Ratio	0.09		1.06	0.61	0.85	0.20		0.82
Control Delay	62.8		93.2	5.4	45.2	21.1		72.8
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	62.8		93.2	5.4	45.2	21.1		72.8
LOS	E		F	A	D	C		E
Approach Delay	62.8		41.0			35.8		72.8
Approach LOS	E		D			D		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Future Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	508	10	8	322	11	8	1	16	33	3	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	518	0	0	712	882	259	619	882	167
Stage 1	-	-	-	-	-	-	533	533	-	344	344	-
Stage 2	-	-	-	-	-	-	179	349	-	275	538	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1223	-	-	1044	-	-	320	284	740	373	284	848
Stage 1	-	-	-	-	-	-	498	523	-	645	635	-
Stage 2	-	-	-	-	-	-	805	632	-	708	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1044	-	-	302	279	740	359	279	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	279	-	359	279	-
Stage 1	-	-	-	-	-	-	494	519	-	640	629	-
Stage 2	-	-	-	-	-	-	766	626	-	685	517	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.8	13.8
HCM LOS			B	B

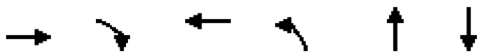
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1223	-	-	1044	-	-	476
HCM Lane V/C Ratio	0.051	0.008	-	-	0.007	-	-	0.137
HCM Control Delay (s)	12.8	8	-	-	8.5	0	-	13.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Future Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	0	648	5	2	0	253	143	5	0	273	71
Adj No. of Lanes	0	1	2	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	393	980	266	85	0	335	1939	67	80	986	245
Arrive On Green	0.00	0.00	0.21	0.21	0.21	0.00	0.10	0.56	0.56	0.00	0.36	0.36
Sat Flow, veh/h	0	1863	3167	612	401	0	1774	3489	121	0	2886	713
Grp Volume(v), veh/h	0	0	648	7	0	0	253	72	76	0	171	173
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1013	0	0	1774	1770	1841	0	1770	1737
Q Serve(g_s), s	0.0	0.0	8.0	0.0	0.0	0.0	2.6	0.9	0.9	0.0	3.1	3.3
Cycle Q Clear(g_c), s	0.0	0.0	8.0	0.1	0.0	0.0	2.6	0.9	0.9	0.0	3.1	3.3
Prop In Lane	0.00		1.00	0.71		0.00	1.00		0.07	0.00		0.41
Lane Grp Cap(c), veh/h	0	393	980	351	0	0	335	983	1023	0	0	0
V/C Ratio(X)	0.00	0.00	0.66	0.02	0.00	0.00	0.76	0.07	0.07	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	393	980	351	0	0	361	983	1023	0	0	0
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)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.5	14.1	0.0	0.0	10.1	4.6	4.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.0	0.0	0.0	8.2	0.1	0.1	0.0	0.0	0.0
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	0.0	0.0	3.7	0.1	0.0	0.0	2.5	0.4	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	15.1	14.1	0.0	0.0	18.3	4.8	4.8	0.0	0.0	0.0
LnGrp LOS			B	B			B	A	A			
Approach Vol, veh/h		648			7			401			344	
Approach Delay, s/veh		15.1			14.1			13.3			0.0	
Approach LOS		B			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.9	22.1		14.0		31.0		14.0
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	5.1	15.4		9.5		25.0		9.5
Max Q Clear Time (g_c+I1), s	4.6	5.3		10.0		2.9		2.1
Green Ext Time (p_c), s	0.0	1.2		0.0		0.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	324	320	7	253	148	344
v/c Ratio	0.71	0.40	0.04	0.41	0.07	0.27
Control Delay	15.5	3.0	14.5	6.4	4.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	3.0	14.5	6.4	4.5	9.2
Queue Length 50th (ft)	20	0	1	24	7	25
Queue Length 95th (ft)	#105	33	9	53	16	49
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	497	805	233	622	2087	1286
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.40	0.03	0.41	0.07	0.27

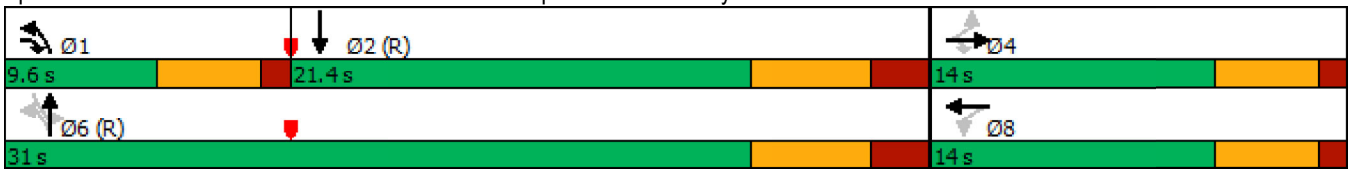
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	72	5	516	5	2	233	132	251
Future Volume (vph)	72	5	516	5	2	233	132	251
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	14.0	14.0	9.6	14.0	14.0	9.6	31.0	21.4
Total Split (%)	31.1%	31.1%	21.3%	31.1%	31.1%	21.3%	68.9%	47.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		8.0	18.5		8.0	28.0	26.5	16.0
Actuated g/C Ratio		0.18	0.41		0.18	0.62	0.59	0.36
v/c Ratio		0.71	0.40		0.04	0.41	0.07	0.27
Control Delay		15.5	3.0		14.5	6.4	4.5	9.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		15.5	3.0		14.5	6.4	4.5	9.2
LOS		B	A		B	A	A	A
Approach Delay		9.3			14.5		5.7	9.2
Approach LOS		A			B		A	A

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Future Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	15	5	0	0	949	848	388	0	5	346	91
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	163	45	0	389	1862	872	2367	0	43	651	167
Arrive On Green	0.21	0.21	0.21	0.00	0.00	0.21	0.38	0.67	0.00	0.24	0.24	0.24
Sat Flow, veh/h	262	779	217	0	1863	3167	1774	3632	0	11	2717	698
Grp Volume(v), veh/h	29	0	0	0	0	949	848	388	0	237	0	205
Grp Sat Flow(s),veh/h/ln	1258	0	0	0	1863	1583	1774	1770	0	1854	0	1572
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	10.0	0.0	10.3
Prop In Lane	0.31		0.17	0.00		1.00	1.00		0.00	0.02		0.44
Lane Grp Cap(c), veh/h	315	0	0	0	389	1862	872	2367	0	485	0	377
V/C Ratio(X)	0.09	0.00	0.00	0.00	0.00	0.51	0.97	0.16	0.00	0.49	0.00	0.54
Avail Cap(c_a), veh/h	342	0	0	0	435	1939	891	2367	0	485	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	0.0	0.0	10.9	15.1	5.5	0.0	29.8	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	23.2	0.1	0.0	3.5	0.0	5.5
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	0.6	0.0	0.0	0.0	0.0	6.9	25.9	1.8	0.0	5.6	0.0	5.0
LnGrp Delay(d),s/veh	28.7	0.0	0.0	0.0	0.0	11.0	38.3	5.7	0.0	33.3	0.0	35.4
LnGrp LOS	C					B	D	A		C		D
Approach Vol, veh/h		29			949			1236			442	
Approach Delay, s/veh		28.7			11.0			28.1			34.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	38.6	27.6		23.8		66.2		23.8
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	35.1	18.4		21.0		58.0		21.0
Max Q Clear Time (g_c+I1), s	33.8	12.3		17.9		5.7		3.2
Green Ext Time (p_c), s	0.3	2.0		0.9		5.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	29	474	469	848	388	442
v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.68
Control Delay	25.4	63.5	6.2	57.0	6.9	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	63.5	6.2	57.0	6.9	44.0
Queue Length 50th (ft)	11	~214	80	~397	41	133
Queue Length 95th (ft)	34	#416	141	#655	60	185
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	236	477	1040	828	2280	690
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.64

Intersection Summary

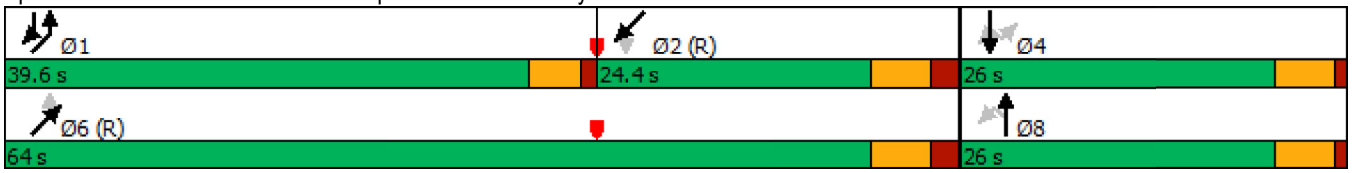
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	8	14	93	5	770	780	357	5	318
Future Volume (vph)	8	14	93	5	770	780	357	5	318
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	39.6	39.6	64.0	24.4	24.4
Total Split (%)	28.9%	28.9%	28.9%	28.9%	44.0%	44.0%	71.1%	27.1%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		22.1		22.1	62.2	58.4	56.9		17.3
Actuated g/C Ratio		0.25		0.25	0.69	0.65	0.63		0.19
v/c Ratio		0.12		0.99	0.45	1.02	0.17		0.68
Control Delay		25.4		63.5	6.2	57.0	6.9		44.0
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		25.4		63.5	6.2	57.0	6.9		44.0
LOS		C		E	A	E	A		D
Approach Delay		25.4		35.0			41.3		44.0
Approach LOS		C		D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Future Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	430	15	21	405	37	8	3	7	22	2	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	445	0	0	750	988	223	749	977	221
Stage 1	-	-	-	-	-	-	504	504	-	466	466	-
Stage 2	-	-	-	-	-	-	246	484	-	283	511	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1114	-	-	1112	-	-	300	246	780	300	249	783
Stage 1	-	-	-	-	-	-	518	539	-	546	561	-
Stage 2	-	-	-	-	-	-	736	550	-	700	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1112	-	-	278	233	780	282	236	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	233	-	282	236	-
Stage 1	-	-	-	-	-	-	502	523	-	530	547	-
Stage 2	-	-	-	-	-	-	697	536	-	669	519	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	15.8	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1114	-	-	1112	-	-	391
HCM Lane V/C Ratio	0.05	0.029	-	-	0.019	-	-	0.111
HCM Control Delay (s)	15.8	8.3	-	-	8.3	0.1	-	15.4
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Future Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	96	232	250	0	0	0	416	196	0	0	184	123
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	221	510	0	323	0	424	2100	0	80	753	450
Arrive On Green	0.17	0.17	0.17	0.00	0.00	0.00	0.15	0.59	0.00	0.00	0.34	0.34
Sat Flow, veh/h	443	1275	1583	0	1863	0	1774	3632	0	0	2172	1320
Grp Volume(v), veh/h	328	0	250	0	0	0	416	196	0	0	155	152
Grp Sat Flow(s),veh/h/ln	1719	0	1583	0	1863	0	1774	1770	0	0	1770	1630
Q Serve(g_s), s	6.9	0.0	5.7	0.0	0.0	0.0	6.4	1.1	0.0	0.0	2.7	3.1
Cycle Q Clear(g_c), s	7.8	0.0	5.7	0.0	0.0	0.0	6.4	1.1	0.0	0.0	2.7	3.1
Prop In Lane	0.29		1.00	0.00		0.00	1.00		0.00	0.00		0.81
Lane Grp Cap(c), veh/h	401	0	510	0	323	0	424	2100	0	0	0	0
V/C Ratio(X)	0.82	0.00	0.49	0.00	0.00	0.00	0.98	0.09	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	401	0	510	0	323	0	424	2100	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	12.3	0.0	0.0	0.0	13.3	3.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.4	0.0	0.7	0.0	0.0	0.0	38.5	0.1	0.0	0.0	0.0	0.0
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	5.4	0.0	2.6	0.0	0.0	0.0	7.5	0.5	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.4	0.0	13.0	0.0	0.0	0.0	51.9	4.0	0.0	0.0	0.0	0.0
LnGrp LOS	C		B				D	A				
Approach Vol, veh/h		578			0			612			307	
Approach Delay, s/veh		23.4			0.0			36.5			0.0	
Approach LOS		C						D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	11.2	21.5		12.3		32.7		12.3
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	6.7	15.5		7.8		26.7		7.8
Max Q Clear Time (g_c+I1), s	8.4	5.1		9.8		3.1		0.0
Green Ext Time (p_c), s	0.0	1.1		0.0		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Notes

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	254	247	416	196	307
v/c Ratio	0.67	0.32	0.62	0.09	0.25
Control Delay	20.2	2.9	9.1	4.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	2.9	9.1	4.2	7.2
Queue Length 50th (ft)	49	0	43	10	17
Queue Length 95th (ft)	m92	m33	80	18	38
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	401	777	672	2161	1249
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.32	0.62	0.09	0.25

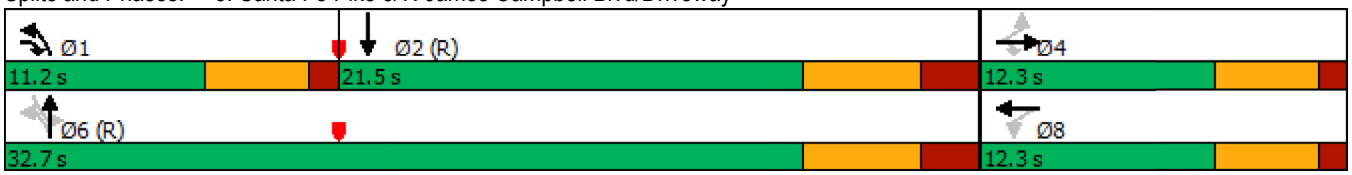
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	88	0	373	383	180	169	
Future Volume (vph)	88	0	373	383	180	169	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	12.3	12.3	11.2	11.2	32.7	21.5	12.3
Total Split (%)	27.3%	27.3%	24.9%	24.9%	72.7%	47.8%	27%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		7.3	19.0	28.7	27.2	15.5	
Actuated g/C Ratio		0.16	0.42	0.64	0.60	0.34	
v/c Ratio		0.67	0.32	0.62	0.09	0.25	
Control Delay		20.2	2.9	9.1	4.2	7.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		20.2	2.9	9.1	4.2	7.2	
LOS		C	A	A	A	A	
Approach Delay		11.7			7.5	7.2	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



APPENDIX C – DETAILED TRIP GENERATION CALCULATIONS

111 Southeast Pkwy Ct
Franklin, TN 37064
615-678-8212

www.T2-Eng.com

TRIP GENERATION

Project:	Oakwood Drive Subdivision – Columbia, TN
ITE Land Use:	Single-Family Housing
ITE Code:	210
Trip Ends vs:	**ITE 210** – 108 DU
Daily Equation:	Weekday – Fitted Curve Equation
AM Equation:	Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM – Fitted Curve Equation
PM Equation:	Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM – Fitted Curve Equation

Single-Family Homes (210) – 108 Dwelling Units

Time Period	Formula[1]	Calculation	Trips
Daily	$Ln\,(T) = 0.92Ln(X) + 2.68$	$Ln\,(T) = 0.92Ln(108) + 2.68$	1,083
AM Peak (Total)	$Ln\,(T) = 0.91Ln(X) + 0.12$	$Ln\,(T) = 0.91Ln(108) + 0.12$	80
AM Peak (Entering)	$T = 0.25(Total\ AM\ Trips)$	$T = 0.25(80)$	20
AM Peak (Exiting)	$T = 0.75(Total\ AM\ Trips)$	$T = 0.75(80)$	60
PM Peak (Total)	$Ln\,(T) = 0.94Ln(X) + 0.27$	$Ln\,(T) = 0.94Ln(108) + 0.27$	107
PM Peak (Entering)	$T = 0.63(Total\ PM\ Trips)$	$T = 0.63(107)$	67
PM Peak (Exiting)	$T = 0.37(Total\ PM\ Trips)$	$T = 0.37(107)$	40

[1] Institute of Transportation Engineers (ITE). Trip Generation Manual, 11th Edition. Washington, DC: ITE, 2024

Single-Family Detached Housing
(210)

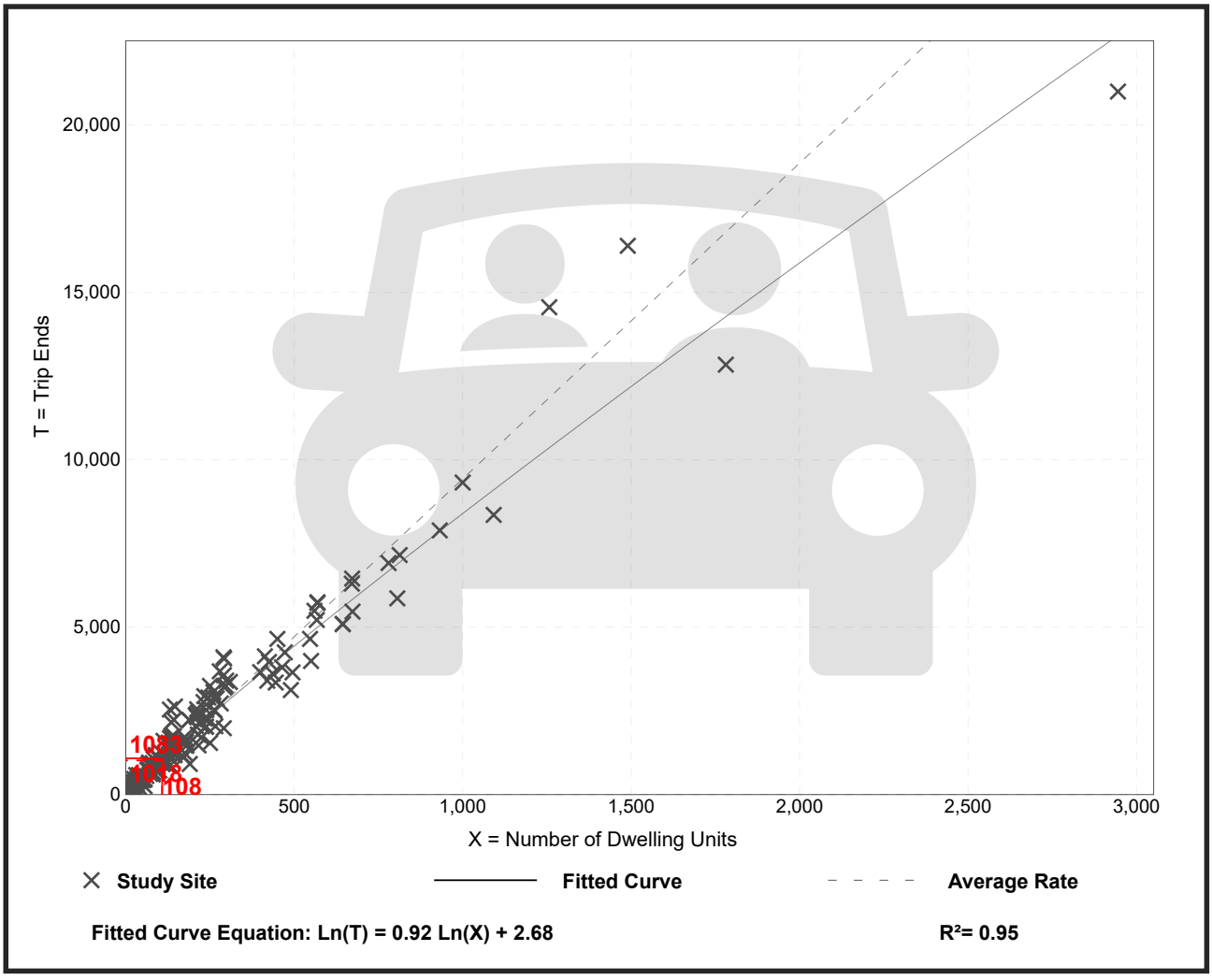
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

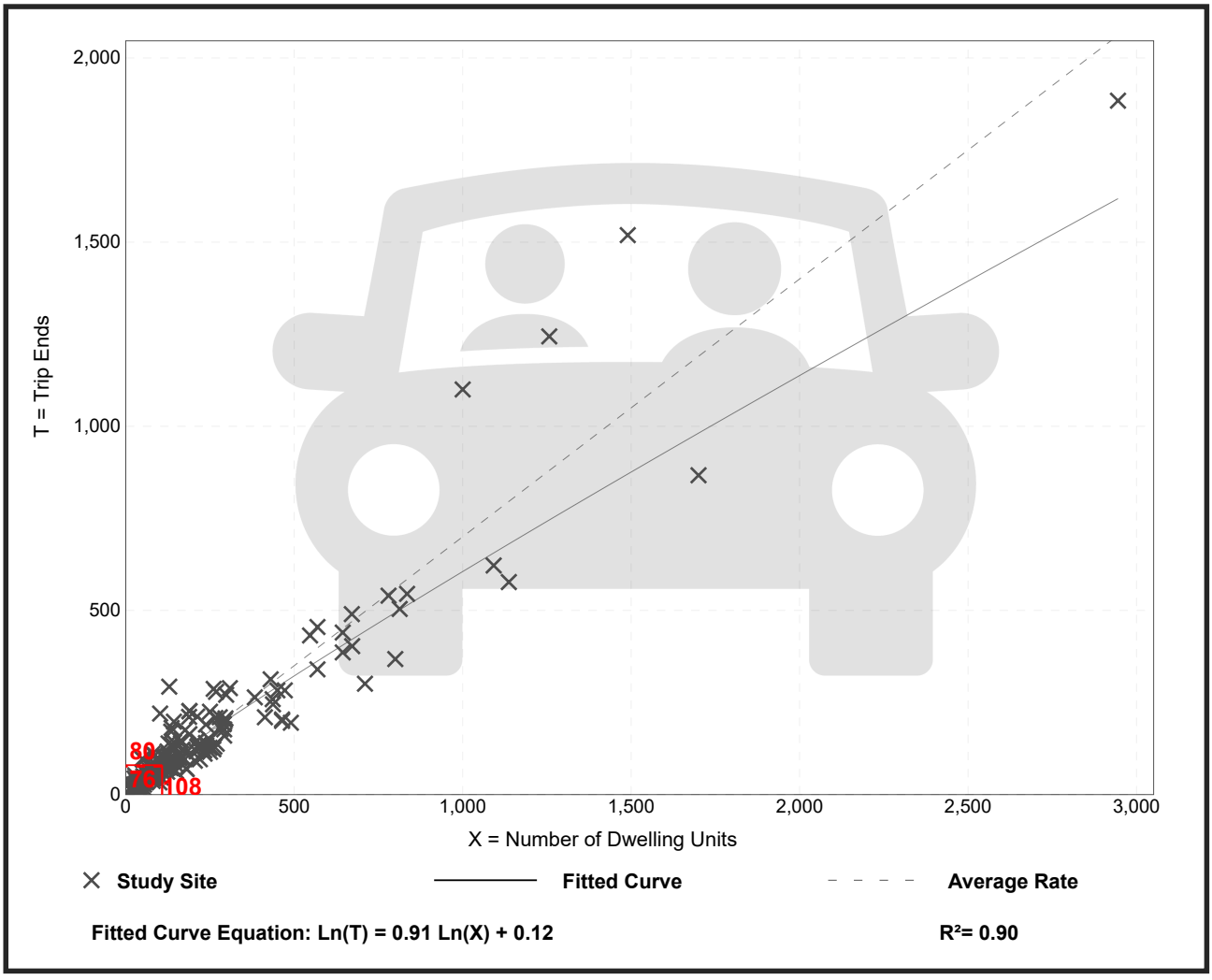
Single-Family Detached Housing
(210)

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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



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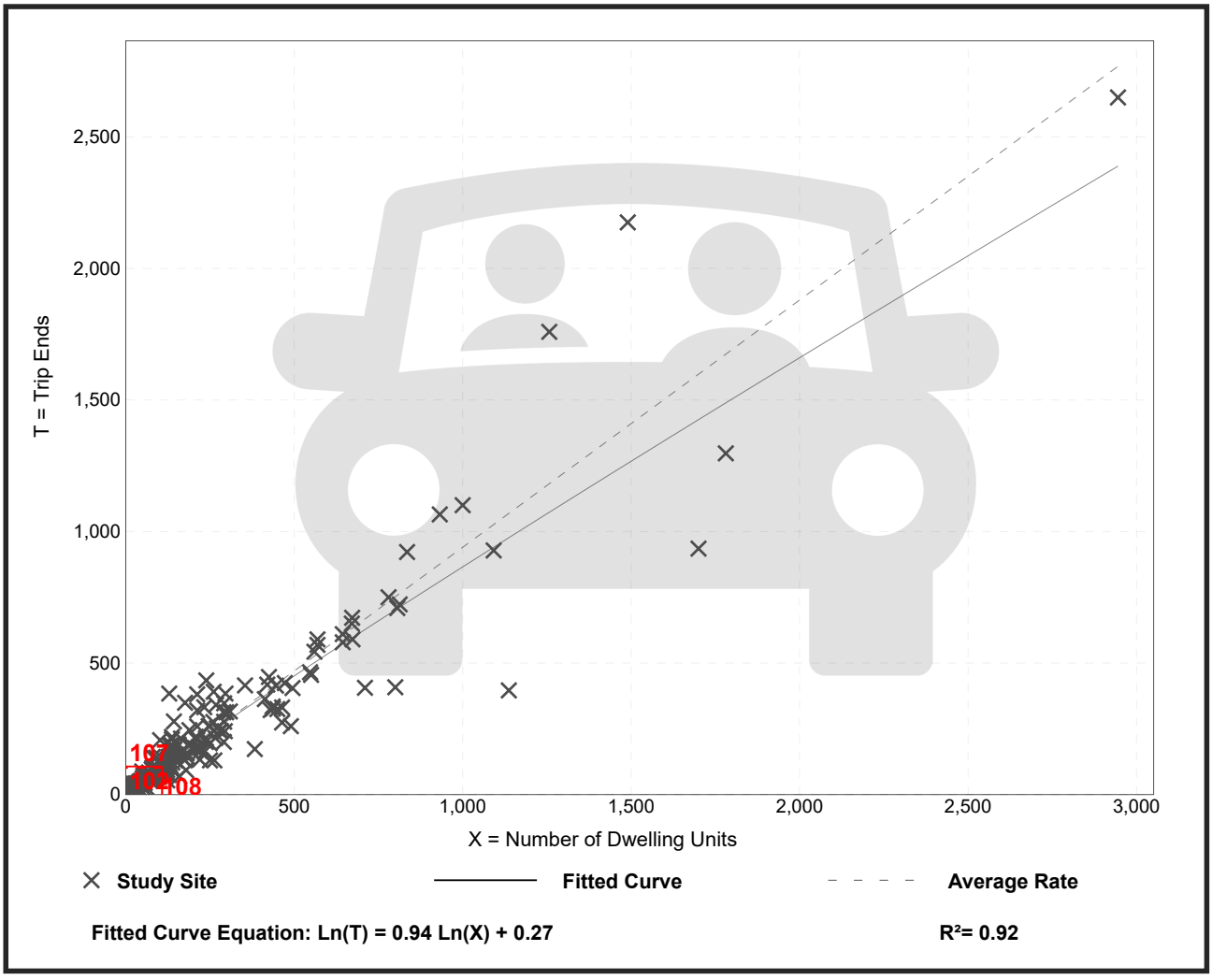
Single-Family Detached Housing
(210)

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: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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APPENDIX D – ADDITIONAL FIGURES

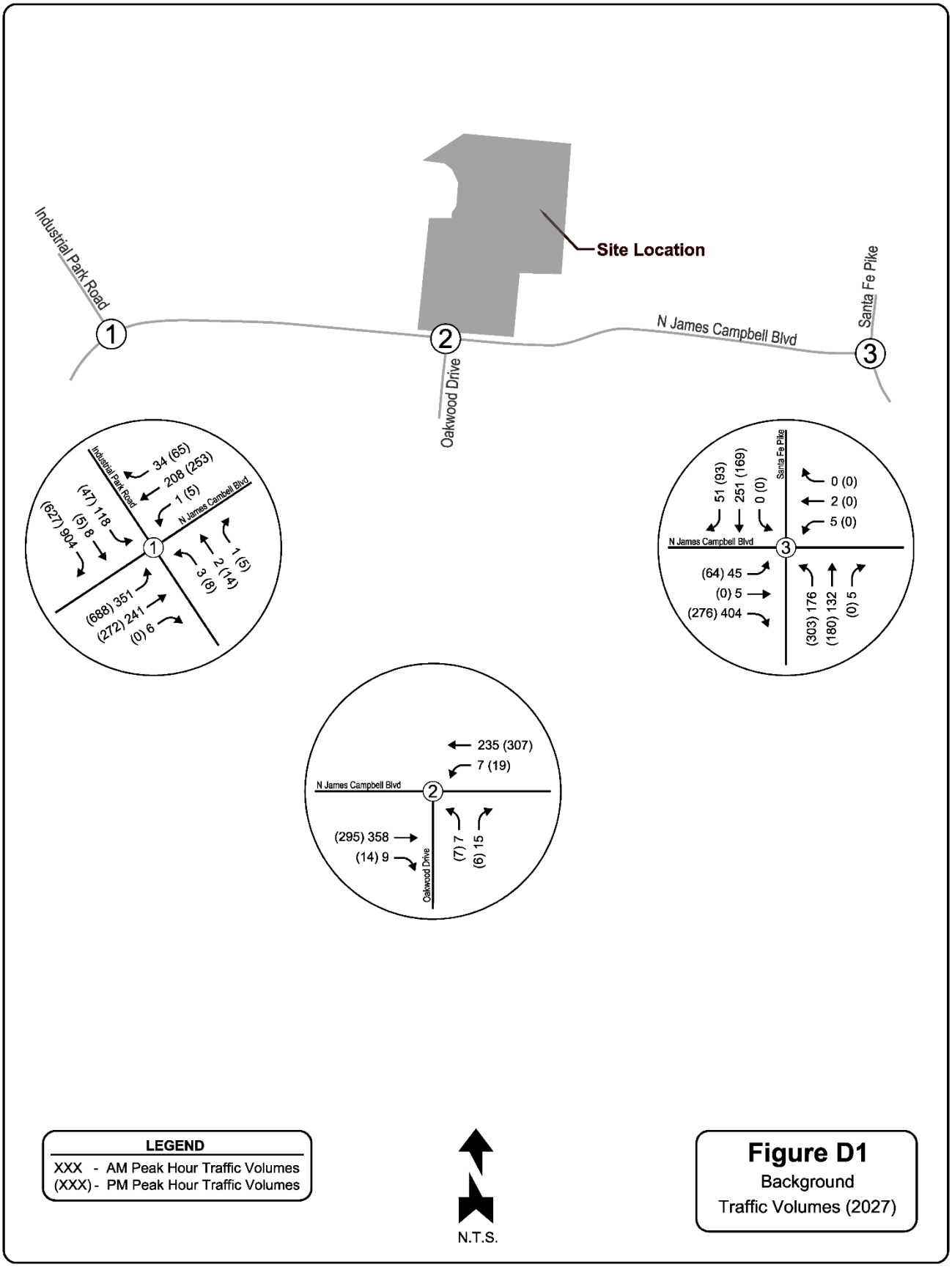
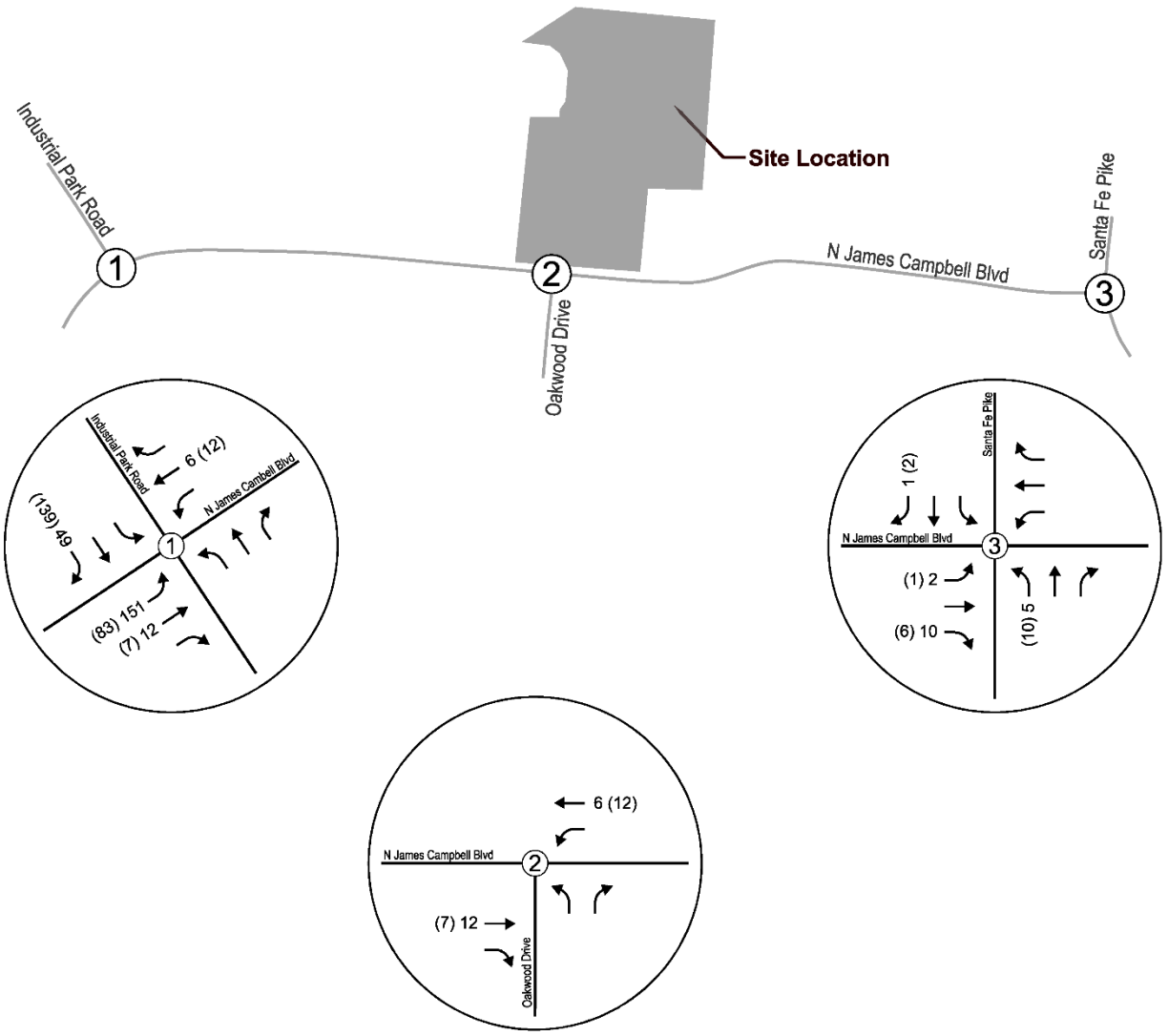


Figure D1
Background
Traffic Volumes (2027)



LEGEND

XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N.T.S.

Figure D2
Generated Background Developement Volumes (Steadfast)

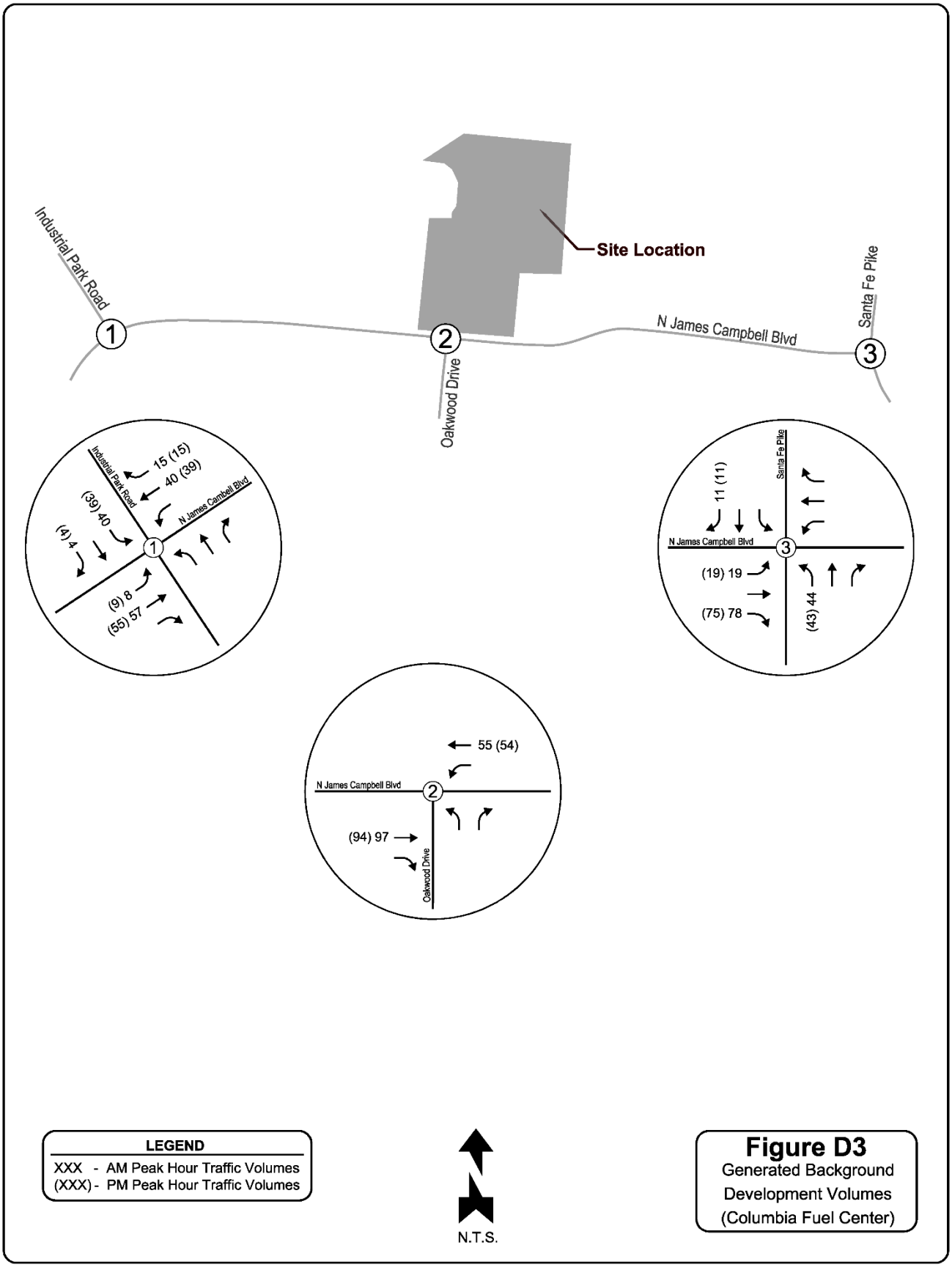


Figure D3
Generated Background Development Volumes (Columbia Fuel Center)

Sepac 3.34g Preempt Data

Location:	James Cambell
and	Industrial

TS #	21
Date:	3.10.22

key 7-4-1		Preempt 3 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-4-2	Preempt 3 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-4-3	Preempt 3 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL	1					1		
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-5-1		Preempt 4 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-5-2	Preempt 4 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-5-3	Preempt 4 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL		1						
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-6-1		Preempt 5 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-6-2	Preempt 5 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-6-3	Preempt 5 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL				1				
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-7-1		Preempt 6 Misc						
Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1
1 = yes 0 = no								

key 7-7-2	Preempt 6 Int Times		
SEL PED CLR	6	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	6
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-7-3	Preempt 6 Veh Status							
Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL			1					
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 4-8	I/O MISC			
RING I/O	1	2	3	4
INPUT RESPONSE	1	2	0	0
OUTPUT SELECT	1	2	0	0
I/O MODES	INPUT	OUTPUT	BIT	
ABC CONN	0	0	0	
D CONN	1	0	-	

key 2-8-4	IP Addressing		
DHCP	0	NET	1
IP ADDRESS	10.112. 2.169		
SUBNET MSK	255.255.255.224		
BROADCAST	10.112. 2.191		

key 2-8-5	Network Config
TYPE	3
DESTINATION	
GATEWAY	10.112. 2.161
NETMASK	
HOP COUNT	

key 8-1-1		COMM ADDRESS
ADDRESS	1	-- KEYPAD
ADDRESS	0	-- T&F INPUTS

TS 22

Location:	JAMES CAMPBELL
and	JAMES CAMPBELL (SANTA FE PIKE)

TS #	22
Date:	8-31-20

key 3-1			Vehicle times					
Phase	1	2	3	4	5	6	7	8
min green	4	15	5	5	0	15	0	0
pass/10	20	50	20	20	0	50	0	0
max # 1	10	35	15	15	50	35	0	0
max # 2	0	0	0	0	0	0	0	0
yellow/10	35	40	35	35	40	40	40	40
red/10	10	20	10	10	20	20	20	20

key 3-2		Density Times						
Phase	1	2	3	4	5	6	7	8
aini/10								
max int								
Tb4								
carsb4								
Time to								
Min gap								

key 3-3		Pedestrian Times						
Phase	1	2	3	4	5	6	7	8
Walk	0	7	0	7	0	7	0	7
Ped clear	8	8	0	8	0	8	0	8
fl wk								
ext pcl								
act riw								
		1 = yes 0 = no						

key 3-7		Sequence control						
phase	1	2	3	4	5	6	7	8
ph. Omit	2	0	0	0	0	0	0	0
ph. Yell	0	0	0	0	0	0	0	0
Codes	0		01-08 # - phase					
	none		phase is omitted by # on					
	none phase yellow is omitted by # yellow							

key 3-5	V.& P. recalls							
Phases	1	2	3	4	5	6	7	8
veh.recall	0	2	0	0	0	2	0	0
ped recall								
delay								

Codes	0	1	2	3	4
	none	Inactive	red	yellow	gree
	none	to na 1	to na II	to both	
	none	1 call	minimum	maximum	soft
	none	1 call	ped	na	na+

key 3-6	N. lock & misc							
Phase	1	2	3	4	5	6	7	8
non lock	1	1	1	1	1	1	1	1
2 entry								
lc pass								
con. Ser.								
no sgap								
		1 = yes 0 = no						

key 3-4	Init. Na response							
	phas	1	2	3	4	5	6	7	8
	initial	1	4	1	1	0	4	0	0
	na resp								

Codes	0	1	2	3	4
Init	none	inact	red	yel	grn
na resp	none	to 1	to 2	both	

key 4-4

OVL TRAILING GREENS, YELLOWS AND REDS			
	GREEN	YELLOW	RED
OLA	0	40	20
OLB	0	40	20
OLC	0	40	20
OLD	0	40	20
OLE	0	40	20
OLF	0	40	20
OLG	0	40	20
OLH	0	40	20

key 3-8-1	Det. Controls										
detector	1	2	3	4	5	6	7	8			
assign phase	0	0	2	6	0	0	0	0			
oper mode	0	0	0	0	0	0	0	0			
switch	0	0	0	0	0	0	0	0			

key 3-8-2								
9	10	11	12	13	14	15	16	
3	0	1	0	0	0	4	6	
0	0	0	0	0	0	6	0	
0	0	0	0	0	0	0	0	

key 3-8-1	Det. Timings "Change From Controls to Timings"										
extend time											
delay time					0						

key 3-8-2								
			0					

key 3-8-3	Det. Controls										
detector	17	18	19	20	21	22	23	24			
assign phase											
oper mode					0						
switch											

key 3-8-4								
25	26	27	28	29	30	31	32	
			0					

key 3-8- 3	Det. Timings "Change From Controls to Timings"										
extend time											
delay time					0						

key 3-8-4								
			0					

codes	0		1		2		3		4	
	norm veh		norm ped		one call		st bar a		st bar b	
	none									
	none									

key3-8-9	Ped. Dets.							
Ped Det Control	1	2	3	4	5	6	7	8
Assigned phase	3	2	3	4	5	6	7	8
Operation Mode	1	1	1	1	1	1	1	1
Switch Phase	0	0	0	0	0	0	0	0

Mode	0-veh	1-ped	2-0ne	3-sba
	4-sbb	5-ppl	6-ppt	7-and

Startup & misc.		key 4-1
Startup time	5	time in sec.
Startup state	0	0-fl 1-red
red rev/10	40	time in tenths
auto ped clear	0	o-no 1- yes
Stop t reset	0	0-no 1-yes
Alt. sequence	0	0-18
I'NAT'L SEQ	0	0-no 1-yes

Coordination data and set up		key 5-1						
Coord. Setup		0	1	2	3	4	5	
Oper	1	fre	aut	man				
mode	0	prm	yld	pyl	pom	som	fac	
max	0	inh	mx1	mx2				
corr	0	dwl	ndw	swy	sw+	sw2		
ofst	0	beg	end of green					
frce	0	pln cycle time						
mx dwell	0							
yield period	0							

Overlap Standard use up/down to swtich between overlaps

key 4-3			0-no 1-yes

Overlap A

OVL Phase	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0

Overlap B

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Overlap C

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Overlap D

OVL Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PHS/CHN	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9
OVL CHN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

key 5-3 **Input Dial1 split1 Phase Param. Level 2**

Phase	1	2	3	4	5	6	7	8
Time				0				
Mode								

mode: 0-actuated 1-coord ph 2-min rec
3-max rec 4-ped rec 5-mx+p
6-ph omit 7-dual coord phase

key 5-3 **Input Dial 2 split 1 phase Param. Level 2**

Phase	1	2	3	4	5	6	7	8
Time	25	50	25	20	20	50	0	0
Mode	0	0	0	0	0	0	0	0

Mode: 0-actuatec 1-coord ph 2-min rec
3-max rec 4-ped rec 5-mx+p rec
6-ph omit 7-dual coord phase

key 5-3

Input Dial1 Split 1 Param. Level 1

offset #	time sec	alt seq	patn mode	r2 lag	r3 lag	r4 lag
1	0	0	0			
2	0	0	0			
3	0	0	0			

mode 0-6 nrm/prm/yld/pyl/pom/som/fac

key 5-3 **Input Dial 2 split 1 Param. Level 1**

Offset #	time sec	alt seq	patn mode	r2 lag	r3 lag	r4 lag
1	33	0	0			
2	0	0	0			
3	0	0	0			

Traffic Events						
key 6-3-E	DD	HH	MM	DL	SP	OF

Sepac 3.34g Preempt Data

Location:	James Campbell
and	Santa Fe PK

TS #	22
Date:	3·1·22

key 7-4-1 — Preempt 3 Misc

Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1

1 = yes 0 = no

key 7-4-2 — Preempt 3 Int Times

SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-4-3 — Preempt 3 Veh Status

Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL	1					1		
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-5-1 — Preempt 4 Misc

Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1

1 = yes 0 = no

key 7-5-2 — Preempt 4 Int Times

SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-5-3 — Preempt 4 Veh Status

Phase	1	2	3	4	5	6	7	8
TRK GRN	0	0	0	0	0	0	0	0
DWELL		1						
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG								
CYCLE								
0-NO 1-ACT 2-MN REC 3-MX REC								

key 7-6-1 — Preempt 5 Misc

Test		N-Lock		Link PE				
Delay		Extend		Duration				
		MxCall	90	Lock Out				
Phase	1	2	3	4	5	6	7	8
Exit		1				1		
Calls	1	1	1	1	1	1	1	1

1 = yes 0 = no

key 7-6-2 — Preempt 5 Int Times

SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-6-3		Preempt 5 Veh Status							
Phase	1	2	3	4	5	6	7	8	
TRK GRN	0	0	0	0	0	0	0	0	
DWELL				1					
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG									
CYCLE									
0-NO 1-ACT 2-MN REC 3-MX REC									

key 7-7-1		Preempt 6 Misc							
Test		N-Lock		Link PE					
Delay		Extend		Duration					
		MxCall	90	Lock Out					
Phase	1	2	3	4	5	6	7	8	
Exit		1				1			
Calls	1	1	1	1	1	1	1	1	
1 = yes 0 = no									

key 7-7-2	Preempt 6 Int Times		
SEL PED CLR	8	TRK YEL/10	0
SEL YEL/10	40	TRK RED/10	0
SEL RED/10	20	DWELL GRN	10
TRK GRN	0	RET PED CLR	8
TRK PED CLR	0	RET YEL/10	40
		RET RED/10	20

key 7-7-3		Preempt 6 Veh Status							
Phase	1	2	3	4	5	6	7	8	
TRK GRN	0	0	0	0	0	0	0	0	
DWELL			1						
0-RED 1-GRN 2-FLR 3-FLY 4-DARK 5-FLG									
CYCLE									
0-NO 1-ACT 2-MN REC 3-MX REC									

key 4-8	I/O MISC			
RING I/O	1	2	3	4
INPUT RESPONSE	1	2	Ø	Ø
OUTPUT SELECT	1	2	Ø	Ø

I/O MODES	INPUT	OUTPUT	BIT
ABC CONN	0	0	0
D CONN	1	0	-

key 2-8-4		IP Addressing	
DHCP	0	NET	1
IP ADDRESS	10.112. 2.137		
SUBNET MSK	255.255.255.224		
BROADCAST	10.112. 2.159		

key 2-8-5	Network Config
TYPE	3
DESTINATION	
GATEWAY	10.112. 2.129
NETMASK	
HOP COUNT	

key 8-1-1		COMM ADDRESS
ADDRESS	1	-- KEYPAD
ADDRESS	0	-- T&F INPUTS

APPENDIX B – CAPACITY ANALYSES

EXISTING CAPACITY ANALYSES

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	105	7	803	312	214	5	1	185	30
Future Volume (veh/h)	3	2	1	105	7	803	312	214	5	1	185	30
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	114	8	873	339	233	5	1	201	33
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	306	21	441	827	2449	52	28	1683	270
Arrive On Green	0.01	0.01	0.01	0.18	0.18	0.18	0.09	0.69	0.69	0.56	0.56	0.56
Sat Flow, veh/h	883	589	294	1663	117	1583	1774	3543	76	2	2989	480
Grp Volume(v), veh/h	6	0	0	122	0	873	339	116	122	124	0	111
Grp Sat Flow(s),veh/h/ln	1767	0	0	1780	0	1583	1774	1770	1849	1861	0	1610
Q Serve(g_s), s	0.5	0.0	0.0	8.2	0.0	25.0	10.5	3.0	3.0	0.0	0.0	4.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	8.2	0.0	25.0	10.5	3.0	3.0	4.2	0.0	4.4
Prop In Lane	0.50		0.17	0.93		1.00	1.00		0.04	0.01		0.30
Lane Grp Cap(c), veh/h	13	0	0	327	0	441	827	1223	1278	1075	0	907
V/C Ratio(X)	0.46	0.00	0.00	0.37	0.00	1.98	0.41	0.09	0.10	0.12	0.00	0.12
Avail Cap(c_a), veh/h	195	0	0	327	0	441	985	1223	1278	1075	0	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	0.0	48.6	0.0	49.0	9.2	6.9	6.9	13.9	0.0	13.9
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.3	0.0	448.3	0.1	0.2	0.1	0.2	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	0.3	0.0	0.0	4.1	0.0	71.5	5.1	1.5	1.5	2.2	0.0	2.0
LnGrp Delay(d),s/veh	76.1	0.0	0.0	48.9	0.0	497.4	9.3	7.1	7.1	14.1	0.0	14.2
LnGrp LOS	E			D		F	A	A	A	B		B
Approach Vol, veh/h		6			995			577			235	
Approach Delay, s/veh		76.1			442.4			8.4			14.2	
Approach LOS		E			F			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	17.4	82.6		30.0		100.0		6.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	25.0	50.0		25.0		79.5		15.0
Max Q Clear Time (g_c+I1), s	12.5	6.4		27.0		5.0		2.5
Green Ext Time (p_c), s	0.4	2.6		0.0		2.8		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		247.6
HCM 2010 LOS		F

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	122	873	339	238	235
v/c Ratio	0.09	0.79	0.96	0.38	0.09	0.12
Control Delay	60.5	86.5	31.7	7.7	5.9	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	86.5	31.7	7.7	5.9	13.4
Queue Length 50th (ft)	4	105	249	72	24	37
Queue Length 95th (ft)	20	166	#369	185	61	93
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	197	192	981	939	2641	2029
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.64	0.89	0.36	0.09	0.12

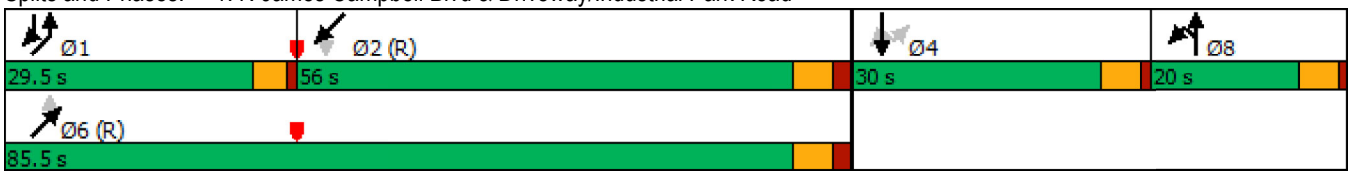
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	105	7	803	312	214	1	185
Future Volume (vph)	2	105	7	803	312	214	1	185
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	20.0	30.0	30.0	29.5	29.5	85.5	56.0	56.0
Total Split (%)	14.8%	22.1%	22.1%	21.8%	21.8%	63.1%	41.3%	41.3%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		20.9	39.0	102.9	101.4		82.9
Actuated g/C Ratio	0.04		0.15	0.29	0.76	0.75		0.61
v/c Ratio	0.09		0.79	0.96	0.38	0.09		0.12
Control Delay	60.5		86.5	31.7	7.7	5.9		13.4
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	60.5		86.5	31.7	7.7	5.9		13.4
LOS	E		F	C	A	A		B
Approach Delay	60.5		38.4			6.9		13.4
Approach LOS	E		D			A		B

Intersection Summary	
Cycle Length: 135.5	
Actuated Cycle Length: 135.5	
Offset: 29.5 (22%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 25.2	Intersection LOS: C
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	318	8	6	209	6	13
Future Vol, veh/h	318	8	6	209	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	346	9	7	227	7	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	479	178
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1200	-	516	834
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1200	-	512	834
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	1200	-
HCM Lane V/C Ratio	0.03	-	-	0.005	-
HCM Control Delay (s)	10.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	4	359	4	2	0	156	117	4	0	223	45
Future Volume (veh/h)	40	4	359	4	2	0	156	117	4	0	223	45
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	4	390	4	2	0	170	127	4	0	242	49
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	27	398	196	84	0	212	2427	76	43	1277	250
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.07	0.69	0.69	0.00	0.57	0.57
Sat Flow, veh/h	1335	147	1583	684	466	0	1774	3503	110	0	3036	586
Grp Volume(v), veh/h	47	0	390	6	0	0	170	64	67	0	144	147
Grp Sat Flow(s),veh/h/ln	1482	0	1583	1151	0	0	1774	1770	1843	0	1770	1759
Q Serve(g_s), s	0.0	0.0	15.0	0.0	0.0	0.0	3.7	1.0	1.0	0.0	4.2	4.3
Cycle Q Clear(g_c), s	1.8	0.0	15.0	1.8	0.0	0.0	3.7	1.0	1.0	0.0	4.2	4.3
Prop In Lane	0.91		1.00	0.67		0.00	1.00		0.06	0.00		0.33
Lane Grp Cap(c), veh/h	351	0	398	280	0	0	212	1226	1277	0	0	0
V/C Ratio(X)	0.13	0.00	0.98	0.02	0.00	0.00	0.80	0.05	0.05	0.00	0.00	0.00
Avail Cap(c_a), veh/h	351	0	398	280	0	0	471	1226	1277	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	30.8	28.0	0.0	0.0	26.6	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	39.4	0.0	0.0	0.0	6.8	0.1	0.1	0.0	0.0	0.0
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	0.9	0.0	13.2	0.1	0.0	0.0	4.2	0.5	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	28.8	0.0	70.3	28.0	0.0	0.0	33.4	4.1	4.1	0.0	0.0	0.0
LnGrp LOS	C		E	C			C	A	A			
Approach Vol, veh/h		437			6			301			291	
Approach Delay, s/veh		65.8			28.0			20.7			0.0	
Approach LOS		E			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.4	53.1		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	5.7	6.3		17.0		3.0		3.8
Green Ext Time (p_c), s	0.3	1.4		0.0		0.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

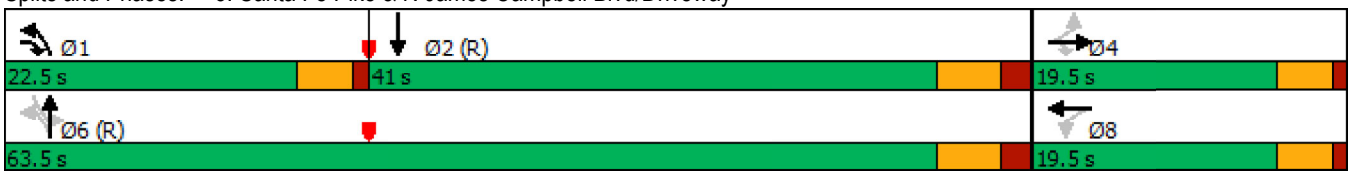
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	47	390	6	170	131	291
v/c Ratio	0.35	0.63	0.04	0.19	0.04	0.12
Control Delay	41.1	7.6	32.8	2.4	2.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	7.6	32.8	2.4	2.1	5.5
Queue Length 50th (ft)	23	0	3	15	6	24
Queue Length 95th (ft)	54	60	14	33	13	49
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	249	770	263	1002	3010	2366
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.51	0.02	0.17	0.04	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	40	4	359	4	2	156	117	223
Future Volume (vph)	40	4	359	4	2	156	117	223
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	19.5	19.5	22.5	19.5	19.5	22.5	63.5	41.0
Total Split (%)	23.5%	23.5%	27.1%	23.5%	23.5%	27.1%	76.5%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		8.2	15.9		8.0	70.0	70.9	56.6
Actuated g/C Ratio		0.10	0.19		0.10	0.84	0.85	0.68
v/c Ratio		0.35	0.63		0.04	0.19	0.04	0.12
Control Delay		41.1	7.6		32.8	2.4	2.1	5.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		41.1	7.6		32.8	2.4	2.1	5.5
LOS		D	A		C	A	A	A
Approach Delay		11.2			32.8		2.3	5.5
Approach LOS		B			C		A	A

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 7.2	Intersection LOS: A
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	12	4	42	4	557	611	242	0	4	225	58
Future Volume (veh/h)	7	12	4	42	4	557	611	242	0	4	225	58
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	8	13	4	46	4	605	664	263	0	4	245	63
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	175	47	342	27	682	848	2441	0	37	1192	297
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.22	0.69	0.00	0.44	0.44	0.44
Sat Flow, veh/h	343	814	220	1311	127	1583	1774	3632	0	12	2737	681
Grp Volume(v), veh/h	25	0	0	50	0	605	664	263	0	166	0	146
Grp Sat Flow(s),veh/h/ln	1377	0	0	1438	0	1583	1774	1770	0	1855	0	1575
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	25.0	23.0	2.9	0.0	0.0	0.0	6.7
Cycle Q Clear(g_c), s	1.3	0.0	0.0	3.0	0.0	25.0	23.0	2.9	0.0	6.4	0.0	6.7
Prop In Lane	0.32		0.16	0.92		1.00	1.00		0.00	0.02		0.43
Lane Grp Cap(c), veh/h	338	0	0	370	0	682	848	2441	0	839	0	686
V/C Ratio(X)	0.07	0.00	0.00	0.14	0.00	0.89	0.78	0.11	0.00	0.20	0.00	0.21
Avail Cap(c_a), veh/h	338	0	0	370	0	682	848	2441	0	839	0	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	36.8	0.0	30.4	11.1	6.0	0.0	20.3	0.0	20.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	13.0	4.4	0.1	0.0	0.5	0.0	0.7
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	0.0	0.0	1.3	0.0	20.3	12.1	1.4	0.0	3.4	0.0	3.0
LnGrp Delay(d),s/veh	36.2	0.0	0.0	36.9	0.0	43.4	15.5	6.1	0.0	20.8	0.0	21.1
LnGrp LOS	D			D		D	B	A		C		C
Approach Vol, veh/h		25			655			927			312	
Approach Delay, s/veh		36.2			42.9			12.8			21.0	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	29.5	56.5		30.0		86.0		30.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	25.0	50.0		25.0		79.5		25.0
Max Q Clear Time (g_c+I1), s	25.0	8.7		27.0		4.9		3.3
Green Ext Time (p_c), s	0.0	3.6		0.0		3.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.7
HCM 2010 LOS	C

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	25	50	605	664	263	312
v/c Ratio	0.20	0.51	0.69	0.64	0.09	0.17
Control Delay	46.3	68.0	8.1	5.6	2.0	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	68.0	8.1	5.6	2.0	13.5
Queue Length 50th (ft)	15	36	37	90	14	53
Queue Length 95th (ft)	42	76	123	171	26	95
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	350	282	893	1049	3031	1868
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.18	0.68	0.63	0.09	0.17

Intersection Summary

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	7	12	42	4	557	611	242	4	225
Future Volume (vph)	7	12	42	4	557	611	242	4	225
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	30.0	30.0	30.0	30.0	29.5	29.5	85.5	56.0	56.0
Total Split (%)	26.0%	26.0%	26.0%	26.0%	25.5%	25.5%	74.0%	48.5%	48.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		8.8		8.8	39.5	99.2	98.9		65.5
Actuated g/C Ratio		0.08		0.08	0.34	0.86	0.86		0.57
v/c Ratio		0.20		0.51	0.69	0.64	0.09		0.17
Control Delay		46.3		68.0	8.1	5.6	2.0		13.5
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		46.3		68.0	8.1	5.6	2.0		13.5
LOS		D		E	A	A	A		B
Approach Delay		46.3		12.7			4.6		13.5
Approach LOS		D		B			A		B

Intersection Summary	
Cycle Length: 115.5	
Actuated Cycle Length: 115.5	
Offset: 22.5 (19%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 67.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	12	17	273	6	5
Future Vol, veh/h	262	12	17	273	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	285	13	18	297	7	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	298	0	477	149
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1260	-	517	871
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	828	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1260	-	508	871
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	627	-	-	1260	-
HCM Lane V/C Ratio	0.019	-	-	0.015	-
HCM Control Delay (s)	10.9	-	-	7.9	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	0	245	0	0	0	269	160	0	0	150	83
Future Volume (veh/h)	57	0	245	0	0	0	269	160	0	0	150	83
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	62	0	266	0	0	0	292	174	0	0	163	90
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	0	485	0	310	0	336	2503	0	43	987	497
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.14	0.71	0.00	0.00	0.51	0.51
Sat Flow, veh/h	1406	0	1583	0	1863	0	1774	3632	0	0	2338	1180
Grp Volume(v), veh/h	62	0	266	0	0	0	292	174	0	0	127	126
Grp Sat Flow(s),veh/h/ln	1406	0	1583	0	1863	0	1774	1770	0	0	1770	1655
Q Serve(g_s), s	3.2	0.0	11.6	0.0	0.0	0.0	9.2	1.3	0.0	0.0	3.6	4.0
Cycle Q Clear(g_c), s	3.2	0.0	11.6	0.0	0.0	0.0	9.2	1.3	0.0	0.0	3.6	4.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.71
Lane Grp Cap(c), veh/h	320	0	485	0	310	0	336	2503	0	0	0	0
V/C Ratio(X)	0.19	0.00	0.55	0.00	0.00	0.00	0.87	0.07	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	341	0	508	0	337	0	471	2503	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	24.0	0.0	0.0	0.0	29.1	3.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.0	0.0	0.0	12.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	5.2	0.0	0.0	0.0	7.6	0.6	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.5	0.0	25.1	0.0	0.0	0.0	41.1	3.8	0.0	0.0	0.0	0.0
LnGrp LOS	C		C				D	A				
Approach Vol, veh/h		328			0			466			253	
Approach Delay, s/veh		26.1			0.0			27.2			0.0	
Approach LOS		C						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	16.1	48.6		18.3		64.7		18.3
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	11.2	6.0		13.6		3.3		0.0
Green Ext Time (p_c), s	0.5	1.2		0.2		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C



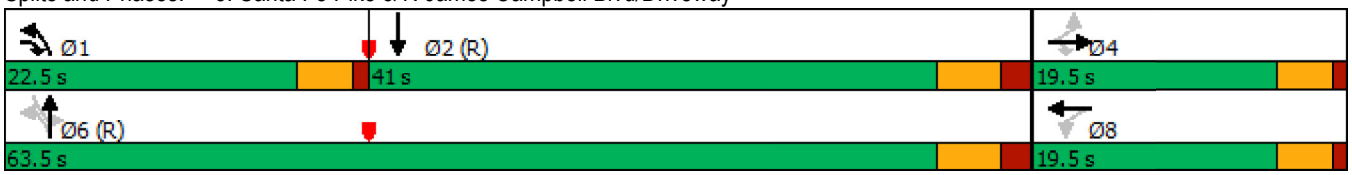
Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	62	266	292	174	253
v/c Ratio	0.41	0.45	0.32	0.06	0.12
Control Delay	41.5	5.2	3.5	2.7	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	5.2	3.5	2.7	5.6
Queue Length 50th (ft)	31	0	29	8	16
Queue Length 95th (ft)	65	47	62	19	41
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	254	734	985	2843	2120
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.36	0.30	0.06	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	57	0	245	269	160	150	
Future Volume (vph)	57	0	245	269	160	150	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	19.5	19.5	22.5	22.5	63.5	41.0	19.5
Total Split (%)	23.5%	23.5%	27.1%	27.1%	76.5%	49.4%	23%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		9.0	20.8	67.0	66.7	51.7	
Actuated g/C Ratio		0.11	0.25	0.81	0.80	0.62	
v/c Ratio		0.41	0.45	0.32	0.06	0.12	
Control Delay		41.5	5.2	3.5	2.7	5.6	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		41.5	5.2	3.5	2.7	5.6	
LOS		D	A	A	A	A	
Approach Delay		12.1			3.2	5.6	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 45.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



BACKGROUND CAPACITY ANALYSES

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	158	8	957	510	310	6	1	254	49
Future Volume (veh/h)	3	2	1	158	8	957	510	310	6	1	254	49
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	0	0	1230	554	337	7	1	276	53
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	0	601	1727	691	1998	41	25	904	170
Arrive On Green	0.01	0.01	0.01	0.00	0.00	0.32	0.22	0.56	0.56	0.31	0.31	0.31
Sat Flow, veh/h	883	589	294	0	1863	3167	1774	3546	74	1	2910	548
Grp Volume(v), veh/h	6	0	0	0	0	1230	554	168	176	176	0	154
Grp Sat Flow(s),veh/h/ln	1767	0	0	0	1863	1583	1774	1770	1850	1862	0	1598
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	43.3	30.9	6.9	6.9	0.0	0.0	11.1
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	0.0	43.3	30.9	6.9	6.9	10.8	0.0	11.1
Prop In Lane	0.50		0.17	0.00		1.00	1.00		0.04	0.01		0.34
Lane Grp Cap(c), veh/h	13	0	0	0	601	1727	691	997	1042	602	0	496
V/C Ratio(X)	0.46	0.00	0.00	0.00	0.00	0.71	0.80	0.17	0.17	0.29	0.00	0.31
Avail Cap(c_a), veh/h	82	0	0	0	795	2057	763	997	1042	602	0	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.2	0.0	0.0	0.0	0.0	25.3	23.6	15.8	15.8	39.4	0.0	39.5
Incr Delay (d2), s/veh	9.1	0.0	0.0	0.0	0.0	0.7	4.9	0.4	0.4	1.2	0.0	1.6
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	0.0	0.0	0.0	0.0	19.0	15.9	3.5	3.6	5.8	0.0	5.1
LnGrp Delay(d),s/veh	83.3	0.0	0.0	0.0	0.0	26.0	28.5	16.2	16.1	40.6	0.0	41.1
LnGrp LOS	F					C	C	B	B	D		D
Approach Vol, veh/h		6			1230			898			330	
Approach Delay, s/veh		83.3			26.0			23.8			40.8	
Approach LOS		F			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	37.9	52.6		53.4		90.5		6.1
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	39.5	19.0		64.0		63.0		7.0
Max Q Clear Time (g_c+I1), s	32.9	13.1		45.3		8.9		2.5
Green Ext Time (p_c), s	0.6	1.4		3.1		4.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	493	728	554	344	330
v/c Ratio	0.10	1.03	0.61	0.88	0.20	0.72
Control Delay	67.5	85.5	5.6	50.6	23.1	69.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.5	85.5	5.6	50.6	23.1	69.6
Queue Length 50th (ft)	5	~501	125	418	95	158
Queue Length 95th (ft)	21	#743	189	#741	147	#218
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	83	477	1195	629	1700	459
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.03	0.61	0.88	0.20	0.72

Intersection Summary

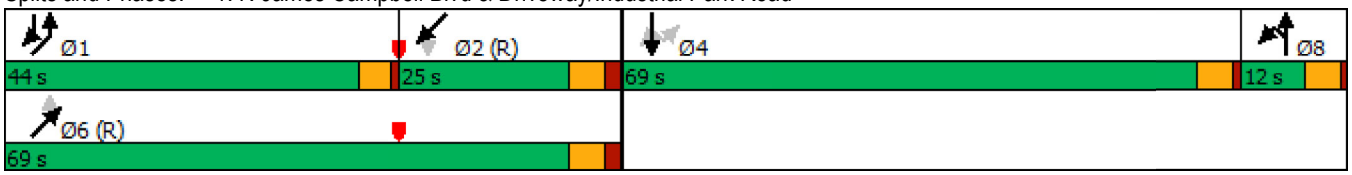
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	158	8	957	510	310	1	254
Future Volume (vph)	2	158	8	957	510	310	1	254
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	12.0	69.0	69.0	44.0	44.0	69.0	25.0	25.0
Total Split (%)	8.0%	46.0%	46.0%	29.3%	29.3%	46.0%	16.7%	16.7%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		64.5	115.9	73.7	72.2		20.4
Actuated g/C Ratio	0.04		0.43	0.77	0.49	0.48		0.14
v/c Ratio	0.10		1.03	0.61	0.88	0.20		0.72
Control Delay	67.5		85.5	5.6	50.6	23.1		69.6
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	67.5		85.5	5.6	50.6	23.1		69.6
LOS	E		F	A	D	C		E
Approach Delay	67.5		37.8			40.0		69.6
Approach LOS	E		D			D		E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 43.0	Intersection LOS: D
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	9	7	296	7	15
Future Vol, veh/h	467	9	7	296	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	508	10	8	322	8	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	518	0	690	259
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1044	-	379	740
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1044	-	376	740
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	566	-	-	1044	-
HCM Lane V/C Ratio	0.042	-	-	0.007	-
HCM Control Delay (s)	11.6	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	5	492	5	2	0	225	132	5	0	251	63
Future Volume (veh/h)	66	5	492	5	2	0	225	132	5	0	251	63
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	72	5	535	5	2	0	245	143	5	0	273	68
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	21	467	179	60	0	289	2417	84	43	1227	293
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.11	0.69	0.69	0.00	0.52	0.52
Sat Flow, veh/h	1390	114	1583	579	331	0	1774	3489	121	0	2913	690
Grp Volume(v), veh/h	77	0	535	7	0	0	245	72	76	0	170	171
Grp Sat Flow(s),veh/h/ln	1504	0	1583	909	0	0	1774	1770	1841	0	1770	1741
Q Serve(g_s), s	0.0	0.0	15.0	0.0	0.0	0.0	7.1	1.1	1.1	0.0	5.0	5.2
Cycle Q Clear(g_c), s	3.1	0.0	15.0	3.1	0.0	0.0	7.1	1.1	1.1	0.0	5.0	5.2
Prop In Lane	0.94		1.00	0.71		0.00	1.00		0.07	0.00		0.40
Lane Grp Cap(c), veh/h	356	0	467	239	0	0	289	1226	1276	0	0	0
V/C Ratio(X)	0.22	0.00	1.15	0.03	0.00	0.00	0.85	0.06	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	356	0	467	239	0	0	471	1226	1276	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	29.3	28.0	0.0	0.0	28.8	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	88.3	0.0	0.0	0.0	7.7	0.1	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	22.2	0.1	0.0	0.0	6.1	0.6	0.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.4	0.0	117.6	28.0	0.0	0.0	36.5	4.2	4.2	0.0	0.0	0.0
LnGrp LOS	C		F	C			D	A	A			
Approach Vol, veh/h		612			7			393			341	
Approach Delay, s/veh		106.5			28.0			24.3			0.0	
Approach LOS		F			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.0	49.5		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	9.1	7.2		17.0		3.1		5.1
Green Ext Time (p_c), s	0.4	1.7		0.0		0.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E

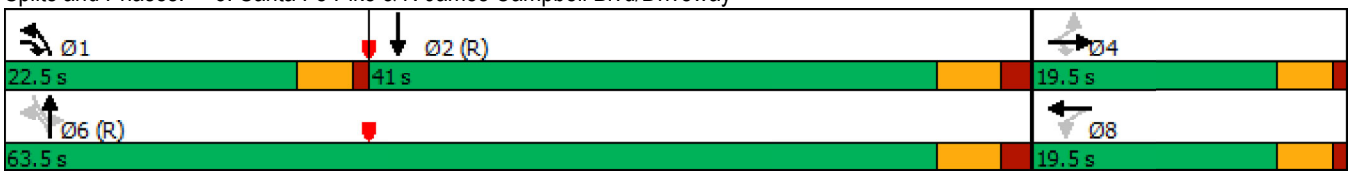
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	77	535	7	245	148	341
v/c Ratio	0.47	0.70	0.04	0.29	0.05	0.16
Control Delay	42.5	8.8	30.5	3.7	2.9	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	8.8	30.5	3.7	2.9	7.9
Queue Length 50th (ft)	38	23	3	26	7	33
Queue Length 95th (ft)	76	95	14	57	18	68
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	247	880	274	923	2791	2110
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.61	0.03	0.27	0.05	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	66	5	492	5	2	225	132	251
Future Volume (vph)	66	5	492	5	2	225	132	251
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	19.5	19.5	22.5	19.5	19.5	22.5	63.5	41.0
Total Split (%)	23.5%	23.5%	27.1%	23.5%	23.5%	27.1%	76.5%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		10.0	21.9		9.9	66.1	65.8	50.6
Actuated g/C Ratio		0.12	0.26		0.12	0.80	0.79	0.61
v/c Ratio		0.47	0.70		0.04	0.29	0.05	0.16
Control Delay		42.5	8.8		30.5	3.7	2.9	7.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		42.5	8.8		30.5	3.7	2.9	7.9
LOS		D	A		C	A	A	A
Approach Delay		13.0			30.5		3.4	7.9
Approach LOS		B			C		A	A

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	14	5	86	5	770	780	334	0	5	304	80
Future Volume (veh/h)	8	14	5	86	5	770	780	334	0	5	304	80
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	15	5	0	0	940	848	363	0	5	330	87
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	164	46	0	390	1838	874	2365	0	44	672	173
Arrive On Green	0.21	0.21	0.21	0.00	0.00	0.21	0.37	0.67	0.00	0.25	0.25	0.25
Sat Flow, veh/h	263	781	218	0	1863	3167	1774	3632	0	11	2716	699
Grp Volume(v), veh/h	29	0	0	0	0	940	848	363	0	226	0	196
Grp Sat Flow(s),veh/h/ln	1262	0	0	0	1863	1583	1774	1770	0	1854	0	1572
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	15.9	30.9	3.4	0.0	0.0	0.0	9.6
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	15.9	30.9	3.4	0.0	9.4	0.0	9.6
Prop In Lane	0.31		0.17	0.00		1.00	1.00		0.00	0.02		0.44
Lane Grp Cap(c), veh/h	317	0	0	0	390	1838	874	2365	0	499	0	389
V/C Ratio(X)	0.09	0.00	0.00	0.00	0.00	0.51	0.97	0.15	0.00	0.45	0.00	0.50
Avail Cap(c_a), veh/h	343	0	0	0	435	1914	907	2365	0	499	0	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	0.0	0.0	11.3	14.4	5.5	0.0	29.0	0.0	29.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	22.3	0.1	0.0	3.0	0.0	4.6
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	0.0	0.0	0.0	0.0	6.9	25.7	1.7	0.0	5.2	0.0	4.7
LnGrp Delay(d),s/veh	28.6	0.0	0.0	0.0	0.0	11.3	36.7	5.7	0.0	32.0	0.0	33.7
LnGrp LOS	C					B	D	A		C		C
Approach Vol, veh/h		29			940			1211			422	
Approach Delay, s/veh		28.6			11.3			27.4			32.8	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	37.9	28.3		23.8		66.2		23.8
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	35.1	18.4		21.0		58.0		21.0
Max Q Clear Time (g_c+I1), s	32.9	11.6		17.9		5.4		3.2
Green Ext Time (p_c), s	0.5	2.1		0.9		4.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	29	475	460	848	363	422
v/c Ratio	0.12	0.96	0.44	1.01	0.16	0.65
Control Delay	25.5	54.2	5.9	52.7	6.8	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	54.2	5.9	52.7	6.8	36.0
Queue Length 50th (ft)	11	177	72	~376	38	106
Queue Length 95th (ft)	34	#396	130	#644	56	156
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	232	493	1045	838	2280	690
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.96	0.44	1.01	0.16	0.61

Intersection Summary

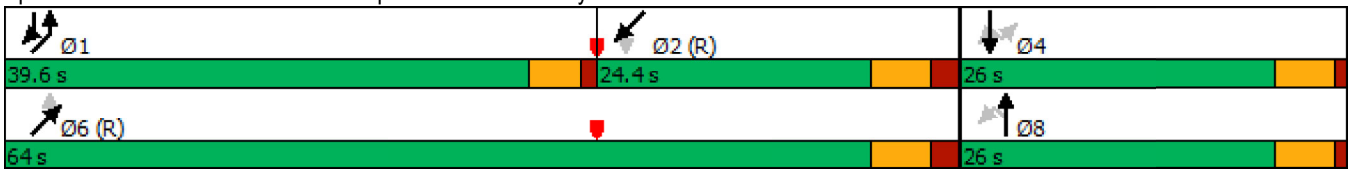
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	8	14	86	5	770	780	334	5	304
Future Volume (vph)	8	14	86	5	770	780	334	5	304
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	39.6	39.6	64.0	24.4	24.4
Total Split (%)	28.9%	28.9%	28.9%	28.9%	44.0%	44.0%	71.1%	27.1%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		22.0		22.0	62.3	58.5	57.0		17.2
Actuated g/C Ratio		0.24		0.24	0.69	0.65	0.63		0.19
v/c Ratio		0.12		0.96	0.44	1.01	0.16		0.65
Control Delay		25.5		54.2	5.9	52.7	6.8		36.0
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		25.5		54.2	5.9	52.7	6.8		36.0
LOS		C		D	A	D	A		D
Approach Delay		25.5		30.4			39.0		36.0
Approach LOS		C		C			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 35.3	Intersection LOS: D
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	396	14	19	373	7	6
Future Vol, veh/h	396	14	19	373	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	430	15	21	405	8	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	445	0	683	223
Stage 1	-	-	-	-	438	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1112	-	383	780
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	374	780
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	1112	-
HCM Lane V/C Ratio	0.029	-	-	0.019	-
HCM Control Delay (s)	12.5	-	-	8.3	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	0	357	0	0	0	356	180	0	0	169	106
Future Volume (veh/h)	84	0	357	0	0	0	356	180	0	0	169	106
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	91	0	388	0	0	0	387	196	0	0	184	115
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	0	589	0	337	0	426	2452	0	43	945	532
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.19	0.69	0.00	0.00	0.45	0.45
Sat Flow, veh/h	1406	0	1583	0	1863	0	1774	3632	0	0	2230	1271
Grp Volume(v), veh/h	91	0	388	0	0	0	387	196	0	0	151	148
Grp Sat Flow(s),veh/h/ln	1406	0	1583	0	1863	0	1774	1770	0	0	1770	1638
Q Serve(g_s), s	4.7	0.0	15.0	0.0	0.0	0.0	13.5	1.5	0.0	0.0	4.3	4.8
Cycle Q Clear(g_c), s	4.7	0.0	15.0	0.0	0.0	0.0	13.5	1.5	0.0	0.0	4.3	4.8
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.78
Lane Grp Cap(c), veh/h	341	0	589	0	337	0	426	2452	0	0	0	0
V/C Ratio(X)	0.27	0.00	0.66	0.00	0.00	0.00	0.91	0.08	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	341	0	589	0	337	0	471	2452	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	21.7	0.0	0.0	0.0	29.0	4.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.7	0.0	0.0	0.0	20.3	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	7.8	0.0	0.0	0.0	11.0	0.7	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.2	0.0	24.4	0.0	0.0	0.0	49.3	4.2	0.0	0.0	0.0	0.0
LnGrp LOS	C		C				D	A				
Approach Vol, veh/h		479			0			583			299	
Approach Delay, s/veh		25.5			0.0			34.1			0.0	
Approach LOS		C						C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	20.4	43.1		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	15.5	6.8		17.0		3.5		0.0
Green Ext Time (p_c), s	0.3	1.5		0.0		1.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.6
HCM 2010 LOS	C

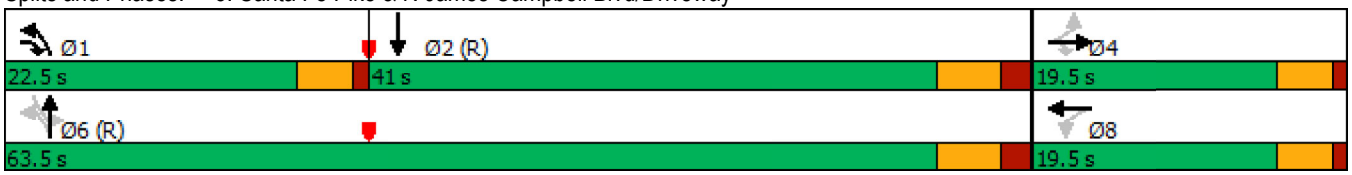
Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	91	388	387	196	299
v/c Ratio	0.51	0.52	0.44	0.07	0.15
Control Delay	42.6	4.4	4.9	3.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	4.4	4.9	3.2	7.2
Queue Length 50th (ft)	45	0	47	11	22
Queue Length 95th (ft)	86	46	98	24	55
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	255	835	937	2781	1963
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.36	0.46	0.41	0.07	0.15

Intersection Summary

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	84	0	357	356	180	169	
Future Volume (vph)	84	0	357	356	180	169	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	19.5	19.5	22.5	22.5	63.5	41.0	19.5
Total Split (%)	23.5%	23.5%	27.1%	27.1%	76.5%	49.4%	23%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		10.6	25.0	65.5	65.2	47.5	
Actuated g/C Ratio		0.13	0.30	0.79	0.79	0.57	
v/c Ratio		0.51	0.52	0.44	0.07	0.15	
Control Delay		42.6	4.4	4.9	3.2	7.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		42.6	4.4	4.9	3.2	7.2	
LOS		D	A	A	A	A	
Approach Delay		11.6			4.4	7.2	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 7.5	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



PROJECTED CAPACITY ANALYSES

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Future Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	0	0	1232	554	345	7	1	299	60
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	0	600	1741	672	1973	40	26	856	169
Arrive On Green	0.01	0.01	0.01	0.00	0.00	0.32	0.23	0.56	0.56	0.30	0.30	0.30
Sat Flow, veh/h	883	589	294	0	1863	3167	1774	3548	72	1	2886	569
Grp Volume(v), veh/h	6	0	0	0	0	1232	554	172	180	192	0	168
Grp Sat Flow(s),veh/h/ln	1767	0	0	0	1863	1583	1774	1770	1850	1862	0	1595
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	11.3	0.0	11.6
Prop In Lane	0.50		0.17	0.00		1.00	1.00		0.04	0.01		0.36
Lane Grp Cap(c), veh/h	13	0	0	0	600	1741	672	984	1029	578	0	473
V/C Ratio(X)	0.46	0.00	0.00	0.00	0.00	0.71	0.82	0.17	0.18	0.33	0.00	0.36
Avail Cap(c_a), veh/h	88	0	0	0	772	2032	728	984	1029	578	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.2	0.0	0.0	0.0	0.0	23.2	23.2	15.3	15.3	38.6	0.0	38.7
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.0	0.0	0.7	6.5	0.4	0.4	1.5	0.0	2.1
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	0.0	0.0	0.0	0.0	17.6	15.5	3.4	3.5	6.1	0.0	5.4
LnGrp Delay(d),s/veh	78.1	0.0	0.0	0.0	0.0	23.9	29.7	15.7	15.7	40.2	0.0	40.8
LnGrp LOS	E					C	C	B	B	D		D
Approach Vol, veh/h		6			1232			906			360	
Approach Delay, s/veh		78.1			23.9			24.2			40.5	
Approach LOS		E			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	36.3	47.5		50.1		83.8		6.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	36.2	18.3		58.0		59.0		7.0
Max Q Clear Time (g_c+I1), s	31.4	13.6		42.1		8.7		2.5
Green Ext Time (p_c), s	0.5	1.3		3.0		4.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Notes



Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	495	728	554	352	360
v/c Ratio	0.09	1.06	0.61	0.85	0.20	0.82
Control Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Length 50th (ft)	5	~478	110	383	89	164
Queue Length 95th (ft)	20	#716	187	#703	141	#237
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	89	466	1195	648	1728	444
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.06	0.61	0.85	0.20	0.81

Intersection Summary

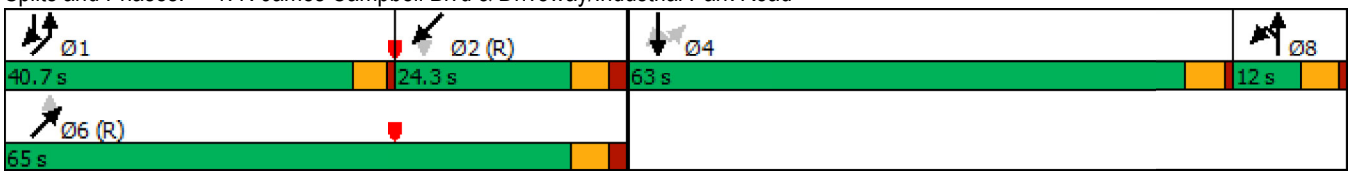
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	160	8	957	510	317	1	275
Future Volume (vph)	2	160	8	957	510	317	1	275
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	12.0	63.0	63.0	40.7	40.7	65.0	24.3	24.3
Total Split (%)	8.6%	45.0%	45.0%	29.1%	29.1%	46.4%	17.4%	17.4%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		58.2	108.2	70.0	68.5		18.2
Actuated g/C Ratio	0.04		0.42	0.77	0.50	0.49		0.13
v/c Ratio	0.09		1.06	0.61	0.85	0.20		0.82
Control Delay	62.8		93.2	5.4	45.2	21.1		72.8
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	62.8		93.2	5.4	45.2	21.1		72.8
LOS	E		F	A	D	C		E
Approach Delay	62.8		41.0			35.8		72.8
Approach LOS	E		D			D		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Future Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	508	10	8	322	11	8	1	16	33	3	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	518	0	0	712	882	259	619	882	167
Stage 1	-	-	-	-	-	-	533	533	-	344	344	-
Stage 2	-	-	-	-	-	-	179	349	-	275	538	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1223	-	-	1044	-	-	320	284	740	373	284	848
Stage 1	-	-	-	-	-	-	498	523	-	645	635	-
Stage 2	-	-	-	-	-	-	805	632	-	708	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1044	-	-	301	278	740	358	278	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	278	-	358	278	-
Stage 1	-	-	-	-	-	-	493	517	-	638	629	-
Stage 2	-	-	-	-	-	-	766	626	-	683	515	-

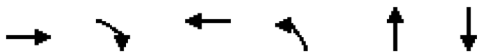
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.8	13.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	488	1223	-	-	1044	-	-	475
HCM Lane V/C Ratio	0.051	0.008	-	-	0.007	-	-	0.137
HCM Control Delay (s)	12.8	8	0	-	8.5	0	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Future Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	78	5	561	5	2	0	253	143	5	0	273	71
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	19	474	175	58	0	297	2417	84	43	1215	302
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.12	0.69	0.69	0.00	0.52	0.52
Sat Flow, veh/h	1403	106	1583	555	321	0	1774	3489	121	0	2886	713
Grp Volume(v), veh/h	83	0	561	7	0	0	253	72	76	0	171	173
Grp Sat Flow(s),veh/h/ln	1509	0	1583	876	0	0	1774	1770	1841	0	1770	1737
Q Serve(g_s), s	0.0	0.0	15.0	0.0	0.0	0.0	7.4	1.1	1.1	0.0	5.0	5.3
Cycle Q Clear(g_c), s	3.3	0.0	15.0	3.3	0.0	0.0	7.4	1.1	1.1	0.0	5.0	5.3
Prop In Lane	0.94		1.00	0.71		0.00	1.00		0.07	0.00		0.41
Lane Grp Cap(c), veh/h	357	0	474	233	0	0	297	1226	1276	0	0	0
V/C Ratio(X)	0.23	0.00	1.18	0.03	0.00	0.00	0.85	0.06	0.06	0.00	0.00	0.00
Avail Cap(c_a), veh/h	357	0	474	233	0	0	471	1226	1276	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	29.1	28.0	0.0	0.0	28.9	4.1	4.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	102.5	0.1	0.0	0.0	8.4	0.1	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	24.3	0.1	0.0	0.0	6.3	0.6	0.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	29.5	0.0	131.5	28.1	0.0	0.0	37.3	4.2	4.2	0.0	0.0	0.0
LnGrp LOS	C		F	C			D	A	A			
Approach Vol, veh/h		644			7			401			344	
Approach Delay, s/veh		118.4			28.1			25.1			0.0	
Approach LOS		F			C			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.3	49.2		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	9.4	7.3		17.0		3.1		5.3
Green Ext Time (p_c), s	0.4	1.7		0.0		0.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	62.0
HCM 2010 LOS	E



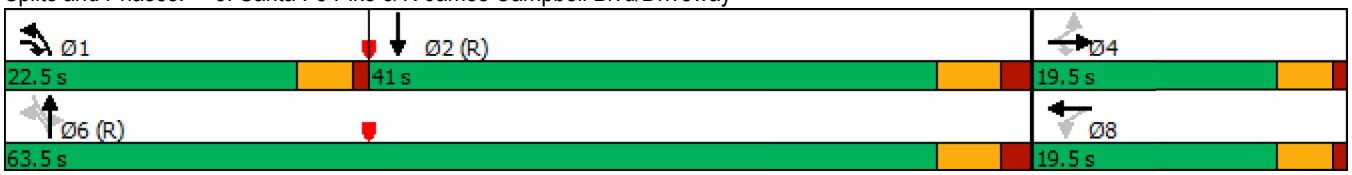
Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	83	561	7	253	148	344
v/c Ratio	0.49	0.73	0.04	0.30	0.05	0.16
Control Delay	42.8	10.0	30.0	3.9	3.1	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.8	10.0	30.0	3.9	3.1	8.1
Queue Length 50th (ft)	41	34	3	27	7	34
Queue Length 95th (ft)	80	111	14	61	18	70
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	247	884	275	919	2778	2089
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.63	0.03	0.28	0.05	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	72	5	516	5	2	233	132	251
Future Volume (vph)	72	5	516	5	2	233	132	251
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	19.5	19.5	22.5	19.5	19.5	22.5	63.5	41.0
Total Split (%)	23.5%	23.5%	27.1%	23.5%	23.5%	27.1%	76.5%	49.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		10.3	22.4		10.2	65.8	65.5	50.1
Actuated g/C Ratio		0.12	0.27		0.12	0.79	0.79	0.60
v/c Ratio		0.49	0.73		0.04	0.30	0.05	0.16
Control Delay		42.8	10.0		30.0	3.9	3.1	8.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		42.8	10.0		30.0	3.9	3.1	8.1
LOS		D	A		C	A	A	A
Approach Delay		14.2			30.0		3.6	8.1
Approach LOS		B			C		A	A

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 61.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Future Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	15	5	0	0	949	848	388	0	5	346	91
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	163	45	0	389	1862	872	2367	0	43	651	167
Arrive On Green	0.21	0.21	0.21	0.00	0.00	0.21	0.38	0.67	0.00	0.24	0.24	0.24
Sat Flow, veh/h	262	779	217	0	1863	3167	1774	3632	0	11	2717	698
Grp Volume(v), veh/h	29	0	0	0	0	949	848	388	0	237	0	205
Grp Sat Flow(s),veh/h/ln	1258	0	0	0	1863	1583	1774	1770	0	1854	0	1572
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	10.0	0.0	10.3
Prop In Lane	0.31		0.17	0.00		1.00	1.00		0.00	0.02		0.44
Lane Grp Cap(c), veh/h	315	0	0	0	389	1862	872	2367	0	485	0	377
V/C Ratio(X)	0.09	0.00	0.00	0.00	0.00	0.51	0.97	0.16	0.00	0.49	0.00	0.54
Avail Cap(c_a), veh/h	342	0	0	0	435	1939	891	2367	0	485	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	0.0	0.0	10.9	15.1	5.5	0.0	29.8	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	23.2	0.1	0.0	3.5	0.0	5.5
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	0.6	0.0	0.0	0.0	0.0	6.9	25.9	1.8	0.0	5.6	0.0	5.0
LnGrp Delay(d),s/veh	28.7	0.0	0.0	0.0	0.0	11.0	38.3	5.7	0.0	33.3	0.0	35.4
LnGrp LOS	C					B	D	A		C		D
Approach Vol, veh/h		29			949			1236			442	
Approach Delay, s/veh		28.7			11.0			28.1			34.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	38.6	27.6		23.8		66.2		23.8
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	35.1	18.4		21.0		58.0		21.0
Max Q Clear Time (g_c+I1), s	33.8	12.3		17.9		5.7		3.2
Green Ext Time (p_c), s	0.3	2.0		0.9		5.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	29	474	469	848	388	442
v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.68
Control Delay	25.4	63.5	6.2	57.0	6.9	36.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	63.5	6.2	57.0	6.9	36.9
Queue Length 50th (ft)	11	~214	80	~397	41	113
Queue Length 95th (ft)	34	#416	141	#655	60	164
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	236	477	1040	828	2280	690
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.64

Intersection Summary

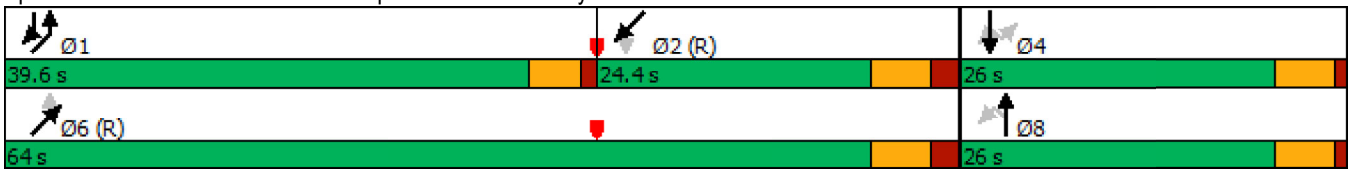
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	8	14	93	5	770	780	357	5	318
Future Volume (vph)	8	14	93	5	770	780	357	5	318
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	39.6	39.6	64.0	24.4	24.4
Total Split (%)	28.9%	28.9%	28.9%	28.9%	44.0%	44.0%	71.1%	27.1%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		22.1		22.1	62.2	58.4	56.9		17.3
Actuated g/C Ratio		0.25		0.25	0.69	0.65	0.63		0.19
v/c Ratio		0.12		0.99	0.45	1.02	0.17		0.68
Control Delay		25.4		63.5	6.2	57.0	6.9		36.9
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		25.4		63.5	6.2	57.0	6.9		36.9
LOS		C		E	A	E	A		D
Approach Delay		25.4		35.0			41.3		36.9
Approach LOS		C		D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Future Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	430	15	21	405	37	8	3	7	22	2	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	445	0	0	750	988	223	749	977	221
Stage 1	-	-	-	-	-	-	504	504	-	466	466	-
Stage 2	-	-	-	-	-	-	246	484	-	283	511	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1114	-	-	1112	-	-	300	246	780	300	249	783
Stage 1	-	-	-	-	-	-	518	539	-	546	561	-
Stage 2	-	-	-	-	-	-	736	550	-	700	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1112	-	-	277	231	780	280	233	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	231	-	280	233	-
Stage 1	-	-	-	-	-	-	498	518	-	525	547	-
Stage 2	-	-	-	-	-	-	697	536	-	663	514	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	15.9	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	348	1114	-	-	1112	-	-	388
HCM Lane V/C Ratio	0.05	0.029	-	-	0.019	-	-	0.112
HCM Control Delay (s)	15.9	8.3	0.1	-	8.3	0.1	-	15.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Future Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	96	0	405	0	0	0	416	196	0	0	184	123
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	0	612	0	337	0	451	2452	0	43	922	551
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.00	0.21	0.69	0.00	0.00	0.43	0.43
Sat Flow, veh/h	1406	0	1583	0	1863	0	1774	3632	0	0	2172	1320
Grp Volume(v), veh/h	96	0	405	0	0	0	416	196	0	0	155	152
Grp Sat Flow(s),veh/h/ln	1406	0	1583	0	1863	0	1774	1770	0	0	1770	1630
Q Serve(g_s), s	5.0	0.0	15.0	0.0	0.0	0.0	14.9	1.5	0.0	0.0	4.4	5.0
Cycle Q Clear(g_c), s	5.0	0.0	15.0	0.0	0.0	0.0	14.9	1.5	0.0	0.0	4.4	5.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.81
Lane Grp Cap(c), veh/h	341	0	612	0	337	0	451	2452	0	0	0	0
V/C Ratio(X)	0.28	0.00	0.66	0.00	0.00	0.00	0.92	0.08	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	341	0	612	0	337	0	471	2452	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	21.0	0.0	0.0	0.0	28.8	4.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.7	0.0	0.0	0.0	23.1	0.1	0.0	0.0	0.0	0.0
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	2.0	0.0	8.1	0.0	0.0	0.0	12.1	0.7	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	30.3	0.0	23.7	0.0	0.0	0.0	51.9	4.2	0.0	0.0	0.0	0.0
LnGrp LOS	C		C				D	A				
Approach Vol, veh/h		501			0			612			307	
Approach Delay, s/veh		24.9			0.0			36.6			0.0	
Approach LOS		C						D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	21.6	41.9		19.5		63.5		19.5
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	18.0	35.0		15.0		57.5		15.0
Max Q Clear Time (g_c+I1), s	16.9	7.0		17.0		3.5		0.0
Green Ext Time (p_c), s	0.2	1.5		0.0		1.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C



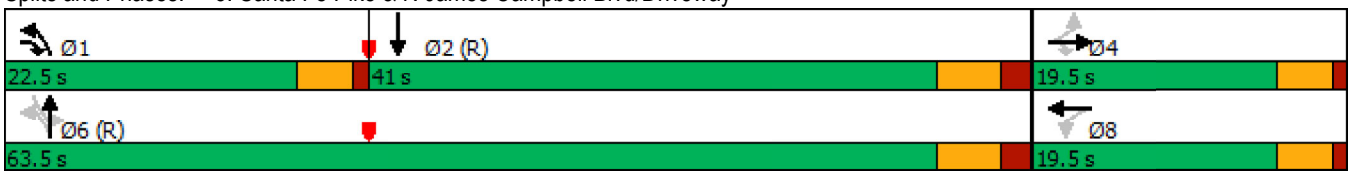
Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	96	405	416	196	307
v/c Ratio	0.52	0.52	0.48	0.07	0.16
Control Delay	42.7	4.2	5.4	3.3	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	4.2	5.4	3.3	7.5
Queue Length 50th (ft)	47	0	53	11	23
Queue Length 95th (ft)	89	45	110	25	57
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	256	853	931	2773	1939
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.47	0.45	0.07	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	88	0	373	383	180	169	
Future Volume (vph)	88	0	373	383	180	169	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	19.5	19.5	22.5	22.5	63.5	41.0	19.5
Total Split (%)	23.5%	23.5%	27.1%	27.1%	76.5%	49.4%	23%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		10.9	25.9	65.2	64.9	46.6	
Actuated g/C Ratio		0.13	0.31	0.79	0.78	0.56	
v/c Ratio		0.52	0.52	0.48	0.07	0.16	
Control Delay		42.7	4.2	5.4	3.3	7.5	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		42.7	4.2	5.4	3.3	7.5	
LOS		D	A	A	A	A	
Approach Delay		11.6			4.7	7.5	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 83	
Actuated Cycle Length: 83	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



PROJECTED CAPACITY ANALYSES WITH IMPROVEMENTS

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Future Volume (veh/h)	3	2	1	160	8	957	510	317	6	1	275	55
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	3	2	1	0	0	1232	554	345	7	1	299	60
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	4	2	0	600	1741	672	1973	40	26	856	169
Arrive On Green	0.01	0.01	0.01	0.00	0.00	0.32	0.23	0.56	0.56	0.30	0.30	0.30
Sat Flow, veh/h	883	589	294	0	1863	3167	1774	3548	72	1	2886	569
Grp Volume(v), veh/h	6	0	0	0	0	1232	554	172	180	192	0	168
Grp Sat Flow(s),veh/h/ln	1767	0	0	0	1863	1583	1774	1770	1850	1862	0	1595
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	0.0	0.0	11.6
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.0	0.0	40.1	29.4	6.7	6.7	11.3	0.0	11.6
Prop In Lane	0.50		0.17	0.00		1.00	1.00		0.04	0.01		0.36
Lane Grp Cap(c), veh/h	13	0	0	0	600	1741	672	984	1029	578	0	473
V/C Ratio(X)	0.46	0.00	0.00	0.00	0.00	0.71	0.82	0.17	0.18	0.33	0.00	0.36
Avail Cap(c_a), veh/h	88	0	0	0	772	2032	728	984	1029	578	0	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.2	0.0	0.0	0.0	0.0	23.2	23.2	15.3	15.3	38.6	0.0	38.7
Incr Delay (d2), s/veh	8.9	0.0	0.0	0.0	0.0	0.7	6.5	0.4	0.4	1.5	0.0	2.1
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	0.0	0.0	0.0	0.0	17.6	15.5	3.4	3.5	6.1	0.0	5.4
LnGrp Delay(d),s/veh	78.1	0.0	0.0	0.0	0.0	23.9	29.7	15.7	15.7	40.2	0.0	40.8
LnGrp LOS	E					C	C	B	B	D		D
Approach Vol, veh/h		6			1232			906			360	
Approach Delay, s/veh		78.1			23.9			24.2			40.5	
Approach LOS		E			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	36.3	47.5		50.1		83.8		6.0
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	36.2	18.3		58.0		59.0		7.0
Max Q Clear Time (g_c+I1), s	31.4	13.6		42.1		8.7		2.5
Green Ext Time (p_c), s	0.5	1.3		3.0		4.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	6	495	728	554	352	360
v/c Ratio	0.09	1.06	0.61	0.85	0.20	0.82
Control Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	93.2	5.4	45.2	21.1	72.8
Queue Length 50th (ft)	5	~478	110	383	89	164
Queue Length 95th (ft)	20	#716	187	#703	141	#237
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	89	466	1195	648	1728	444
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	1.06	0.61	0.85	0.20	0.81

Intersection Summary

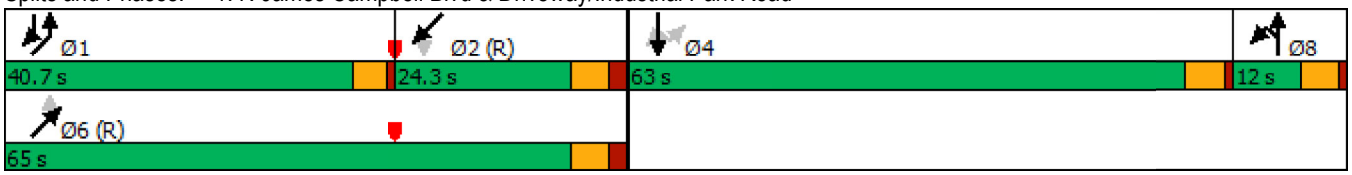
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations								
Traffic Volume (vph)	2	160	8	957	510	317	1	275
Future Volume (vph)	2	160	8	957	510	317	1	275
Turn Type	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases	8		4	1	1	6		2
Permitted Phases		4		4	6		2	
Detector Phase	8	4	4	1	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	12.0	63.0	63.0	40.7	40.7	65.0	24.3	24.3
Total Split (%)	8.6%	45.0%	45.0%	29.1%	29.1%	46.4%	17.4%	17.4%
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag				Lead	Lead		Lag	Lag
Lead-Lag Optimize?				Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)	5.3		58.2	108.2	70.0	68.5		18.2
Actuated g/C Ratio	0.04		0.42	0.77	0.50	0.49		0.13
v/c Ratio	0.09		1.06	0.61	0.85	0.20		0.82
Control Delay	62.8		93.2	5.4	45.2	21.1		72.8
Queue Delay	0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	62.8		93.2	5.4	45.2	21.1		72.8
LOS	E		F	A	D	C		E
Approach Delay	62.8		41.0			35.8		72.8
Approach LOS	E		D			D		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 43.7	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Future Vol, veh/h	9	467	9	7	296	10	7	1	15	30	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	508	10	8	322	11	8	1	16	33	3	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	518	0	0	712	882	259	619	882	167
Stage 1	-	-	-	-	-	-	533	533	-	344	344	-
Stage 2	-	-	-	-	-	-	179	349	-	275	538	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1223	-	-	1044	-	-	320	284	740	373	284	848
Stage 1	-	-	-	-	-	-	498	523	-	645	635	-
Stage 2	-	-	-	-	-	-	805	632	-	708	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1044	-	-	302	279	740	359	279	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	279	-	359	279	-
Stage 1	-	-	-	-	-	-	494	519	-	640	629	-
Stage 2	-	-	-	-	-	-	766	626	-	685	517	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.8	13.8
HCM LOS			B	B

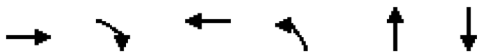
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1223	-	-	1044	-	-	476
HCM Lane V/C Ratio	0.051	0.008	-	-	0.007	-	-	0.137
HCM Control Delay (s)	12.8	8	-	-	8.5	0	-	13.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Future Volume (veh/h)	72	5	516	5	2	0	233	132	5	0	251	65
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	0	648	5	2	0	253	143	5	0	273	71
Adj No. of Lanes	0	1	2	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	393	980	266	85	0	335	1939	67	80	986	245
Arrive On Green	0.00	0.00	0.21	0.21	0.21	0.00	0.10	0.56	0.56	0.00	0.36	0.36
Sat Flow, veh/h	0	1863	3167	612	401	0	1774	3489	121	0	2886	713
Grp Volume(v), veh/h	0	0	648	7	0	0	253	72	76	0	171	173
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1013	0	0	1774	1770	1841	0	1770	1737
Q Serve(g_s), s	0.0	0.0	8.0	0.0	0.0	0.0	2.6	0.9	0.9	0.0	3.1	3.3
Cycle Q Clear(g_c), s	0.0	0.0	8.0	0.1	0.0	0.0	2.6	0.9	0.9	0.0	3.1	3.3
Prop In Lane	0.00		1.00	0.71		0.00	1.00		0.07	0.00		0.41
Lane Grp Cap(c), veh/h	0	393	980	351	0	0	335	983	1023	0	0	0
V/C Ratio(X)	0.00	0.00	0.66	0.02	0.00	0.00	0.76	0.07	0.07	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	393	980	351	0	0	361	983	1023	0	0	0
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)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.5	14.1	0.0	0.0	10.1	4.6	4.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.0	0.0	0.0	8.2	0.1	0.1	0.0	0.0	0.0
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	0.0	0.0	3.7	0.1	0.0	0.0	2.5	0.4	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	15.1	14.1	0.0	0.0	18.3	4.8	4.8	0.0	0.0	0.0
LnGrp LOS			B	B			B	A	A			
Approach Vol, veh/h		648			7			401			344	
Approach Delay, s/veh		15.1			14.1			13.3			0.0	
Approach LOS		B			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	8.9	22.1		14.0		31.0		14.0
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	5.1	15.4		9.5		25.0		9.5
Max Q Clear Time (g_c+I1), s	4.6	5.3		10.0		2.9		2.1
Green Ext Time (p_c), s	0.0	1.2		0.0		0.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	324	320	7	253	148	344
v/c Ratio	0.71	0.40	0.04	0.41	0.07	0.27
Control Delay	15.5	3.0	14.5	6.4	4.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	3.0	14.5	6.4	4.5	9.2
Queue Length 50th (ft)	20	0	1	24	7	25
Queue Length 95th (ft)	#105	33	9	53	16	49
Internal Link Dist (ft)	4426		175		410	487
Turn Bay Length (ft)				480		
Base Capacity (vph)	497	805	233	622	2087	1286
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.40	0.03	0.41	0.07	0.27

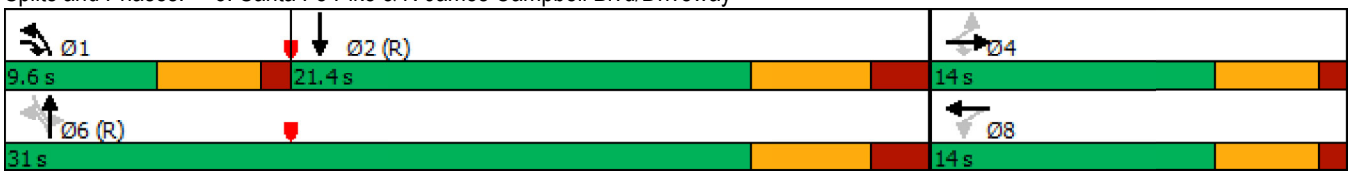
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Configurations								
Traffic Volume (vph)	72	5	516	5	2	233	132	251
Future Volume (vph)	72	5	516	5	2	233	132	251
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+pt	NA	NA
Protected Phases		4	1		8	1	6	2
Permitted Phases	4		4	8		6		
Detector Phase	4	4	1	8	8	1	6	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	4.0	5.0	5.0	4.0	15.0	15.0
Minimum Split (s)	9.5	9.5	8.5	9.5	9.5	8.5	21.0	21.0
Total Split (s)	14.0	14.0	9.6	14.0	14.0	9.6	31.0	21.4
Total Split (%)	31.1%	31.1%	21.3%	31.1%	31.1%	21.3%	68.9%	47.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	6.0	6.0
Lead/Lag			Lead			Lead		Lag
Lead-Lag Optimize?			Yes			Yes		Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min
Act Effct Green (s)		8.0	18.5		8.0	28.0	26.5	16.0
Actuated g/C Ratio		0.18	0.41		0.18	0.62	0.59	0.36
v/c Ratio		0.71	0.40		0.04	0.41	0.07	0.27
Control Delay		15.5	3.0		14.5	6.4	4.5	9.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0
Total Delay		15.5	3.0		14.5	6.4	4.5	9.2
LOS		B	A		B	A	A	A
Approach Delay		9.3			14.5		5.7	9.2
Approach LOS		A			B		A	A

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 8.2	Intersection LOS: A
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Future Volume (veh/h)	8	14	5	93	5	770	780	357	0	5	318	84
Number	3	8	18	7	4	14	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	15	5	0	0	949	848	388	0	5	346	91
Adj No. of Lanes	0	1	0	0	1	2	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	163	45	0	389	1862	872	2367	0	43	651	167
Arrive On Green	0.21	0.21	0.21	0.00	0.00	0.21	0.38	0.67	0.00	0.24	0.24	0.24
Sat Flow, veh/h	262	779	217	0	1863	3167	1774	3632	0	11	2717	698
Grp Volume(v), veh/h	29	0	0	0	0	949	848	388	0	237	0	205
Grp Sat Flow(s),veh/h/ln	1258	0	0	0	1863	1583	1774	1770	0	1854	0	1572
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	0.0	0.0	10.3
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	15.9	31.8	3.7	0.0	10.0	0.0	10.3
Prop In Lane	0.31		0.17	0.00		1.00	1.00		0.00	0.02		0.44
Lane Grp Cap(c), veh/h	315	0	0	0	389	1862	872	2367	0	485	0	377
V/C Ratio(X)	0.09	0.00	0.00	0.00	0.00	0.51	0.97	0.16	0.00	0.49	0.00	0.54
Avail Cap(c_a), veh/h	342	0	0	0	435	1939	891	2367	0	485	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.6	0.0	0.0	0.0	0.0	10.9	15.1	5.5	0.0	29.8	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	23.2	0.1	0.0	3.5	0.0	5.5
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	0.6	0.0	0.0	0.0	0.0	6.9	25.9	1.8	0.0	5.6	0.0	5.0
LnGrp Delay(d),s/veh	28.7	0.0	0.0	0.0	0.0	11.0	38.3	5.7	0.0	33.3	0.0	35.4
LnGrp LOS	C					B	D	A		C		D
Approach Vol, veh/h		29			949			1236			442	
Approach Delay, s/veh		28.7			11.0			28.1			34.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	38.6	27.6		23.8		66.2		23.8
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0
Max Green Setting (Gmax), s	35.1	18.4		21.0		58.0		21.0
Max Q Clear Time (g_c+I1), s	33.8	12.3		17.9		5.7		3.2
Green Ext Time (p_c), s	0.3	2.0		0.9		5.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

Notes

Lane Group	NBT	SBT	SBR	NEL	NET	SWT
Lane Group Flow (vph)	29	474	469	848	388	442
v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.68
Control Delay	25.4	63.5	6.2	57.0	6.9	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	63.5	6.2	57.0	6.9	44.0
Queue Length 50th (ft)	11	~214	80	~397	41	133
Queue Length 95th (ft)	34	#416	141	#655	60	185
Internal Link Dist (ft)	135	475			976	3424
Turn Bay Length (ft)			130	140		
Base Capacity (vph)	236	477	1040	828	2280	690
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.99	0.45	1.02	0.17	0.64

Intersection Summary

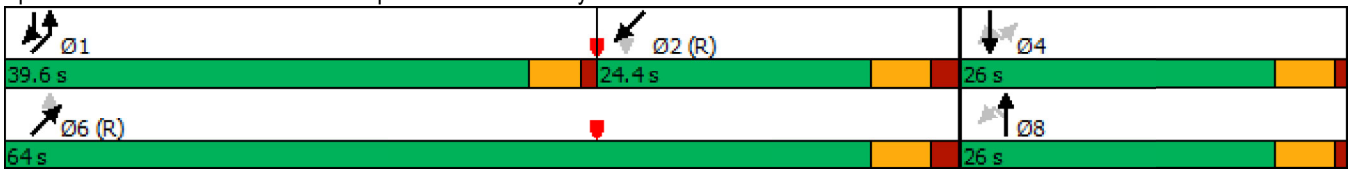
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	NBL	NBT	SBL	SBT	SBR	NEL	NET	SWL	SWT
Lane Configurations									
Traffic Volume (vph)	8	14	93	5	770	780	357	5	318
Future Volume (vph)	8	14	93	5	770	780	357	5	318
Turn Type	Perm	NA	Perm	NA	pm+ov	pm+pt	NA	Perm	NA
Protected Phases		8		4	1	1	6		2
Permitted Phases	8		4		4	6		2	
Detector Phase	8	8	4	4	1	1	6	2	2
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	15.0
Minimum Split (s)	12.0	12.0	23.0	23.0	9.5	9.5	24.0	24.0	24.0
Total Split (s)	26.0	26.0	26.0	26.0	39.6	39.6	64.0	24.4	24.4
Total Split (%)	28.9%	28.9%	28.9%	28.9%	44.0%	44.0%	71.1%	27.1%	27.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		5.0		5.0	4.5	4.5	6.0		6.0
Lead/Lag					Lead	Lead		Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min
Act Effct Green (s)		22.1		22.1	62.2	58.4	56.9		17.3
Actuated g/C Ratio		0.25		0.25	0.69	0.65	0.63		0.19
v/c Ratio		0.12		0.99	0.45	1.02	0.17		0.68
Control Delay		25.4		63.5	6.2	57.0	6.9		44.0
Queue Delay		0.0		0.0	0.0	0.0	0.0		0.0
Total Delay		25.4		63.5	6.2	57.0	6.9		44.0
LOS		C		E	A	E	A		D
Approach Delay		25.4		35.0			41.3		44.0
Approach LOS		C		D			D		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NETL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 39.3	Intersection LOS: D
Intersection Capacity Utilization 96.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: N James Campbell Blvd & Driveway/Industrial Park Road



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Future Vol, veh/h	30	396	14	19	373	34	7	3	6	20	2	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	430	15	21	405	37	8	3	7	22	2	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	445	0	0	750	988	223	749	977	221
Stage 1	-	-	-	-	-	-	504	504	-	466	466	-
Stage 2	-	-	-	-	-	-	246	484	-	283	511	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1114	-	-	1112	-	-	300	246	780	300	249	783
Stage 1	-	-	-	-	-	-	518	539	-	546	561	-
Stage 2	-	-	-	-	-	-	736	550	-	700	535	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1112	-	-	278	233	780	282	236	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	233	-	282	236	-
Stage 1	-	-	-	-	-	-	502	523	-	530	547	-
Stage 2	-	-	-	-	-	-	697	536	-	669	519	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	15.8	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1114	-	-	1112	-	-	391
HCM Lane V/C Ratio	0.05	0.029	-	-	0.019	-	-	0.111
HCM Control Delay (s)	15.8	8.3	-	-	8.3	0.1	-	15.4
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Future Volume (veh/h)	88	0	373	0	0	0	383	180	0	0	169	113
Number	7	4	14	3	8	18	1	6	16	5	2	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	96	232	250	0	0	0	416	196	0	0	184	123
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	221	510	0	323	0	424	2100	0	80	753	450
Arrive On Green	0.17	0.17	0.17	0.00	0.00	0.00	0.15	0.59	0.00	0.00	0.34	0.34
Sat Flow, veh/h	443	1275	1583	0	1863	0	1774	3632	0	0	2172	1320
Grp Volume(v), veh/h	328	0	250	0	0	0	416	196	0	0	155	152
Grp Sat Flow(s),veh/h/ln	1719	0	1583	0	1863	0	1774	1770	0	0	1770	1630
Q Serve(g_s), s	6.9	0.0	5.7	0.0	0.0	0.0	6.4	1.1	0.0	0.0	2.7	3.1
Cycle Q Clear(g_c), s	7.8	0.0	5.7	0.0	0.0	0.0	6.4	1.1	0.0	0.0	2.7	3.1
Prop In Lane	0.29		1.00	0.00		0.00	1.00		0.00	0.00		0.81
Lane Grp Cap(c), veh/h	401	0	510	0	323	0	424	2100	0	0	0	0
V/C Ratio(X)	0.82	0.00	0.49	0.00	0.00	0.00	0.98	0.09	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	401	0	510	0	323	0	424	2100	0	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	12.3	0.0	0.0	0.0	13.3	3.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.4	0.0	0.7	0.0	0.0	0.0	38.5	0.1	0.0	0.0	0.0	0.0
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	5.4	0.0	2.6	0.0	0.0	0.0	7.5	0.5	0.0	0.0	0.0	0.0
LnGrp Delay(d),s/veh	31.4	0.0	13.0	0.0	0.0	0.0	51.9	4.0	0.0	0.0	0.0	0.0
LnGrp LOS	C		B				D	A				
Approach Vol, veh/h		578			0			612			307	
Approach Delay, s/veh		23.4			0.0			36.5			0.0	
Approach LOS		C						D			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	11.2	21.5		12.3		32.7		12.3
Change Period (Y+Rc), s	4.5	6.0		4.5		6.0		4.5
Max Green Setting (Gmax), s	6.7	15.5		7.8		26.7		7.8
Max Q Clear Time (g_c+I1), s	8.4	5.1		9.8		3.1		0.0
Green Ext Time (p_c), s	0.0	1.1		0.0		1.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Notes

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	254	247	416	196	307
v/c Ratio	0.67	0.32	0.62	0.09	0.25
Control Delay	20.2	2.9	9.1	4.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	2.9	9.1	4.2	7.2
Queue Length 50th (ft)	49	0	43	10	17
Queue Length 95th (ft)	m92	m33	80	18	38
Internal Link Dist (ft)	4426			410	487
Turn Bay Length (ft)			480		
Base Capacity (vph)	401	777	672	2161	1249
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.63	0.32	0.62	0.09	0.25

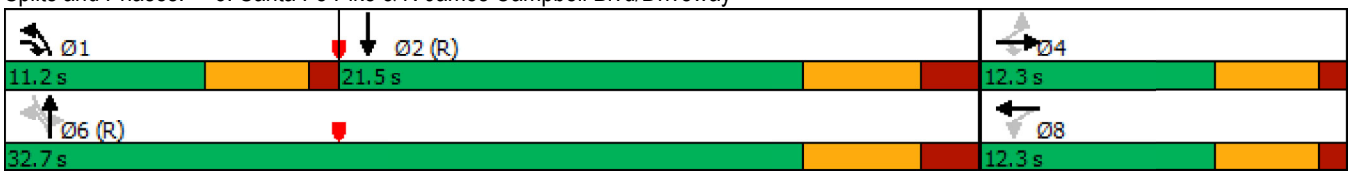
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	NBL	NBT	SBT	Ø8
Lane Configurations							
Traffic Volume (vph)	88	0	373	383	180	169	
Future Volume (vph)	88	0	373	383	180	169	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	NA	
Protected Phases		4	1	1	6	2	8
Permitted Phases	4		4	6			
Detector Phase	4	4	1	1	6	2	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	15.0	15.0	5.0
Minimum Split (s)	9.5	9.5	9.5	9.5	21.0	21.0	9.5
Total Split (s)	12.3	12.3	11.2	11.2	32.7	21.5	12.3
Total Split (%)	27.3%	27.3%	24.9%	24.9%	72.7%	47.8%	27%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	2.0	2.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.5	4.5	4.5	6.0	6.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Recall Mode	None	None	None	None	C-Min	C-Min	None
Act Effct Green (s)		7.3	19.0	28.7	27.2	15.5	
Actuated g/C Ratio		0.16	0.42	0.64	0.60	0.34	
v/c Ratio		0.67	0.32	0.62	0.09	0.25	
Control Delay		20.2	2.9	9.1	4.2	7.2	
Queue Delay		0.0	0.0	0.0	0.0	0.0	
Total Delay		20.2	2.9	9.1	4.2	7.2	
LOS		C	A	A	A	A	
Approach Delay		11.7			7.5	7.2	
Approach LOS		B			A	A	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 45	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBSB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Santa Fe Pike & N James Campbell Blvd/Driveway



APPENDIX C – DETAILED TRIP GENERATION CALCULATIONS

111 Southeast Pkwy Ct
Franklin, TN 37064
615-678-8212

www.T2-Eng.com

TRIP GENERATION

Project:	Oakwood Drive Subdivision – Columbia, TN
ITE Land Use:	Single-Family Housing
ITE Code:	210
Trip Ends vs:	**ITE 210** – 108 DU
Daily Equation:	Weekday – Fitted Curve Equation
AM Equation:	Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM – Fitted Curve Equation
PM Equation:	Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM – Fitted Curve Equation

Single-Family Homes (210) – 108 Dwelling Units

Time Period	Formula[1]	Calculation	Trips
Daily	$Ln\,(T) = 0.92Ln(X) + 2.68$	$Ln\,(T) = 0.92Ln(108) + 2.68$	1,083
AM Peak (Total)	$Ln\,(T) = 0.91Ln(X) + 0.12$	$Ln\,(T) = 0.91Ln(108) + 0.12$	80
AM Peak (Entering)	$T = 0.25(Total\ AM\ Trips)$	$T = 0.25(80)$	20
AM Peak (Exiting)	$T = 0.75(Total\ AM\ Trips)$	$T = 0.75(80)$	60
PM Peak (Total)	$Ln\,(T) = 0.94Ln(X) + 0.27$	$Ln\,(T) = 0.94Ln(108) + 0.27$	107
PM Peak (Entering)	$T = 0.63(Total\ PM\ Trips)$	$T = 0.63(107)$	67
PM Peak (Exiting)	$T = 0.37(Total\ PM\ Trips)$	$T = 0.37(107)$	40

[1] Institute of Transportation Engineers (ITE). Trip Generation Manual, 11th Edition. Washington, DC: ITE, 2024

Single-Family Detached Housing
(210)

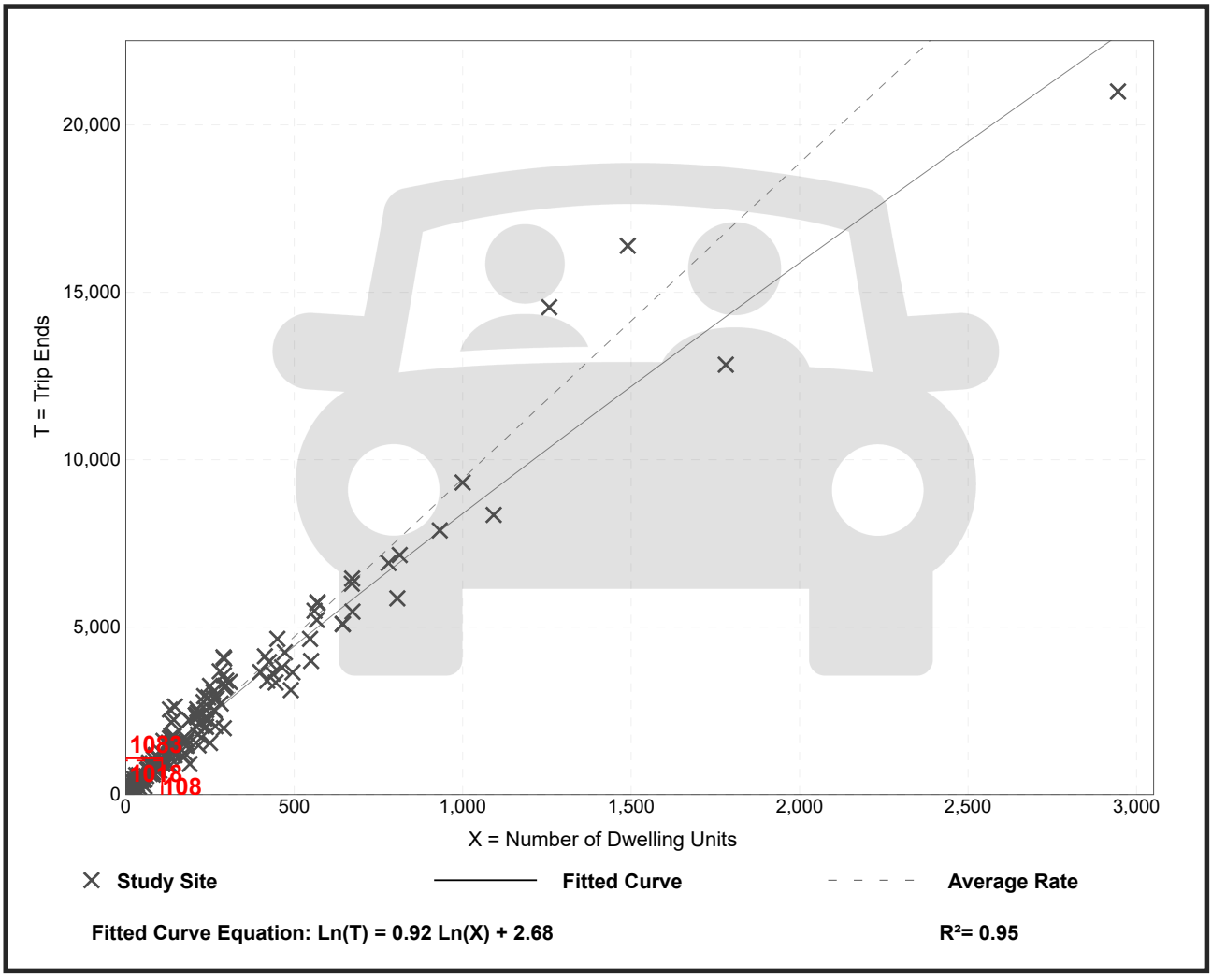
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

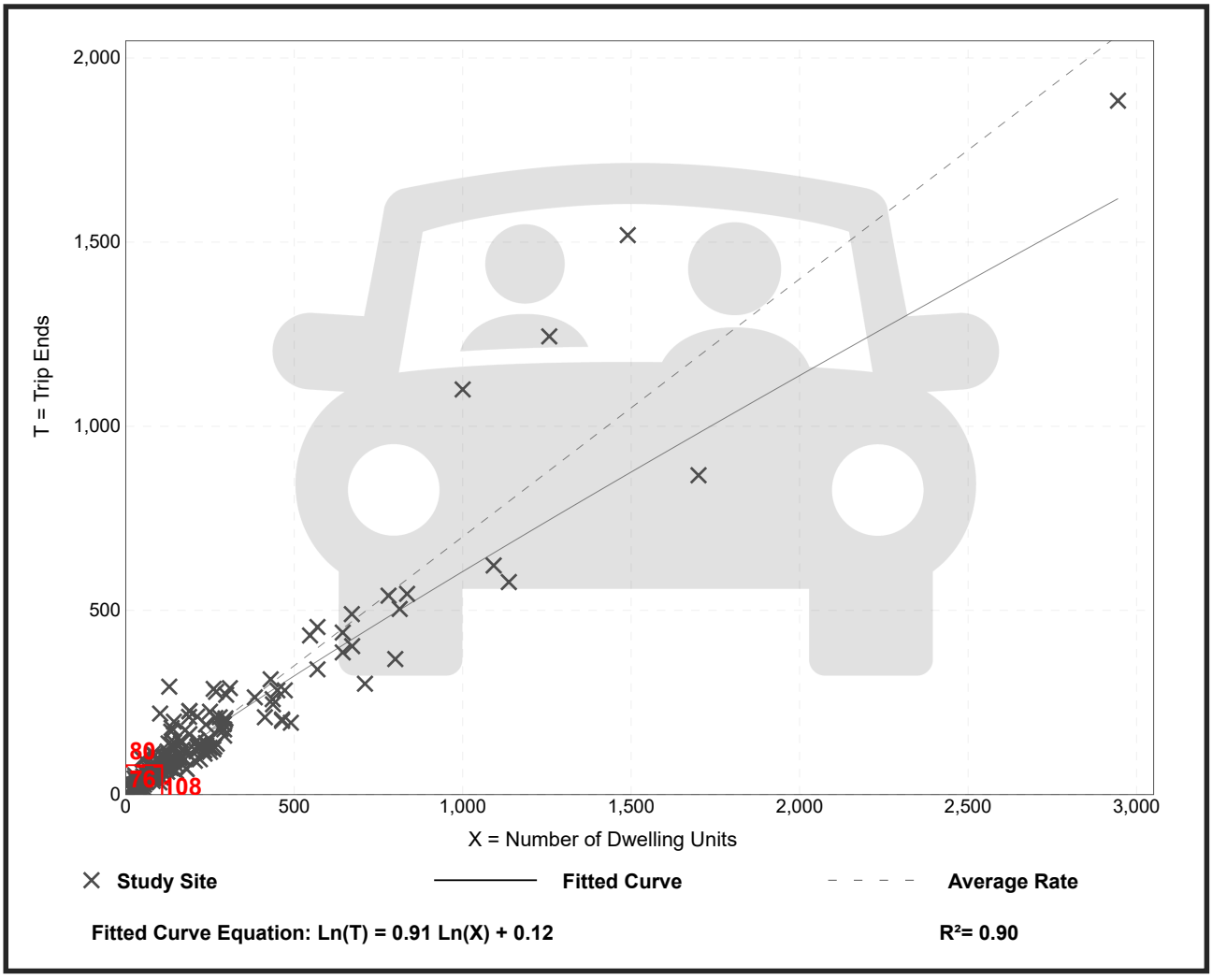
Single-Family Detached Housing
(210)

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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



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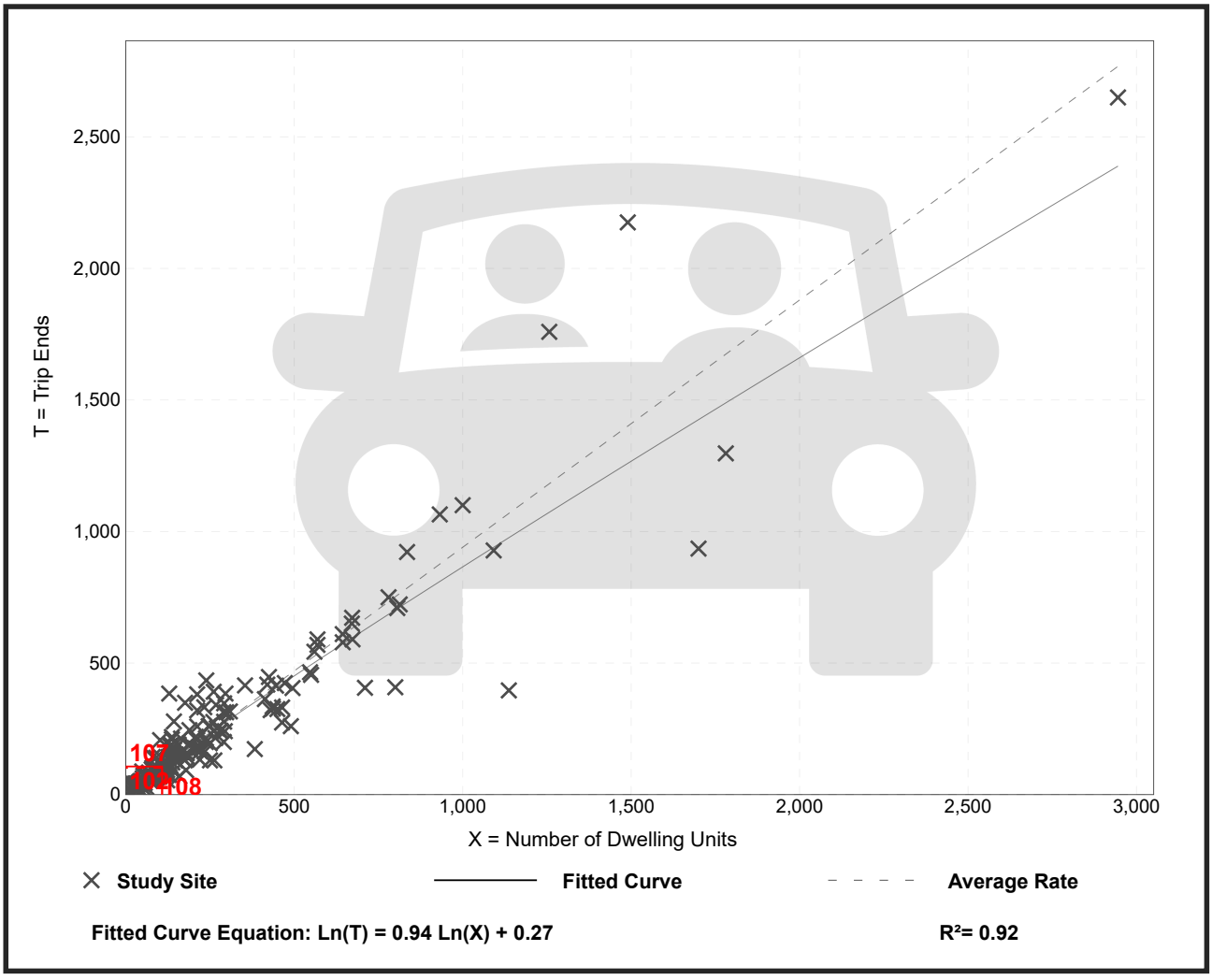
Single-Family Detached Housing
(210)

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: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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APPENDIX D – ADDITIONAL FIGURES

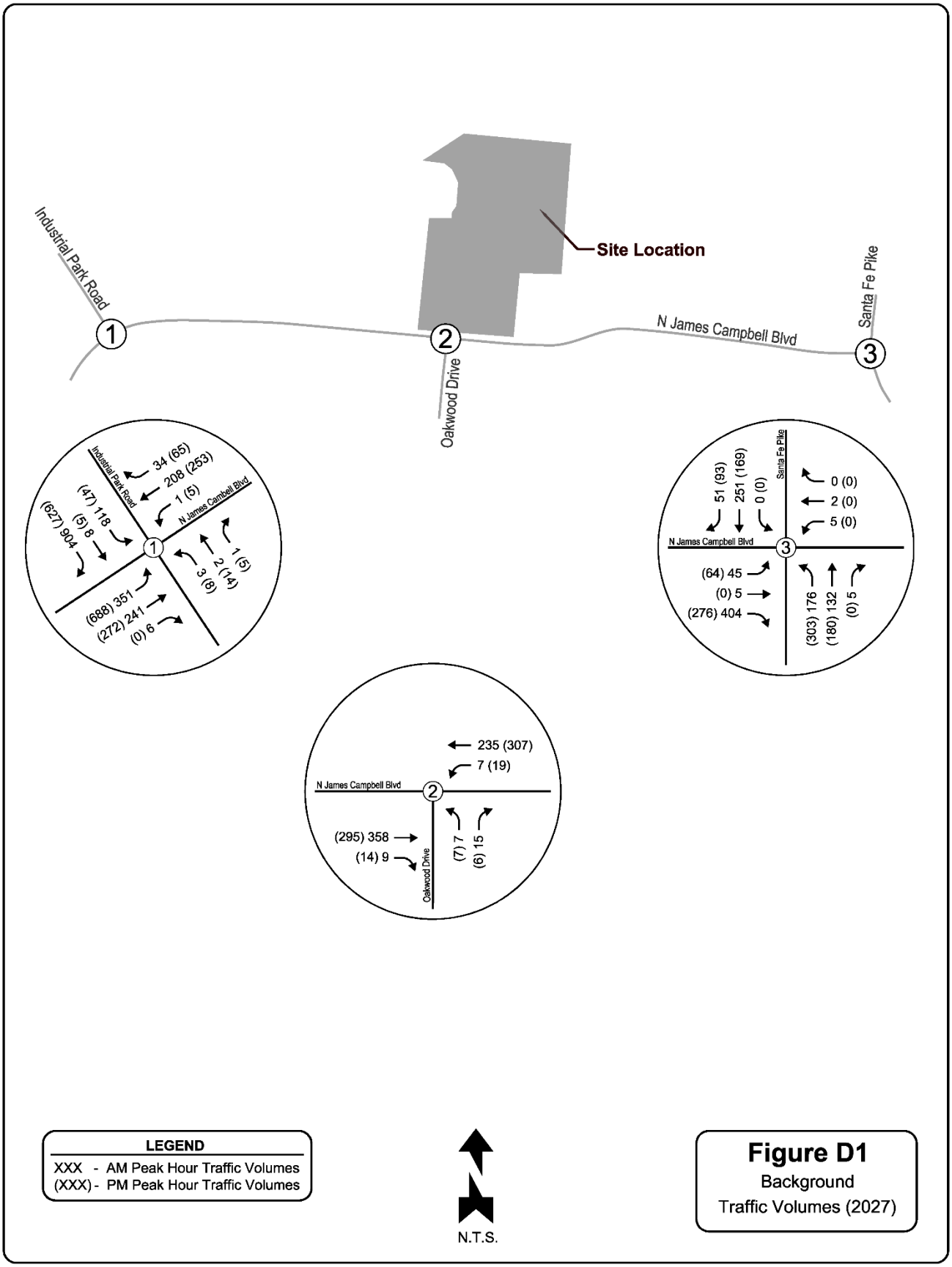
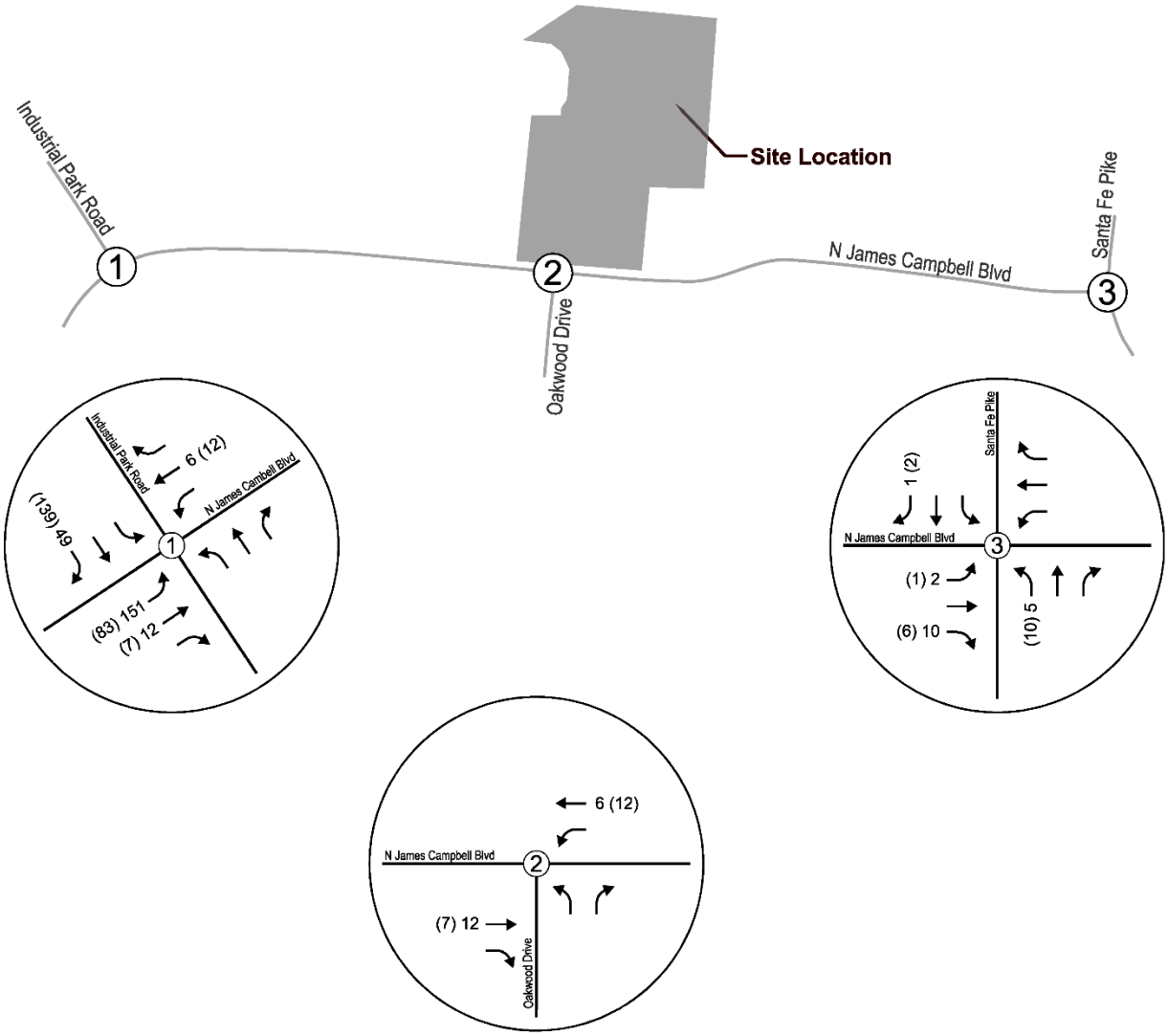


Figure D1
Background
Traffic Volumes (2027)



LEGEND

XXX - AM Peak Hour Traffic Volumes
(XXX) - PM Peak Hour Traffic Volumes

N.T.S.

Figure D2
Generated Background Developement Volumes (Steadfast)

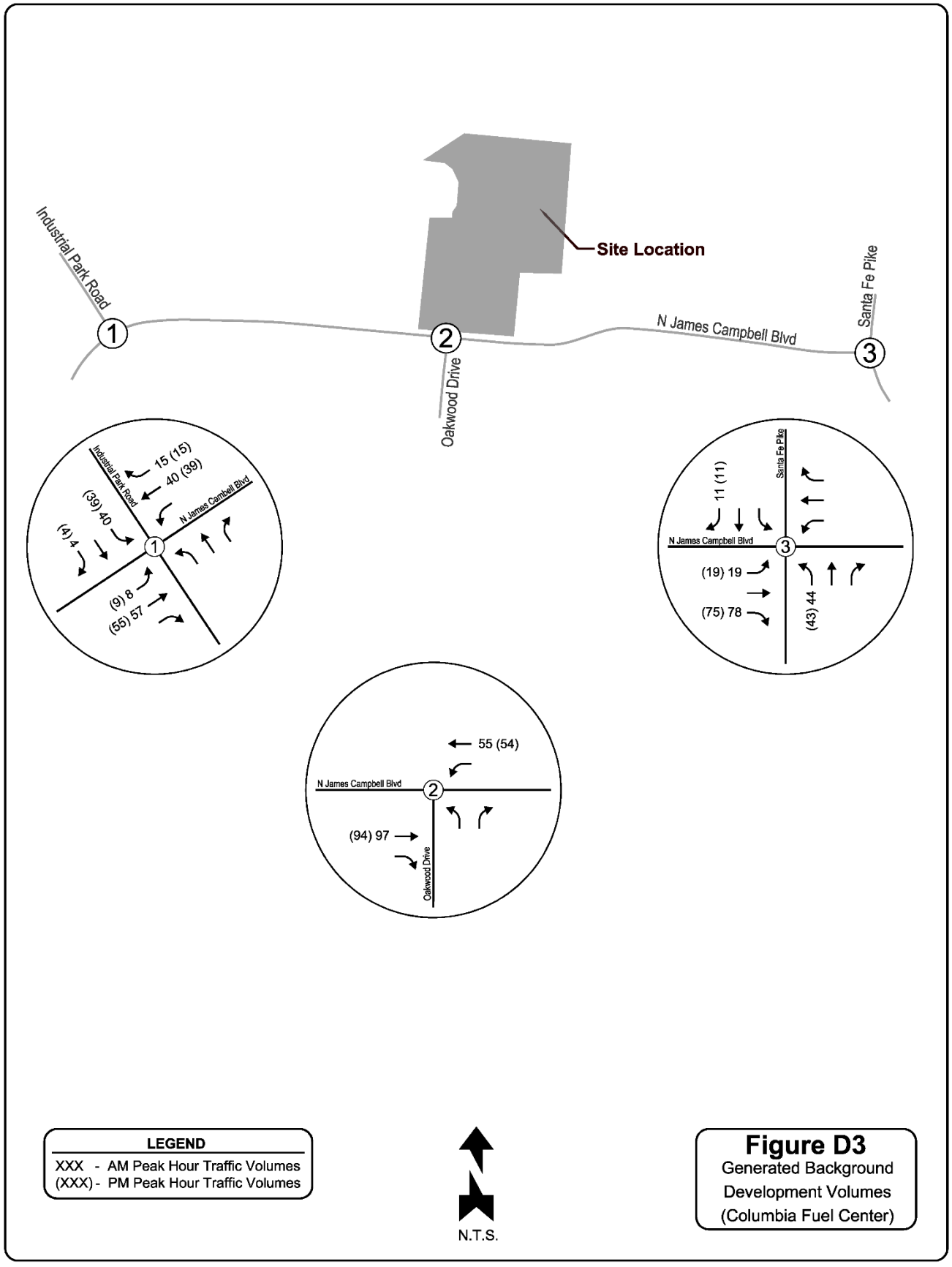


Figure D3
Generated Background Development Volumes (Columbia Fuel Center)

December 29, 2023

Smith Douglas Homes
361 Mallory station Road
Suite 103
Franklin, TN 37067

ATTENTION: **Drew Taylor**

SUBJECT: **WOTUS Delineation & Hydrologic Determination Report**
Oakwood Drive Property
Columbia, Maury County, Tennessee
Latitude 35.630342° North and Longitude -87.051890° West
Project No. 3482-020-30

Via email to: DTaylor@SmithDouglas.com

Dear Drew,

Spectrum Environmental, Inc. (Spectrum) has completed a delineation of Waters of the United States (WOTUS) and Hydrologic Determination (HD) for the above referenced property (Survey Area). Spectrum's work has been conducted in general accordance with the Scope of Work described in Proposal PQ000167 which was authorized on December 13, 2023.

Jurisdictional Evaluation

The Survey Area is approximately 58-acres located in Columbia, Maury County, Tennessee. The Survey Area can be accessed from the property driveway along the North side of James Campbell Blvd and is centered at Latitude 35.630342° North and Longitude -87.051890° West (Figure 1). The Survey Area boundary is identified as 089 021.00 on the Tennessee Property Viewer Online Internet Mapping Application[1];

The site observation was made on December 20, 2023. The site conditions of the Survey Area consist of agricultural grazing pasters/grasslands through most of the Survey Area, with forested areas in the northwest and east-central portions of the property. Several structures are located in the central portion of the Survey Area.

The U.S. Army Corps of Engineers (USACE) Antecedent Precipitation Tool (APT) noted drier than normal conditions with mild drought during the time of inspection on December 20, 2023 (Appendix A). Additionally, according to data obtained from Weather Underground, the closest weather station (KTNCOLUM62) indicated the site received 0.00 inches precipitation 48 hours prior to site reconnaissance on December 20, 2023 (Table 1). This HD was conducted in accordance with the Rule that a one-inch

[1]https://arcgis.maps.arcgis.com/apps/View/

precipitation event in 24 hours did not occur in the area of investigation within the previous 48 hours [0400-40-03-.05(9)].

Table 1 – Rainfall Data

Date	12/13	12/14	12/15	12/16	12/17	12/18	12/19	12/20
KTNCOLUM62	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00

Desktop Assessment and Map Review

Prior to site reconnaissance, Spectrum conducted a desktop assessment of the Survey Area. This review allowed for preliminary identification of potential WOTUS and provided an understanding of the ecology, land use, and general physiography of the site.

The Godwin, Tennessee 7.5-minute United States Geological Survey (USGS) Topographic map depicts a high point near the northern portion of the property with slopes to the northwest. A blue lined stream begins in the northwest corner of the property and exits at the northwest property boundary (Figure 2).

An aerial depiction dated March 2022 consists of agricultural grazing pastures/grasslands through much of the property with forested areas in the northwestern and central eastern portions of the Survey Area (Figure 3). Additionally, the southwestern portion of the property has a driveway that leads to approximately five (5) structures near the center of the property.

Light Detection and Ranging (LiDAR) imagery depicts four (4) potential channels: one in the northwest corner of the property, one to the east of the aforementioned stream along the northern boundary of the property, another along the eastern boundary of the property, and a final near the southern boundary near the roadway (Figure 4).

A review of the United States Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) dataset depicts one riverine habitat (R5UBH) in the northwestern corner of the property and one freshwater pond (PUBHx) near the southeastern corner of the property (Figure 5).

A review of a soil map and associated soil data prepared using the Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) website indicates there are no hydric soil components within the Survey Area (Figure 6).

General Geologic and Physiographic Discussion

The surface geology of the Survey Area is underlain by the Nashville Group; Biby-Cannon Limestone and Hermigate formation throughout the majority of the Survey area with the northwestern portion underlain by the Stones River Group; Carters Limestone (Figure 7). The Bigby-Cannon group is characterized by brownish-gray, cryptograined to medium-grained even-bedded limestone with thicknesses from 50 to 125 feet. The Hermitage formation is characterized as thin-bedded to laminate, sandy limestone with shale, nodular shaly limestone, coquina, and phosphatic calcarenite. Thicknesses range from 50 to 100 feet. The Stones River Group is characterized by fine-grained, yellowish-brown limestone; thin-bedded in upper part; thicker bedded and very slightly cherty with scattered mottlings of magnesian limestone in lower part. The thickness of this feature ranges from 50 to 100 feet (Greene, 2000).

The Survey Area is located within the Outer Nashville Basin (71h) Level IV Ecoregion of the Level III Interior Plateau Ecoregion (71) The Outer Nashville Basin is a more heterogeneous region than the Inner Nashville Basin (71i), with more rolling and hilly topography and slightly higher elevations. The region encompasses most all of the outer area of the generally non-cherty Mississippian-age formations, and some Devonian-age Chattanooga shale, remnants of the Highland Rim. The region's limestone rocks and soils are high in phosphorus, and commercial phosphate is mined. Deciduous forests with pasture and cropland are the dominant land covers. Streams are low to moderate gradient, with productive, nutrient-rich waters, resulting in algae, rooted vegetation, and occasionally high densities of fish. The Nashville Basin as a whole has a distinctive fish fauna, notable for fish that avoid the region, as well as those that are present (Griffith, Glenn E. et. al).

The Survey Area is located within the Bear Creek-Duck Creek watershed belonging to the hydrologic unit 12-digit code 060400030506.

Field Methodology Guidelines

Spectrum personnel (Abby Harris, QHP and Matthew Moseley, QHP-IT) performed a WOTUS and HD evaluation on December 20, 2023. The following briefly describes the field procedures conducted during site activities. The field delineation was performed in accordance with the guidelines established in the Field Guide for Wetland Delineation, 1987 Corps of Engineers Manual (Manual) as well as the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region: (Version 2.0) –April 2012 (Corps 2012). Under the delineation procedures in this manual, an area must exhibit characteristic wetland hydrology, hydric soils, and hydrophytic vegetation to be considered a wetland. Vegetation was assigned an indicator status and was determined by using the National List of Plant Species That Occur in Wetlands: Eastern Mountains and Piedmont Region (Lichvar et al, 2014). Stream identification was performed using the TDEC Division of Water Pollution Controls Guidance for Making Hydrologic Determinations, Version 1.5 (April 2020).

Findings

General

Data points were collected in the field using an EOS Arrow 100 GPS unit. This unit operates on sub-meter accuracy, however atmospheric conditions, canopy conditions, and satellite feeds can affect the field records. Spectrum utilized a combination of blue and pink "wetland delineation" flagging to denote stream segments. Site reconnaissance photographs can be found in Appendix B.

Corps of Engineers – Summary of Delineated Resources

In total, Spectrum personnel identified one (1) perennial stream, two (2) intermittent streams, and three (3) ephemeral streams within the Survey Area (Figures 8a – 8d).

Corps of Engineers – Potentially Jurisdictional Resources

It is Spectrum's opinion, under the current Corps regulations and definitions, the features listed in Table 2 below meet the jurisdictional requirements established by Section 404 of the Clean Water Act (CWA) and the U.S. Army Corps of Engineers (Corps) – Nashville District under the 1986 Regulations and *Sackett* Guidance. A detailed discussion is provided at the end of this section.

Table 2 – Corps of Engineers – Potentially Jurisdictional Resources

Site ID	Start/Mid Lat, Long	End Lat, Long	Total Mapped		Average Width at OHWM	Type of Aquatic Resource		Jurisdictional Authority
			Linear Feet	Acres		Type	Cowardin	
INT-1	35.631586	-87.05317	609	0.060	4	Intermittent	R4	Section 404
INT-2	35.631768	-87.053211	52	0.004	3	Intermittent	R4	Section 404
PER-1	35.631458	-87.052702	644	0.030	2	Perennial	R5	Section 404

Corps of Engineers – Potentially Non-Jurisdictional Resources

It is Spectrum's opinion, under the current Corps regulations and definitions, the features listed in Table 3 below do not meet the jurisdictional requirements established by Section 404 of the Clean Water Act (CWA) and the U.S. Army Corps of Engineers (Corps) – Nashville District under the 1986 Regulations and *Sackett* Guidance. A detailed discussion is provided at the end of this section.

Table 3 – Corps of Engineers – Potentially Non-Jurisdictional Resources

Site ID	Start/Mid Lat, Long	End Lat, Long	Total Mapped		Average Width at OHWM	Type of Aquatic Resource		Jurisdictional Authority
			Linear Feet	Acres		Type	Cowardin	
EPH-1 R1	35.631309	-87.052283	148	0.012	1.5	Ephemeral	R6	Section 404
EPH-1 R2	35.631324	-87.052439	106	0.012	1.5	Ephemeral	R6	Section 404
EPH-2	35.631087	-87.051944	99	0.002	1	Ephemeral	R6	Section 404
EPH-3	35.629311	-87.051181	251	0.012	2	Ephemeral	R6	Section 404

TDEC – Summary of Delineated Resources

In total, Spectrum personnel identified three (3) streams, and three (3) wet weather conveyances within the Survey Area (Figures 9a – 9d). A detailed discussion is provided at the end of this section.

TDEC – Potentially Jurisdictional Resources

It is Spectrum's opinion that the feature listed in Table 4 below meet the jurisdictional requirements of Waters of the State established by Tennessee Code Annotated (TCA) §69-3-103 (38) & (4) (A-D).

Table 4 – TDEC – Potentially Jurisdictional Resources

Site ID	Start/Mid Lat, Long	End Lat, Long	Total Mapped		Average Width at OHWM	Type of Aquatic Resource		Jurisdictional Authority
			Linear Feet	Acres		Type	Cowardin	
S1	35.631586	-87.05317	609	0.060	4	Intermittent	R4	TDEC
S2	35.631768	-87.053211	52	0.004	3	Intermittent	R4	TDEC
S3	35.631458	-87.052702	644	0.030	2	Perennial	R5	TDEC

TDEC – Potentially Non-Jurisdictional Resources

It is Spectrum's opinion that the features listed in Table 5 below do not meet the jurisdictional requirements of Waters of the State established by TCA §69-3-103 (38) & (4) (A-D).

Table 5 – TDEC – Potentially Non-Jurisdictional Resources

Site ID	Start/Mid Lat, Long	End Lat, Long	Total Mapped		Average Width at OHWM	Classification		Jurisdictional Authority
			Linear Feet	Acres		Type	Cowardin	
WWC-1	35.631309	-87.052439	254	0.012	1.5	Ephemeral	R6	Exempt
WWC-2	35.631087	-87.051944	99	0.002	1	Ephemeral	R6	Exempt
WWC-3	35.629311	-87,051181	251	0.012	2	Ephemeral	R6	Exempt

Table 6 – Feature Descriptions

Corps Feature	TDEC Feature	Feature Description	Jurisdictional?	
			Corps	TDEC
INT-1	S1	INT-1/S1 is an intermittent stream that is located in the northwestern corner of the property and extends northwest for approximately 609 linear feet (LF) before continuing off of property and under SR-412. During site reconnaissance, Spectrum personnel observed an Ordinary High-Water Mark (OHWM) of approximately 4 feet. The channel had periodic dry portions with less-developed channel characteristics. It is Spectrum's opinion that this is due to drought conditions and the adjacent property eroding into the stream channel. The stream had many groundwater seeps throughout, especially near the downstream end, and had several areas of iron oxidizing bacteria. A soil pit was dug adjacent to the stream channel and wetland characteristics were not found. Utilizing TDEC's Guidance for Making Hydrologic Determinations, this feature was determined to be a stream by the primary indicators of *presence of naturally occurring ground water table connection* and *flowing water in channel and 7 days since last precip >0.1' in local watershed*. Additionally, the stream received a secondary indicator score of 25.75.	Yes	Yes
INT-2	S2	INT-2/S2 is an intermittent stream that is located in the northwestern portion of the property and extends northwest for approximately 52 LF before the confluence with INT-1/S1. During site reconnaissance, Spectrum personnel observed an OHWM of approximately 3 feet and additional groundwater seeps were observed along and within the channel. Utilizing TDEC's Guidance for Making Hydrologic Determinations, this feature was determined to be a stream by the primary indicators of *presence of naturally occurring ground water table connection* and *flowing water in channel and 7 days since last precip >0.1' in local watershed*. Additionally, the stream received a secondary indicator score of 23.5.	Yes	Yes
PER-1	S3	PER-1/S3 is an perennial stream that is located in the east-central portion of the property. This feature begins near the south-central property boundary and extends northeast for approximately 644 LF before exiting the property along the eastern boundary. This stream includes two (2) pipes with Pipe 1 being 22 LF near the southern end of the stream and Pipe 2 being 17 LF near the northern end of the stream. It appears that these pipes have been placed as crossings to access utilities on the property. During site reconnaissance, Spectrum personnel observed an OHWM of approximately 1.5 feet and observed flowing water through much of the channel. Utilizing TDEC's Guidance for Making Hydrologic Determinations, this feature was determined to be a stream by the primary indicators of *presence of naturally occurring ground water table*	Yes	Yes

Corps Feature	TDEC Feature	Feature Description	Jurisdictional?	
			Corps	TDEC
		connection and *flowing water in channel and 7 days since last precip >0.1' in local watershed*. Additionally, the stream received a secondary indicator score of 27.		
EPH-1	WWC-1	EPH-1/WWC-1 is an ephemeral stream located in the northwest corner of the property, east of INT-1. The first reach of EPH-1/WWC-1 extends approximately 148 LF before dissipating at a utility access road. The second reach picks up down gradient of the access road, west of the first reach and extends approximately 106 feet before its confluence with INT-1. During the site reconnaissance, Spectrum personnel observed an average OHWM of approximately 1.5 feet. The feature had some characteristics of defined bed and bank with disruptions throughout and included upland vegetation in and around the channel. Utilizing TDEC's Guidance for Making Hydrologic Determinations, this feature scored less than 19, categorizing it as a WWC.	No	No
EPH-2	WWC-2	EPH-2/WWC-2 is an ephemeral stream located in the northwest corner of the property, adjacent to the upper reach of EPH-1/WWC-1. The feature extends northwest for approximately 99 LF before its confluence with EPH-1/WWC-1. During site reconnaissance, Spectrum personnel observed a dry channel bottom with minimal geomorphic characteristics. OHWM for this feature was measured to be approximately 1 foot. Utilizing TDEC's Guidance for Making Hydrologic Determinations, this feature scored less than 19, categorizing it as a WWC.	No	No
EPH-3	WWC-3	EPH-3/WWC-3 is an ephemeral in the east-central portion of the property. This feature begins near the south-central property boundary and extends 251 feet before its confluence with PER-3. During site reconnaissance, Spectrum personnel observed a dry channel bottom with minimal geomorphic characteristics. OHWM for this feature was measured to be approximately 2 feet. Utilizing TDEC's Guidance for Making Hydrologic Determinations, this feature scored less than 19, categorizing it as a WWC.	No	No

*References to features that have different nomenclature for the Corps and TDEC are annotated as the following (Corps Nomenclature/TDEC Nomenclature)

Conclusions

Corps of Engineers

The Survey Area contains approximately 644 linear feet (0.030 acres) of perennial stream and 661 linear feet (0.064 acres) of intermittent stream. These features, in Spectrum's opinion, would be considered jurisdictional based on the current definition of jurisdictional WOTUS under the authority of the Corps – Nashville District. We recommend that a Preliminary Jurisdictional Determination (PJD) be submitted to the Corps for the confirmation of the jurisdictional status of the features under the current guidance. Additionally, the Survey Area contains approximately 604 linear feet (0.022 acres) of ephemeral stream. These features, in Spectrum's opinion, would be considered non-jurisdictional based on the current definition of jurisdictional WOTUS under the authority of the Corps – Nashville District. We recommend that an Approved Jurisdictional Determination (AJD) be submitted to the Corps for the confirmation of the jurisdictional status of the features under the current guidance.

TDEC

The Survey Area contains approximately 1,266 linear feet (0.074 acres) of stream. These features, in Spectrum's opinion, would be considered jurisdictional Waters of the State under the authority of TDEC. Additionally, the Survey Area contains approximately 604 linear feet (0.022 acres) of wet weather

conveyances, which, in Spectrum's opinion, would not be considered jurisdictional. We recommend an HD be submitted to TDEC for the confirmation of the jurisdictional status of these features and seek concurrence that TDEC agrees with Spectrum's interpretation of the features we have described as non-jurisdictional.

Recommendations

While this report represents Spectrum's best professional judgment, it is important to note the Corps and TDEC have final discretionary authority over all jurisdictional determinations of Waters of the United States, including wetlands, under Section 404 of the CWA and TCA §69-3-103(38) & (4) (A – D). Therefore, prior to any land use change or implementation of proposed development plans, we recommend and encourage Spectrum's involvement with the design team to determine appropriate permitting strategies, if any. Spectrum recommends an HD be submitted to TDEC and a PJD/AJD be submitted to the U.S. Army Corps of Engineers.

Spectrum appreciates the opportunity to work with you on this project and encourages you to contact Abby Harris at (615) 806-3340 (abbyharris@specenviro.com) or Matthew Moseley at (629) 277-1620 (mmoseley@specenviro.com) should you have any questions or need additional assistance.

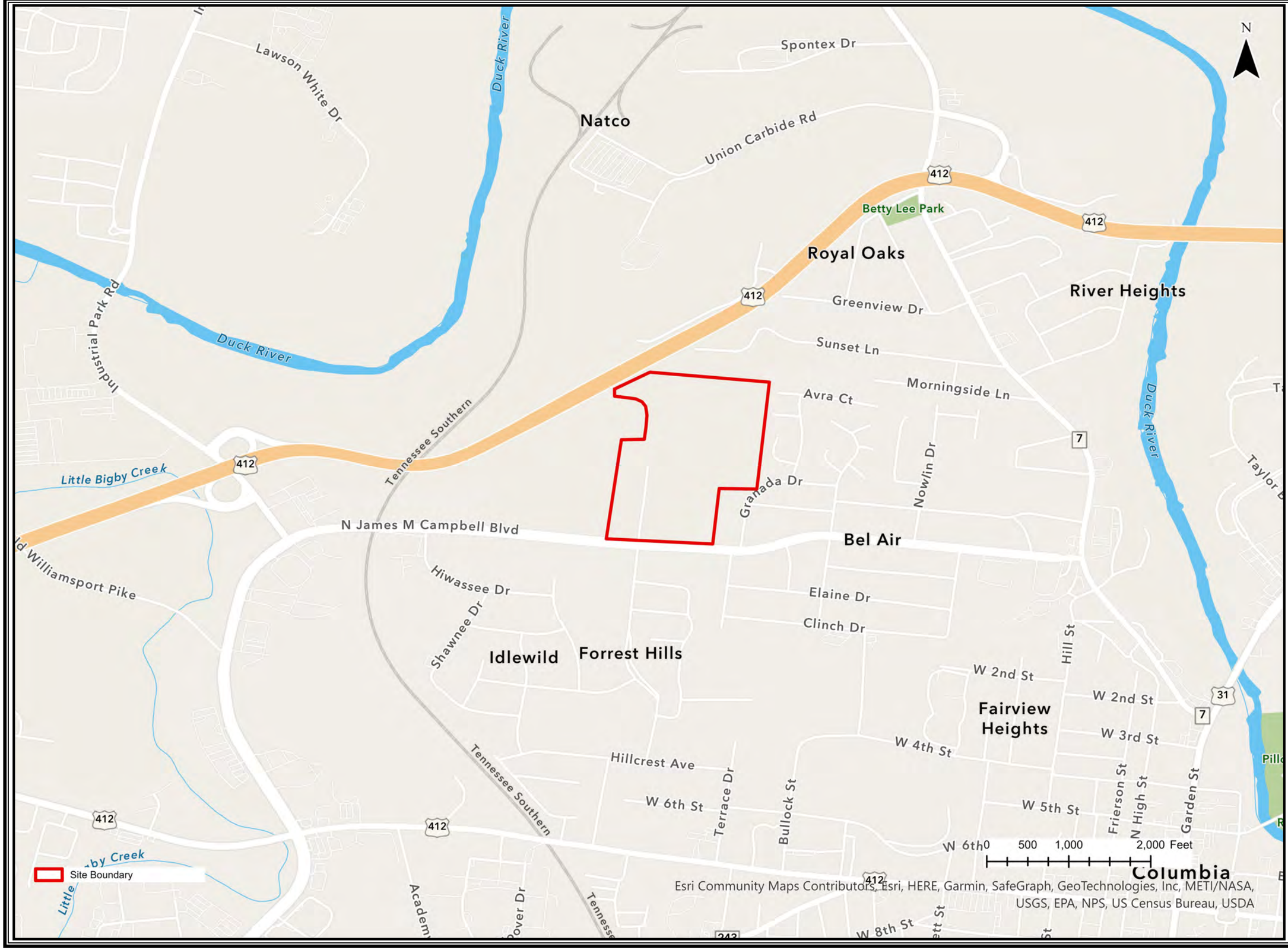
Sincerely,
SPECTRUM ENVIRONMENTAL, INC.

Matthew Moseley
Natural Resource Scientist

Abby Harris, QHP
Project Manager, Senior Wetland Ecologist

Attachments: Figures & Appendices

FIGURES



TITLE

Figure 1 — Site Location Map
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

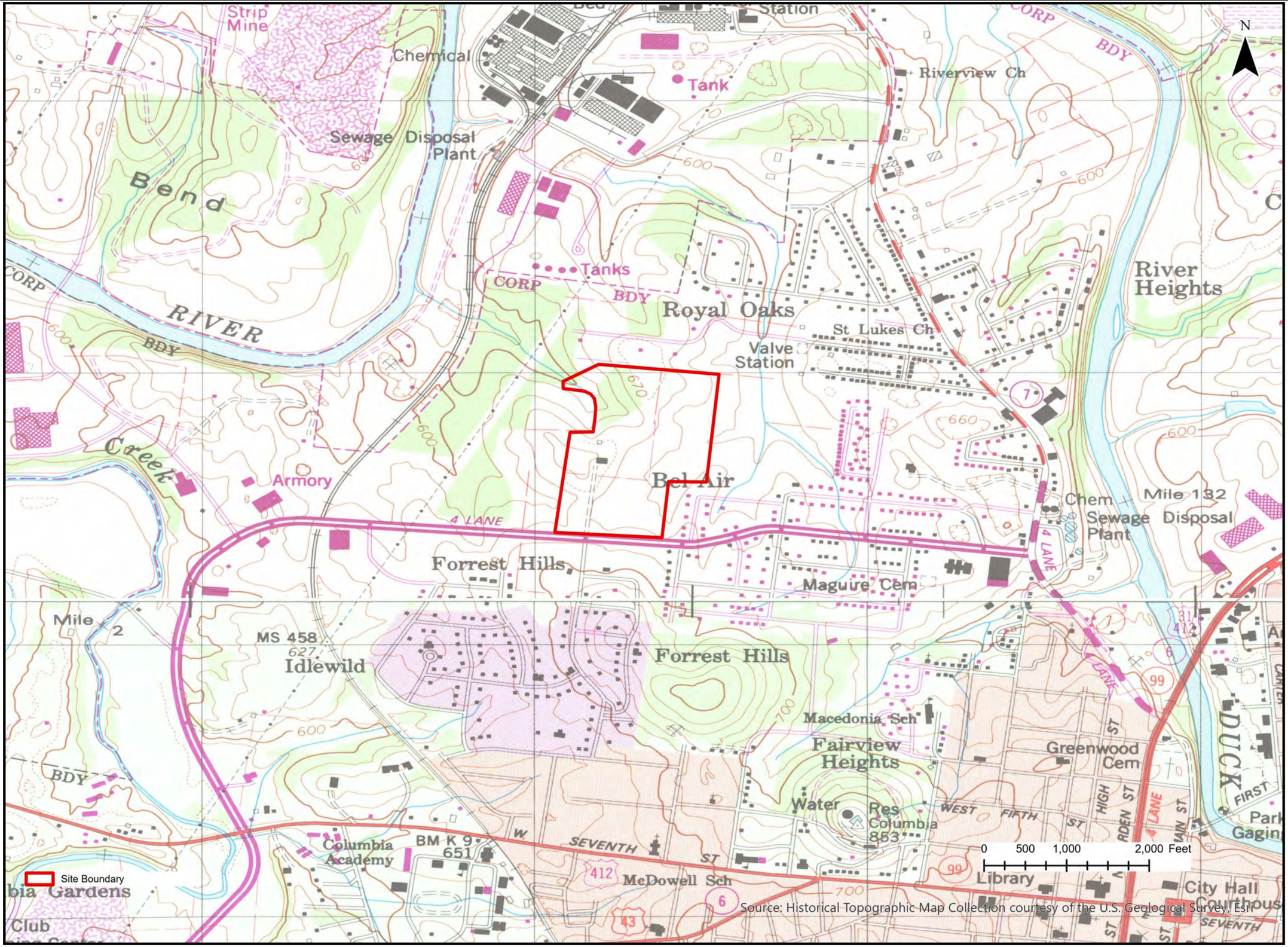
Celebrating 30 Years Est. 1993 SPECTRUM
Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	**Date:**
AH	12/27/2023
Project Mgr.:	**Project #:**
AH	3482-020-30

Source:

Image courtesy of ESRI.

DATE	REVISION NOTE	BY



TITLE

Figure 2 — Site Topographic Map
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

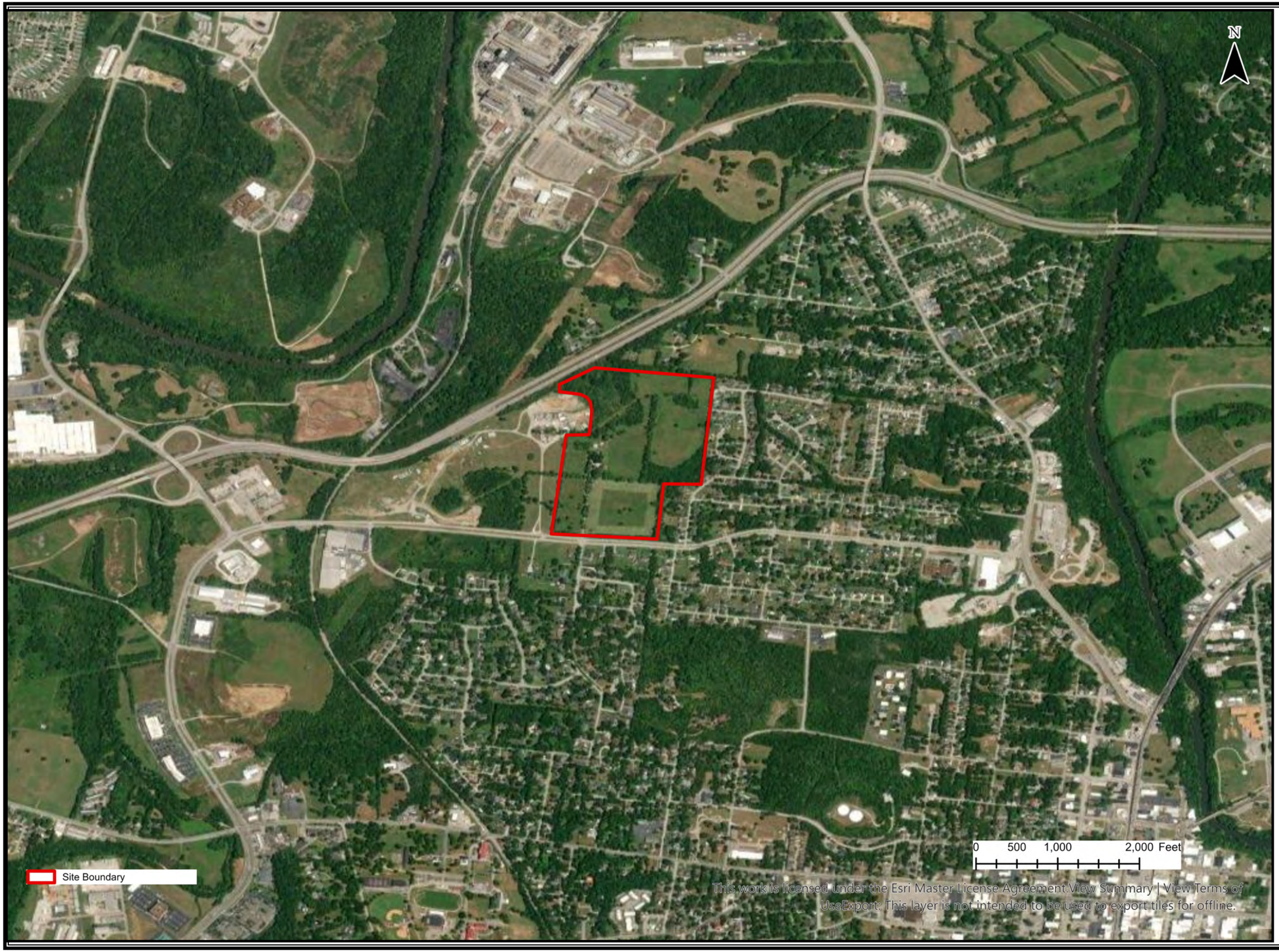
Celebrating 30 Years Est. 1993
SPECTRUM
Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	Date:
AH	12/27/2023
Project Mgr.:	Project #:
AH	3482-020-30

Source:

Image courtesy of ESRI and USGS Godwin, Tennessee 7.5 minute quadrangle.

DATE	REVISION NOTE	BY



TITLE

Figure 3 — Site Aerial Map
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

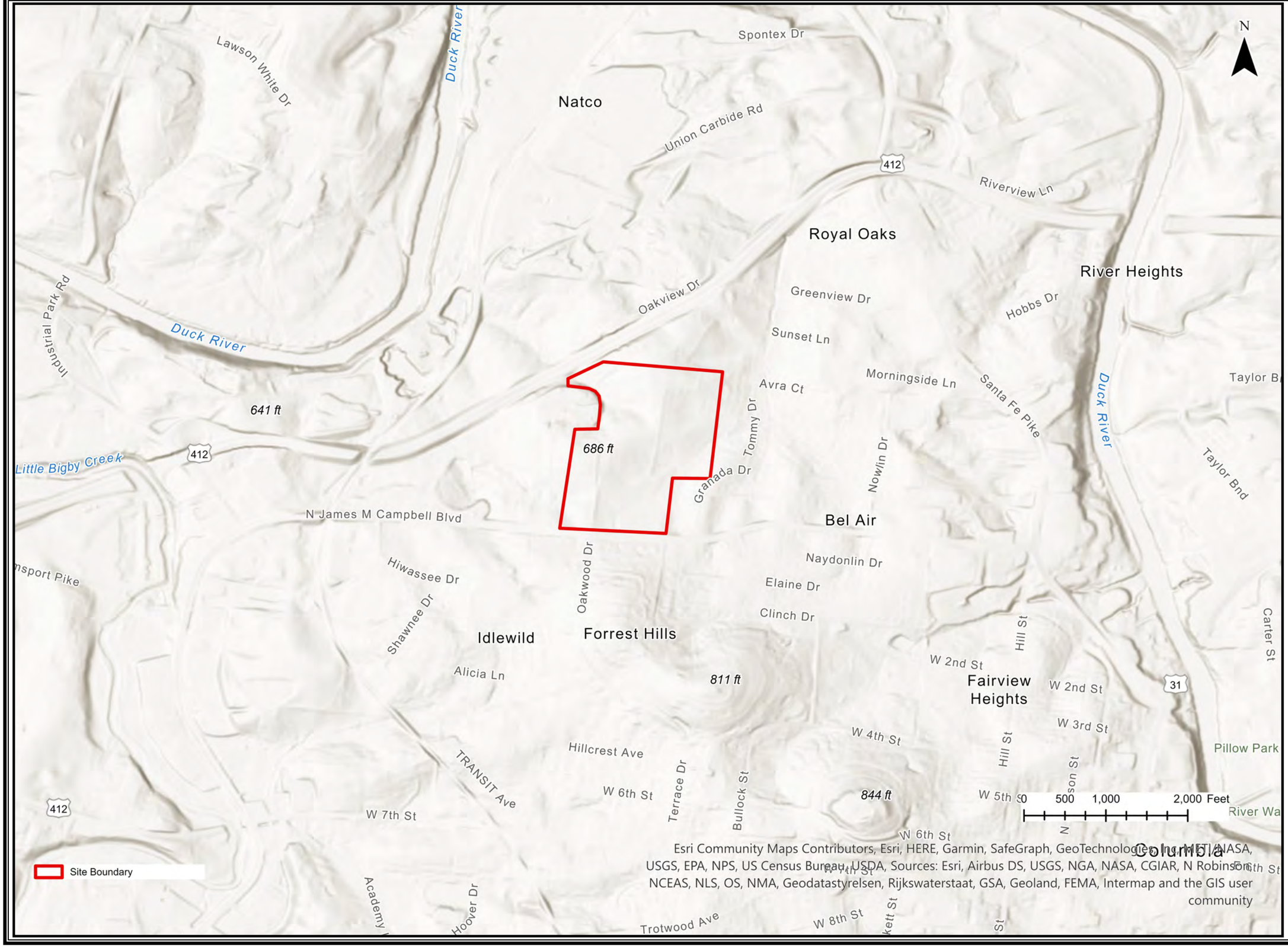
Celebrating 30 Years Est. 1993 SPECTRUM Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	Date:
AH	12/27/2023
Project Mgr.:	Project #:
AH	3482-020-30

Source:

Image courtesy of ESRI.

DATE	REVISION NOTE	BY



TITLE

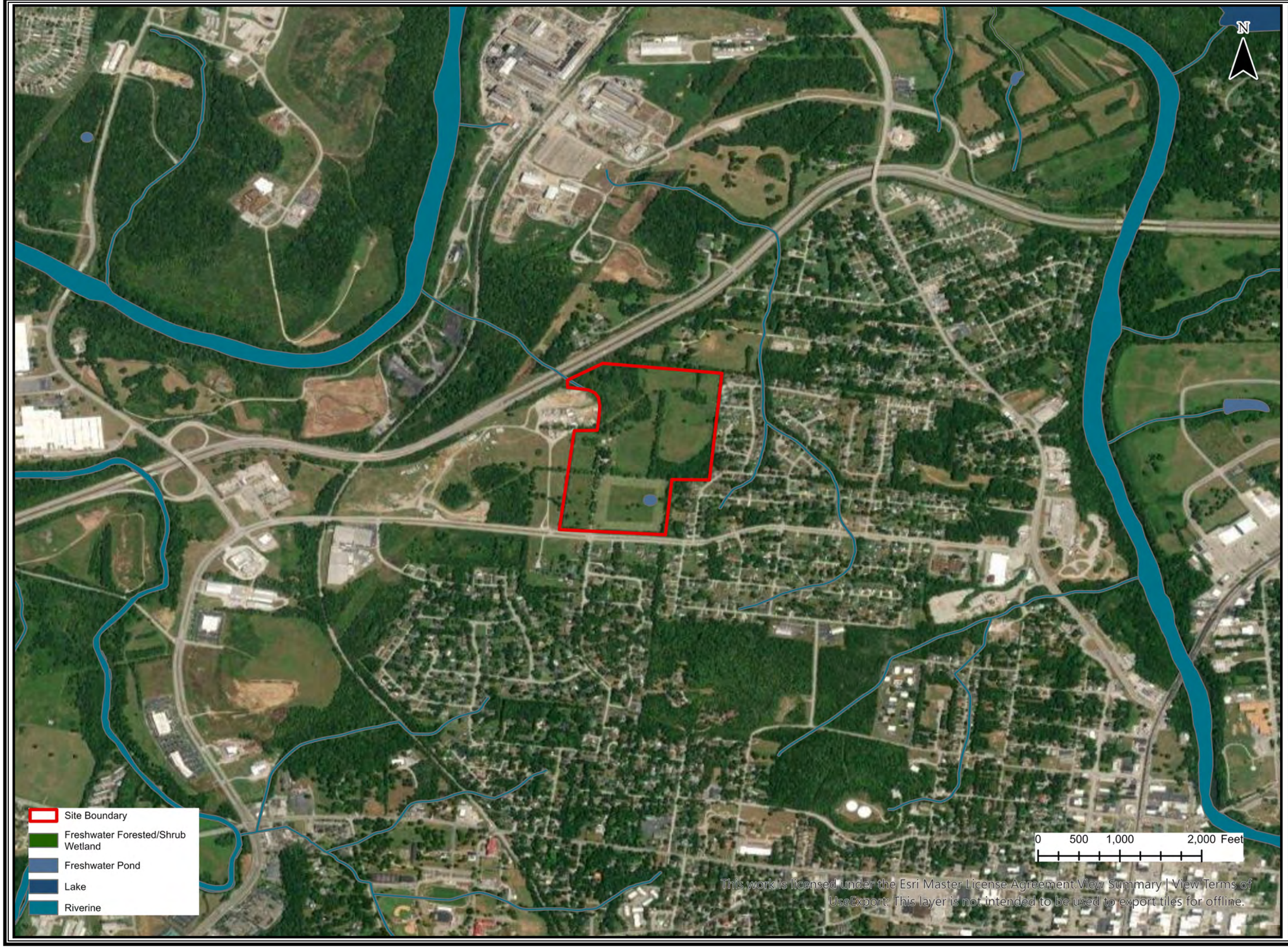
Figure 4 — Site LiDAR Map
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

Drawn By: LP	Client #: 3582
Checked By: AH	Date: 12/27/2023
Project Mgr.: AH	Project #: 3482-020-30

Source:

Image courtesy of ESRI and USGS.

DATE	REVISION NOTE	BY



TITLE

Figure 5 — NWI Map
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

Celebrating 30 Years Est. 1993
SPECTRUM
Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	Date:
AH	12/27/2023
Project Mgr.:	Project #:
AH	3482-020-30

Source:

Image courtesy of ESRI and National Wetland Survey.

DATE	REVISION NOTE	BY



TITLE

Figure 6 — Site Soils Map
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

Celebrating 30 Years Est. 1993
SPECTRUM
Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	**Date:**
AH	12/27/2023
Project Mgr.:	**Project #:**
AH	3482-020-30

Source:

Image courtesy of ESRI and NRCS Web Soil Survey.

DATE	REVISION NOTE	BY



TITLE

Figure 7 — Site Geologic Map
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

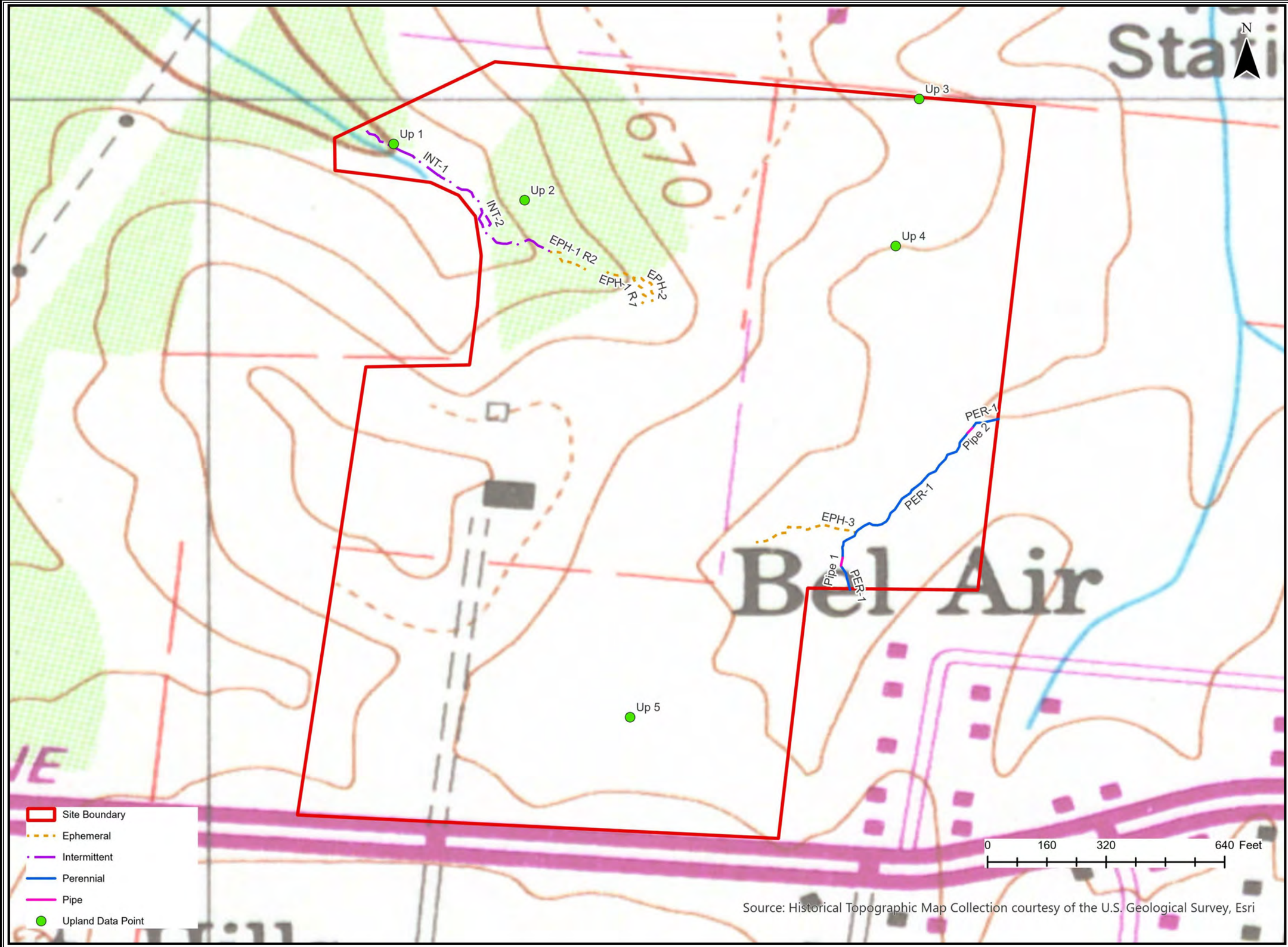
Celebrating 30 Years Est. 1993 SPECTRUM Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	Date:
AH	12/27/2023
Project Mgr.:	Project #:
AH	3482-020-30

Source:

Image courtesy of ESRI.

DATE	REVISION NOTE	BY



TITLE

Figure 8a — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

Celebrating 30 Years Est. 1993
SPECTRUM
Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	**Date:**
AH	12/27/2023
Project Mgr.:	**Project #:**
AH	3482-020-30

Source:

Image courtesy of ESRI and USGS Godwin, Tennessee 7.5 minute quadrangle.

DATE	REVISION NOTE	BY



TITLE

Figure 8b — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

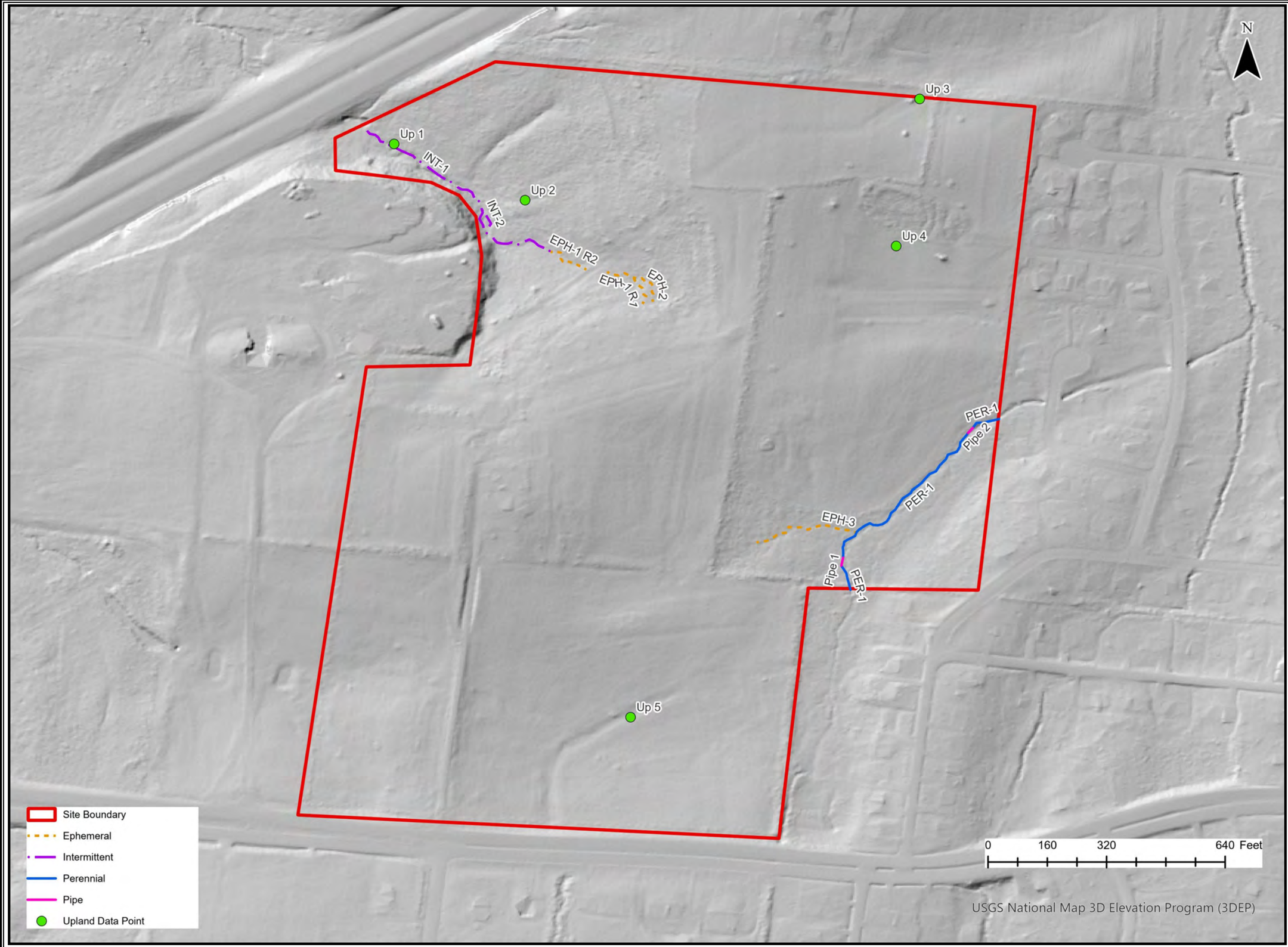
Celebrating 30 Years Est. 1993 SPECTRUM Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	**Date:**
AH	12/27/2023
Project Mgr.:	**Project #:**
AH	3482-020-30

Source:

Image courtesy of ESRI.

DATE	REVISION NOTE	BY



TITLE

Figure 8c — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

Celebrating 30 Years Est. 1993
SPECTRUM
Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	Date:
AH	12/27/2023
Project Mgr.:	Project #:
AH	3482-020-30

Source:

Image courtesy of ESRI.

DATE	REVISION NOTE	BY

Site ID	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)	Total Mapped			Classification	
			LF	Acre	OHWM	Type	Cowardin
PER-1	35.631586	-87.05317	644	0.03	2	Perennial Stream	R5
INT-1	35.631458	-87.052702	609	0.06	4	Intermittent Stream	R4
INT-2	35.631768	-87.053211	52	0.004	3	Intermittent Stream	R4
EPH1R1	35.631309	-87.052283	148	0.003	1	Ephemeral Stream	R6
EPH1R2	35.631324	-87.052439	106	0.005	2	Ephemeral Stream	R6
EPH-2	35.631087	-87.051944	99	0.002	1	Ephemeral Stream	R6
EPH-3	35.629311	-87.051181	251	0.012	2	Ephemeral Stream	R6

Pipe 1 — 22 LF (Within PER-1)

Pipe 2 — 17 LF (Within PER-1)

TITLE

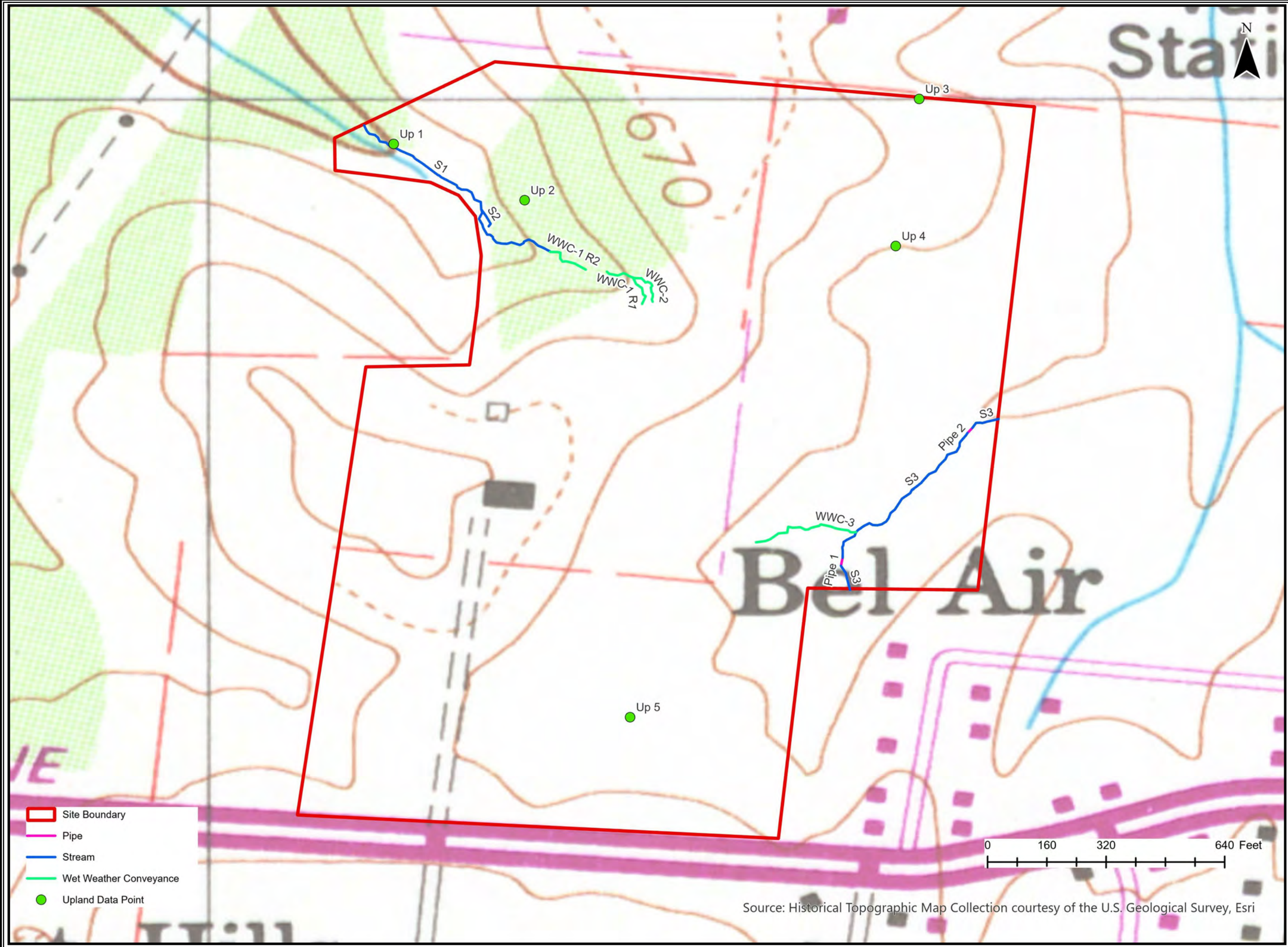
Figure 8d — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

Drawn By:	Client #:
LP	3582
Checked By:	Date:
AH	12/27/2023
Project Mgr.:	Project #:
AH	3482-020-30

Source:

Image courtesy of ESRI and USGS.

DATE	REVISION NOTE	BY



TITLE

Figure 9a — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Mary County, TN

Celebrating 30 Years Est. 1993
SPECTRUM
Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	Date:
AH	12/27/2023
Project Mgr.:	Project #:
AH	3482-020-30

Source:

Image courtesy of ESRI and USGS Godwin, Tennessee 7.5 minute quadrangle.

DATE	REVISION NOTE	BY



TITLE

Figure 9b — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Maury County, TN

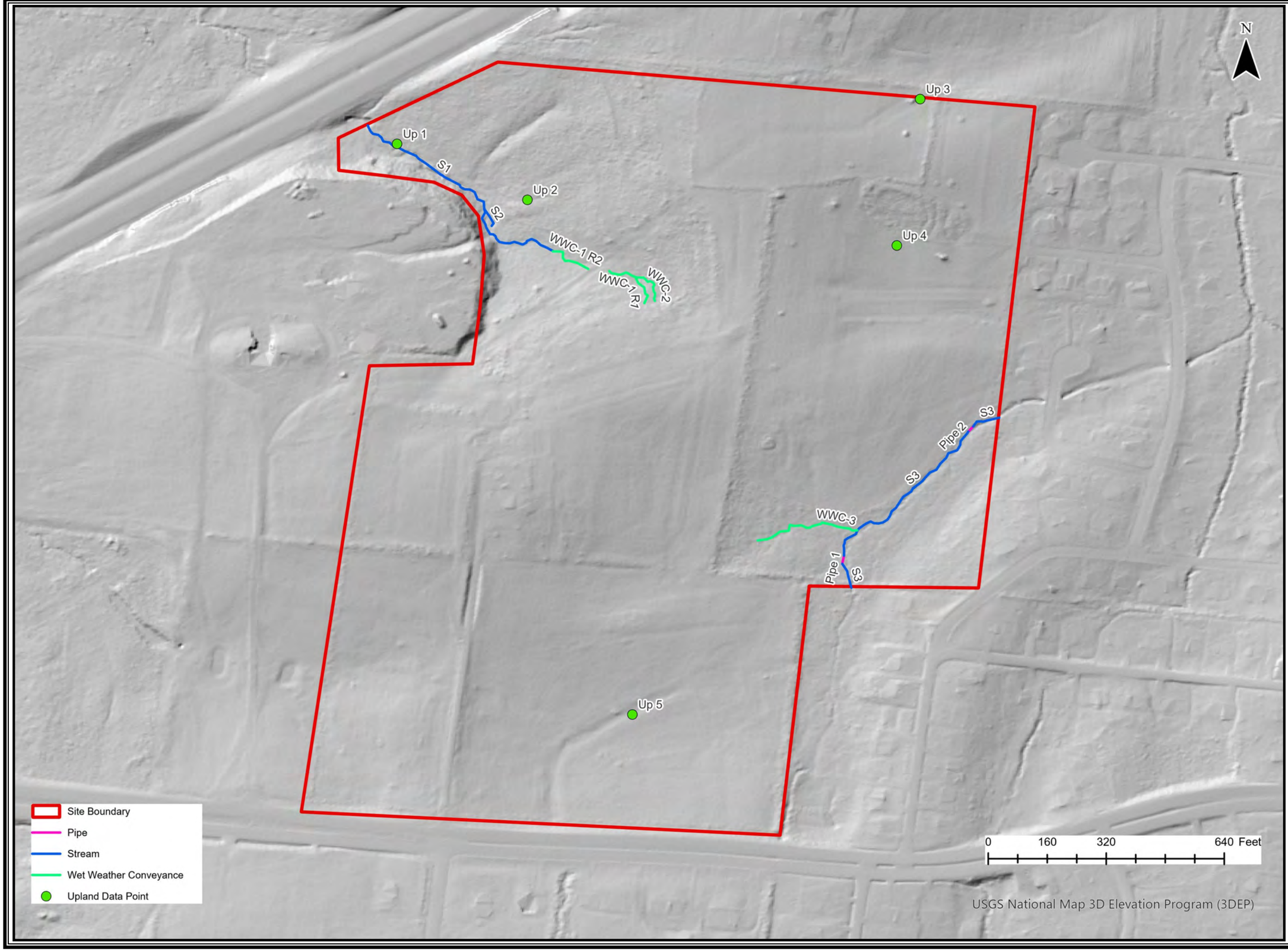
Celebrating 30 Years Est. 1993 SPECTRUM Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	**Date:**
AH	12/27/2023
Project Mgr.:	**Project #:**
AH	3482-020-30

Source:

Image courtesy of ESRI.

DATE	REVISION NOTE	BY



TITLE

Figure 9c — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Mary County, TN

Celebrating 30 Years Est. 1993 SPECTRUM Solutions to Your Environmental Challenges

Drawn By:	Client #:
LP	3582
Checked By:	**Date:**
AH	12/27/2023
Project Mgr.:	**Project #:**
AH	3482-020-30

Source:

Image courtesy of ESRI.

DATE	REVISION NOTE	BY

Site ID	Latitude (Decimal Degrees)	Longitude (Decimal Degrees)	Total Mapped			Classification	
			LF	Acre	OHWM	Type	Cowardin
S1	35.631586	-87.05317	609	0.06	4	Stream	R5
S2	35.631768	-87.053211	52	0.004	3	Stream	R5
S3	35.631458	-87.052702	644	0.03	2	Stream	R4
WWC1R1	35.631309	-87.052283	148	0.003	1	Wet Weather Conveyance	R6
WWC1R2	35.631324	-87.052439	106	0.005	2	Wet Weather Conveyance	R6
WWC2	35.631087	-87.051944	99	0.002	1	Wet Weather Conveyance	R6
WWC3	35.629311	-87.051181	251	0.012	2	Wet Weather Conveyance	R6

Pipe 1 — 22 LF (Within S3)

Pipe 2 — 17 LF (Within S3)

TITLE

Figure 9d — Site Delineation Overview
WOTUS Delineation
Smith Douglas Homes—Nashville
Oakwood Dr
Columbia, Mary County, TN

Drawn By: LP	Client #: 3582
Checked By: AH	Date: 12/27/2023
Project Mgr.: AH	Project #: 3482-020-30

Source:

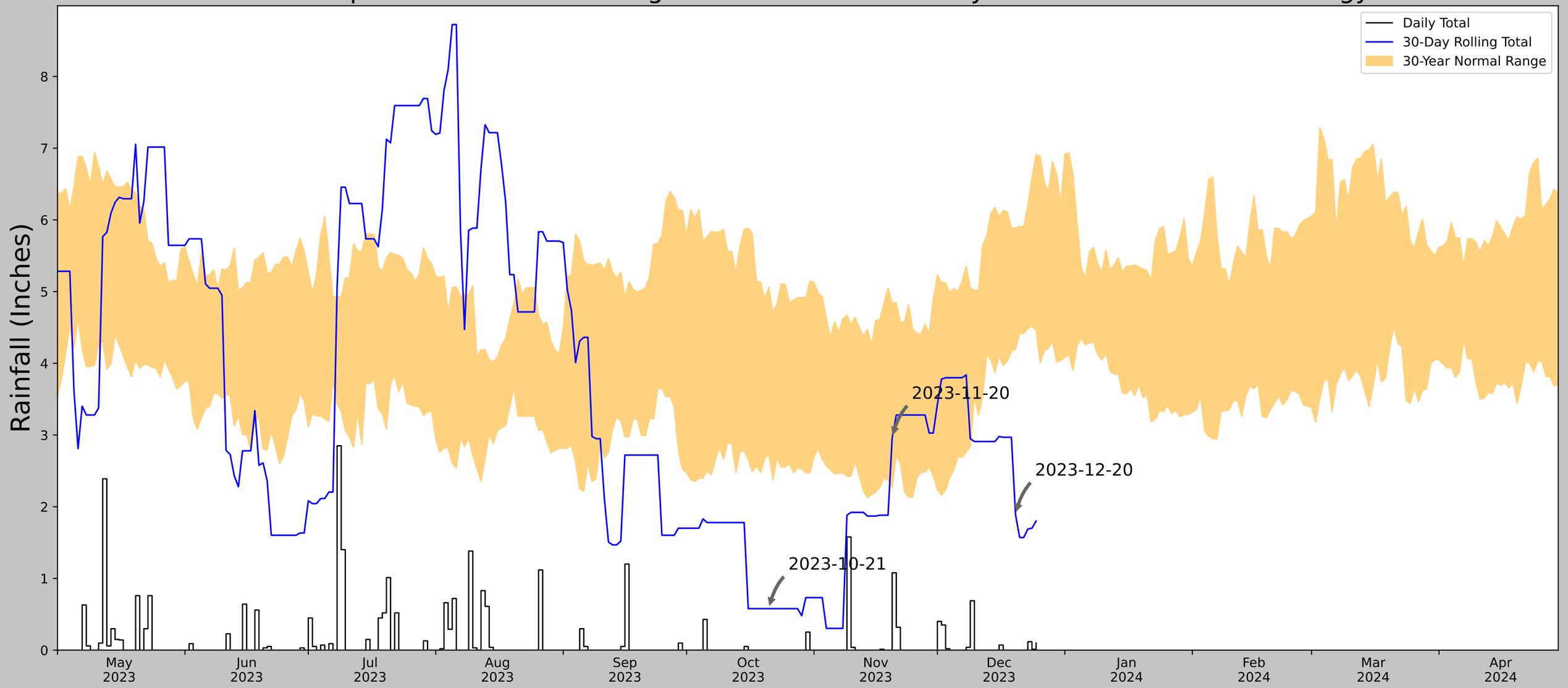
Image courtesy of ESRI and USGS.

DATE	REVISION NOTE	BY

APPENDIX A

Antecedent Precipitation Tool
December 20, 2023

Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



Coordinates	35.630342, -87.051890
Observation Date	2023-12-20
Elevation (ft)	661.088
Drought Index (PDSI)	Mild drought (2023-11)
WebWIMP H_2O Balance	Wet Season

30 Days Ending	30th %ile (in)	70th %ile (in)	Observed (in)	Wetness Condition	Condition Value	Month Weight	Product
2023-12-20	4.195276	5.888189	1.889764	Dry	1	3	3
2023-11-20	2.262992	4.844488	2.96063	Normal	2	2	4
2023-10-21	2.734252	5.062992	0.57874	Dry	1	1	1
Result							Drier than Normal - 8

Figure and tables made by the
Antecedent Precipitation Tool
Version 1.0

Written by Jason Deters
U.S. Army Corps of Engineers

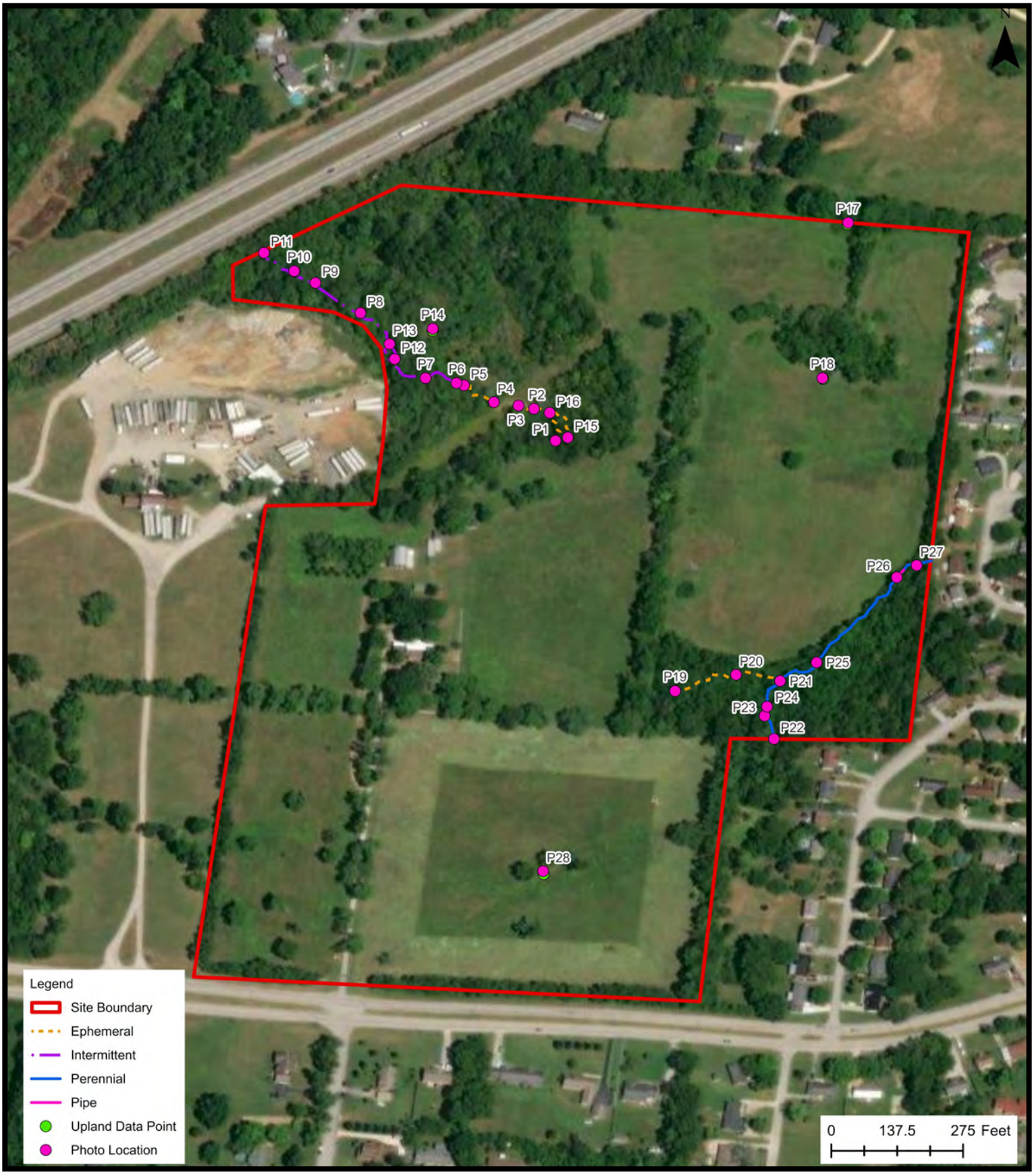
Weather Station Name	Coordinates	Elevation (ft)	Distance (mi)	Elevation Δ	Weighted Δ	Days Normal	Days Antecedent
COLUMBIA 3 WNW	35.6381, -87.0864	649.934	2.011	11.154	0.927	11207	89
COLUMBIA 0.3 WSW	35.6208, -87.0543	612.861	2.163	37.073	1.054	11	0
COLUMBIA 1.2 SSW	35.6072, -87.0592	722.113	2.625	72.179	1.371	90	1
NEAPOLIS RSCH & ED STN	35.7197, -86.9653	700.131	8.831	50.197	4.417	43	0
CENTERVILLE WATER PL	35.7553, -87.4261	660.105	20.71	10.171	9.53	1	0

APPENDIX B

Reconnaissance Photographs

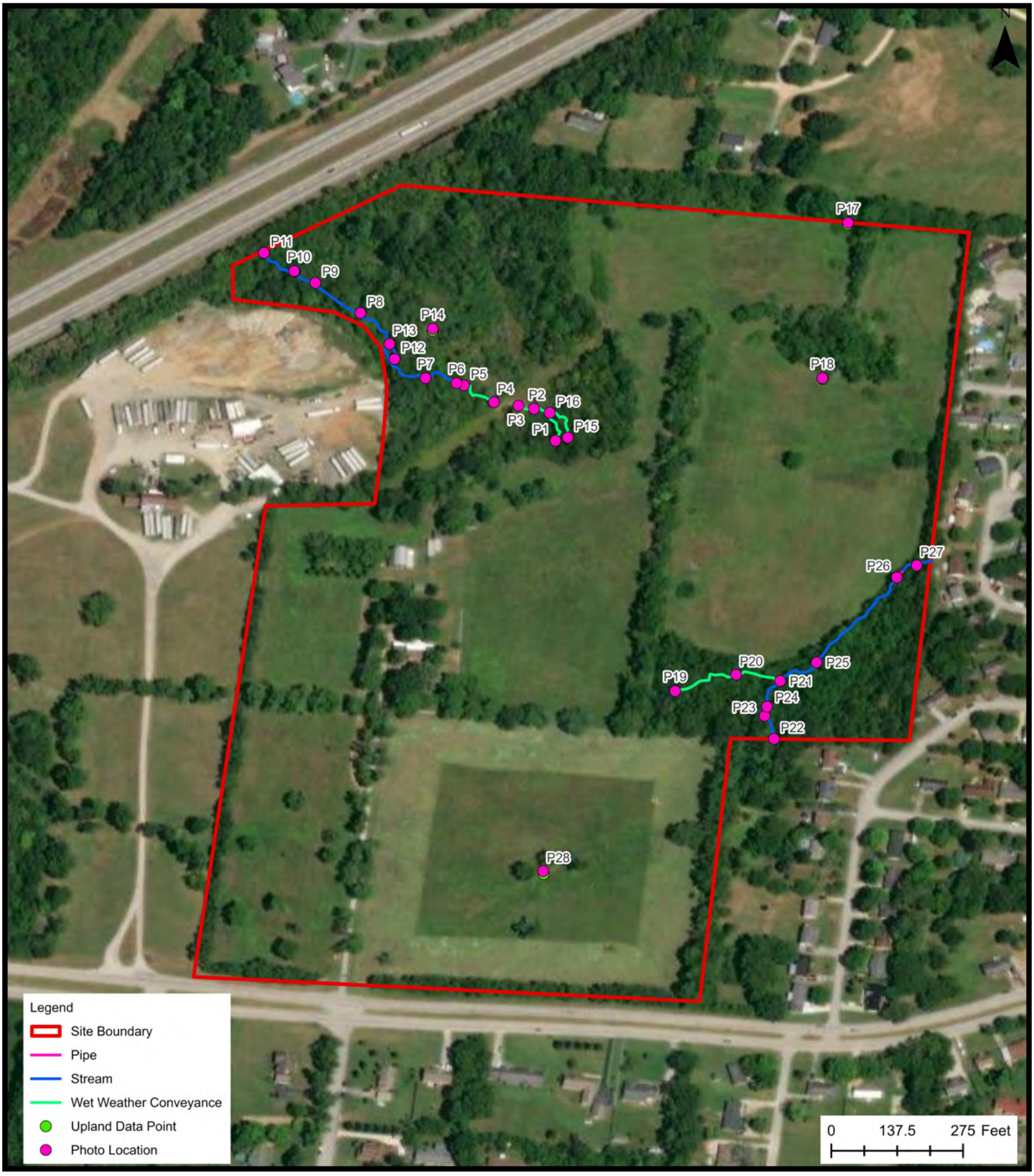
Site Reconnaissance Photographs — December 20, 2023

Corps Photo Index Map



Site Reconnaissance Photographs — December 20, 2023

TDEC Photo Index Map



Site Reconnaissance Photographs — December 20, 2023



Corps: Start of Ephemeral 1 Reach 1 Facing Upreach in North-Central Portion of Property
TDEC: Start of WWC-1 Reach 1 Facing Upreach in North-Central Portion of Property



Corps: Start of Ephemeral 1 Reach 1 Facing Downreach in North-Central Portion of Property
TDEC: Start of WWC-1 Reach 1 Facing Downreach in North-Central Portion of Property

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Ephemeral 1 Reach 1 Facing Upreach
TDEC: View of WWC-1 Reach 1 Facing Upreach



Corps: View of Ephemeral 1 Reach 1 Facing Downreach
TDEC: View of WWC-1 Reach 1 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: End of Ephemeral 1 Reach 1 Facing Upreach
TDEC: End of WWC-1 Reach 1 Facing Upreach



Corps: End of Ephemeral 1 Reach 1 Facing Downreach Toward Mowed Field
TDEC: End of WWC-1 Reach 1 Facing Downreach Toward Mowed Field

Site Reconnaissance Photographs — December 20, 2023



Corps: Start of Ephemeral 1 Reach 2 Facing Upreach Toward Mowed Field
TDEC: Start of WWC-1 Reach 2 Facing Upreach Toward Mowed Field



Corps: Start of Ephemeral 1 Reach 2 Facing Downreach
TDEC: Start of WWC-1 Reach 2 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: End of Ephemeral 1 Reach 2 Facing Near Transition to INT-1
TDEC: End of WWC-1 Reach 2 Facing Upreach Near Transition to S1



Corps: End of Ephemeral 1 Reach 2 Facing Downreach Near Transition to INT-1
TDEC: End of WWC-1 Reach 2 Facing Downreach Near Transition to S1

Site Reconnaissance Photographs — December 20, 2023



Corps: Start of INT-1 Facing Upreach Toward EPH-1 Reach 2
TDEC: Start of S1 Facing Upreach Toward WWC-1 Reach 2



Corps: Start of INT-1 Facing Downreach
TDEC: Start of S1 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: View of INT-1 Facing Upreach
TDEC: View of S1 Facing Upreach



Corps: View of INT-1 Facing Downreach
TDEC: View of S1 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: View of INT-1 Facing Upreach at Approximate Midpoint
TDEC: View of S1 Facing Upreach at Approximate Midpoint



Corps: View of INT-1 Facing Downreach at Approximate Midpoint
TDEC: View of S1 Facing Downreach at Approximate Midpoint

Site Reconnaissance Photographs — December 20, 2023



Corps: View of INT-1 Facing Upreach
TDEC: View of S1 Facing Upreach



Corps: View of INT-1 Facing Downreach
TDEC: View of S1 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 1 Soil Pit Profile Northeast of INT-1 Channel
TDEC: View of Upland 1 Soil Pit Profile Northeast of S1 Channel



Corps: View of Upland 1 Soil Sample
TDEC: View of Upland 1 Soil Sample

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 1 Facing East
TDEC: View of Upland 1 Facing East



Corps: View of Upland 1 Facing South
TDEC: View of Upland 1 Facing South

Site Reconnaissance Photographs — December 20, 2023



Corps: End of INT-1 Facing Upreach at Northwestern Property Boundary
TDEC: End of S1 Facing Upreach at Northwestern Property Boundary



Corps: End of INT-1 Facing Downreach at Northwestern Property Boundary
TDEC: End of S1 Facing Downreach at Northwestern Property Boundary

Site Reconnaissance Photographs — December 20, 2023



Corps: Start of INT-2 Facing Upreach Northeast of INT-1
TDEC: Start of S2 Facing Upreach Northeast of S1



Corps: Start of INT-2 Facing Downreach
TDEC: Start of S2 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: End of INT-2 Facing Upreach at Confluence With INT-1
TDEC: End of S2 Facing Upreach at Confluence With S1



Corps: End of INT-2 Facing Downreach at Confluence With INT-1
TDEC: End of S2 Facing Downreach at Confluence With S1

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 2 Soil Pit Profile in Northwestern Portion of Property East of INT-1 and INT-2
TDEC: View of Upland 2 Soil Pit Profile in Northwestern Portion of Property East of S1 and S2



Corps: View of Upland 2 Soil Sample
TDEC: View of Upland 2 Soil Sample

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 2 Facing North
TDEC: View of Upland 2 Facing North



Corps: View of Upland 2 Facing South
TDEC: View of Upland 2 Facing South

Site Reconnaissance Photographs — December 20, 2023



Corps: Start of EPH-2 Facing Upreach East of EPH-1 Start
TDEC: Start of WWC-2 Facing Upreach East of WWC-1 Start



Corps: Start of EPH-2 Facing Downreach
TDEC: Start of WWC-2 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: End of EPH-2 Facing Upreach Near Confluence With EPH-1
TDEC: End of WWC-2 Facing Upreach Near Confluence With WWC-1



Corps: End of EPH-2 Facing Downreach Toward Confluence With EPH-1
TDEC: end of WWC-2 Facing Downreach Toward Confluence With WWC-1

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 3 Soil Pit Profile at Northeastern Property Boundary
TDEC: View of Upland 3 Soil Pit Profile at Northeastern Property Boundary

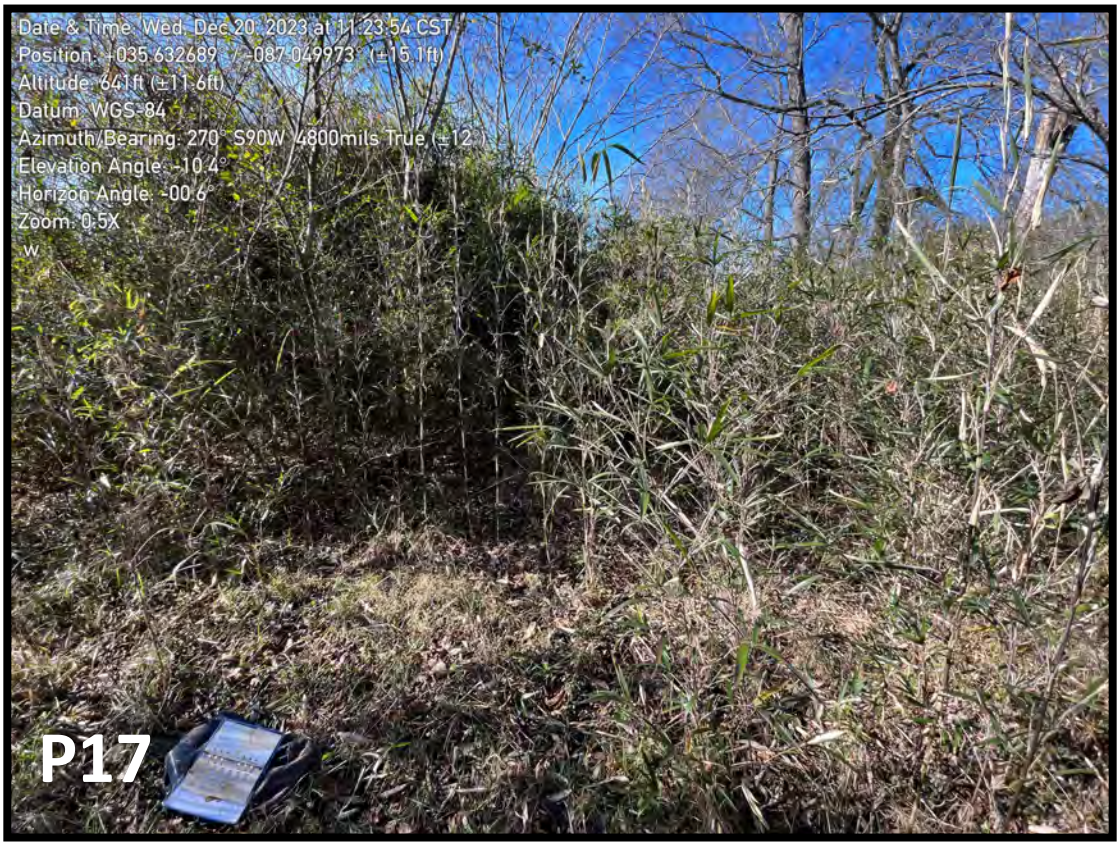


Corps: View of Upland 3 Soil Sample
TDEC: View of Upland 3 Soil Sample

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 3 Facing North
TDEC: View of Upland 3 Facing North



Corps: View of Upland 3 Facing West
TDEC: View of Upland 3 Facing West

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 4 Soil Pit Profile in Northeastern Portion of Property
TDEC: View of Upland 4 Soil Pit Profile in Northeastern Portion of Property



Corps: View of Upland 4 Soil Sample
TDEC: View of Upland 4 Soil Sample

Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 4 Facing East
TDEC: View of Upland 4 Facing East



Corps: View of Upland 4 Facing South
TDEC: View of Upland 4 Facing South

Site Reconnaissance Photographs — December 20, 2023



Corps: Start of EPH-3 Facing Upreach in East-Central Portion of Property
TDEC: Start of WWC-3 Facing Upreach in East-Central Portion of Property



Corps: Start of EPH-3 Facing Downreach
TDEC: Start of WWC-3 Facing Downreach

Site Reconnaissance Photographs — December 20, 2023



Corps: View of EPH-3 Facing Upreach at Approximate Midpoint
TDEC: View of WWC-3 Facing Upreach at Approximate Midpoint



Corps: View of EPH-3 Facing Downreach at Approximate Midpoint
TDEC: View of WWC-3 Facing Downreach at Approximate Midpoint

Site Reconnaissance Photographs — December 20, 2023



Corps: End of EPH-3 Facing Upreach at Confluence With PER-1
TDEC: End of WWC-3 Facing Upreach at Confluence With S3



Corps: End of EPH-3 Facing Downreach at Confluence With PER-1
TDEC: End of WWC-3 Facing Downreach at Confluence With S3

Site Reconnaissance Photographs — December 20, 2023



Corps: Start of PER-1 Facing Upreach at East-Central Property Boundary
TDEC: Start of S3 Facing Upreach at East-Central Property Boundary



Corps: Start of PER-1 Facing Downreach at East-Central Property Boundary
TDEC: Start of S3 Facing Downreach at East-Central Property Boundary

Site Reconnaissance Photographs — December 20, 2023



Corps: View of PER-1 Facing Upreach at 1st Pipe Inlet
TDEC: View of S3 Facing Upreach at 1st Pipe Inlet



Corps: View of PER-1 Facing Downreach at 1st Pipe Inlet
TDEC: View of S3 Facing Downreach at 1st Pipe Inlet

Site Reconnaissance Photographs — December 20, 2023



Corps: View of PER-1 Facing Upreach at 1st Pipe Outlet
TDEC: View of S3 Facing Upreach at 1st Pipe Outlet



Corps: View of PER-1 Facing Downreach at 1st Pipe Outlet
TDEC: View of S3 Facing Downreach at 1st Pipe Outlet

Site Reconnaissance Photographs — December 20, 2023



Corps: View of PER-1 Facing Upreach at Approximate Midpoint
TDEC: View of S3 Facing Upreach at Approximate Midpoint



Corps: View of PER-1 Facing Downreach at Approximate Midpoint
TDEC: View of S3 Facing Downreach at Approximate Midpoint

Site Reconnaissance Photographs — December 20, 2023



Corps: View of PER-1 Facing Upreach at 2nd Pipe Inlet
TDEC: View of S3 Facing Upreach at 2nd Pipe Inlet



Corps: View of PER-1 Facing Downreach at 2nd Pipe Inlet
TDEC: View of S3 Facing Downreach at 2nd Pipe Inlet

Site Reconnaissance Photographs — December 20, 2023



Corps: View of PER-1 Facing Upreach Toward 2nd Pipe Outlet
TDEC: View of S3 Facing Upreach Toward 2nd Pipe Outlet



Corps: View of PER-1 Facing Downreach Toward East-Central Property Boundary
TDEC: View of S3 Facing Downreach Toward East-Central Property Boundary

Site Reconnaissance Photographs — December 20, 2023

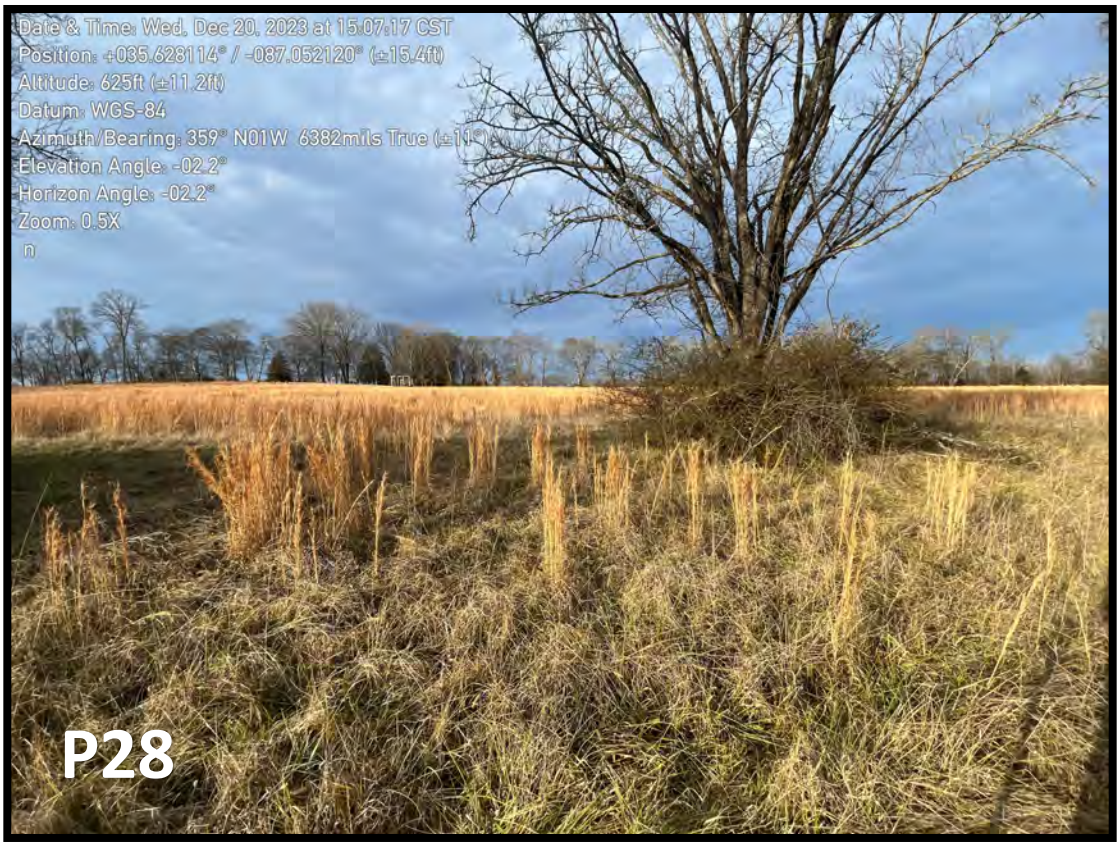


Corps: View of Upland 5 Soil Pit Profile at Southeastern Portion of Property
TDEC: View of Upland 5 Soil Pit Profile at Southeastern Portion of Property



Corps: View of Upland 5 Soil Sample
TDEC: View of Upland 5 Soil Sample

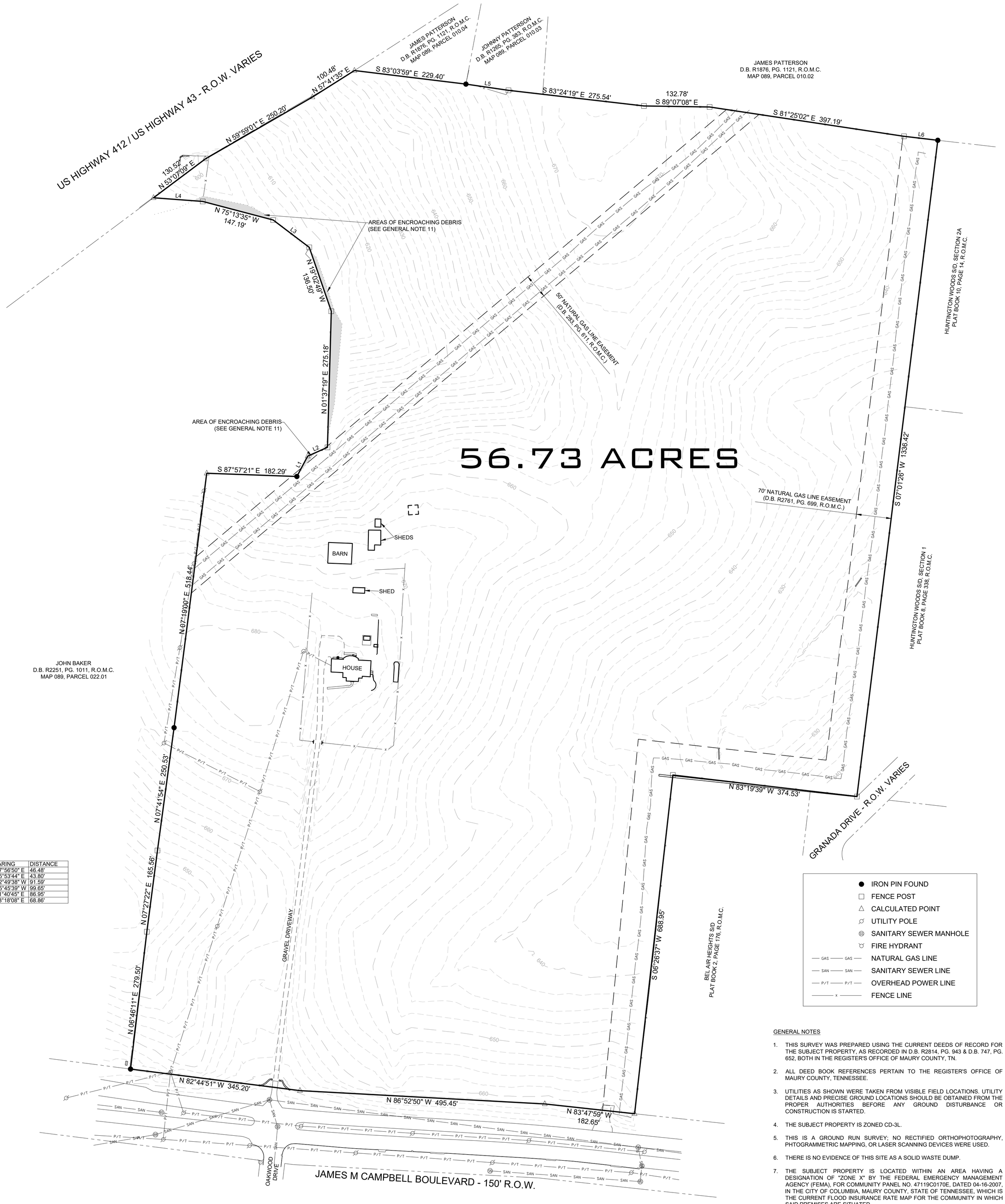
Site Reconnaissance Photographs — December 20, 2023



Corps: View of Upland 5 Facing North
TDEC: View of Upland 5 Facing North



Corps: View of Upland 5 Facing East
TDEC: View of Upland 5 Facing East



LINE	BEARING	DISTANCE
L1	N 27°56'50" E	46.48'
L2	N 65°53'44" E	43.80'
L3	N 52°49'38" W	91.59'
L4	N 85°45'39" W	99.65'
L5	S 81°40'45" E	86.95'
L6	S 83°18'08" E	68.86'

- IRON PIN FOUND
- FENCE POST
- CALCULATED POINT
- UTILITY POLE
- SANITARY SEWER MANHOLE
- FIRE HYDRANT
- NATURAL GAS LINE
- SANITARY SEWER LINE
- OVERHEAD POWER LINE
- FENCE LINE

IF YOU DIG TENNESSEE...
CALL US FIRST!
1-800-351-1111
TENNESSEE ONE CALL
IT'S THE LAW

TN SPCS NAD 83
SCALE 1" = 100'

100 0 50 100 200

OWNER OF RECORD

MICHAEL DAVID MUSGROVE
104 CASCADE LANE
BELL BUCKLE, TN 37020
DEED BOOK R2814, PAGE 943, R.O.M.C.
MAP 089, PARCEL 021.00

Legal Description

Being a tract of land lying in Maury County, Tennessee, being generally bounded on the north by US Highway 412 (also known as US Highway 43, right-of-way varies), James Patterson (D.B. R1876, pg. 1121), and Johnny Patterson (D.B. R1265, pg. 383), on the east by Huntingdon Woods Subdivision, Section 2A (P.B. 10, pg. 14), Huntingdon Woods Subdivision, Section 1 (P.B. 8, pg. 338), and Bel Air Heights Subdivision (P.B. 2, pg. 176), on the south by James M. Campbell Boulevard (150 ft. right-of-way), and on the west by Baker (D.B. R2251, pg. 1011), and being more particularly described as follows:

Beginning at an iron pin found in the north margin of James M. Campbell Boulevard, being the southeast corner of Baker and the southwest corner of the property herein described; thence leaving the margin of said road and with the east line of Baker, the following calls: N 06°46'11" E , 279.50' to a fence post; thence N 07°27'22" E , 165.56' to a fence post; thence N 07°41'54" E , 250.53' to an iron pin found; thence N 07°19'00" E , 518.44' to a point; thence S 87°57'21" E , 182.29' to an iron pin found; thence N 27°56'50" E , 46.48' to a point; thence N 65°53'44" E , 43.80' to a fence post; thence N 01°37'19" E , 275.18' to a fence post; thence N 19°02'49" W , 136.50' to a fence post; thence N 52°49'38" W , 91.59' to a fence post; thence N 75°13'35" W , 147.19' to a fence post; thence N 85°45'39" W , 99.65' to a point in the southeast margin of US Highway 412, being the northeast corner of Baker and the northwest corner of the property herein described; thence along the margin of said road, the following calls: N 53°07'09" E , 130.52'; thence N 59°59'01" E , 250.20'; thence N 57°41'35" E , 100.48' to a point, being the southwest corner of James Patterson; thence leaving the margin of said road and with the south line of James Patterson, S 83°03'59" E , 227.01' to an iron pin found, being the southwest corner of Johnny Patterson; thence with the south line of Johnny Patterson, S 81°40'45" E , 86.95' to a fence post; thence continuing with Johnny Patterson and with the south line of James Patterson, the following calls: S 83°24'19" E , 275.54' to a fence post; thence S 89°07'08" E , 132.78' to a fence post; thence S 81°25'02" E , 397.19' to a fence post; thence S 83°18'08" E , 68.86' to an iron pin found, being the northwest corner of Lot 45 of Huntingdon Woods Subdivision, Section 2A and the northeast corner of the property herein described; thence leaving James Patterson and with the west line of Huntingdon Woods Subdivision, S 07°01'26" W , 1336.42' to a fence post in the northwest margin of Granada Drive, being the southwest corner of Lot 5 of Huntingdon Woods Subdivision, Section 1; thence leaving the margin of said road and with the north line of Bel Air Heights Subdivision, N 83°19'39" W , 374.53' to a fence post, being the northwest corner of Lot 9 of Bel Air Heights Subdivision; thence with the west line of said subdivision, S 06°26'37" W , 688.95' to a point in the north margin of James M. Campbell Boulevard, being the southwest corner of Lot 1 of Bel Ari Heights Subdivision and the southeast corner of the property herein described; thence along the margin of said road, the following calls: N 83°47'59" W , 182.65'; thence N 86°52'50" W , 495.45'; thence N 82°44'51" W , 345.20' to the Point of Beginning. Containing 56.73 Acres, as surveyed by T-Square Surveying, J. Mark Cantrell, RLS #1859, dated 09-07-2022, and being more or less the property described in DB. R2814, pg. 943, R.O.M.C.

SCHEDULE B, SECTION II - EXCEPTIONS

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I - Requirements are met. ***NOT A SURVEY MATTER.***
2. Any facts, rights, interest or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land. ***NOT A SURVEY MATTER.***
3. Easements, liens or encumbrances or claims thereof, not shown by the Public Record. ***NOT A SURVEY MATTER.***
4. Any encroachment, encumbrances, violations, variations, or adverse circumstances affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records. ***NOT A SURVEY MATTER.***
5. Any lien or rights to a lien, for labor, services or materials imposed by law and not shown by the Public Records. ***NOT A SURVEY MATTER.***
6. Any claims to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil gas, uranium, limestone, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights or way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B. ***NOT A SURVEY MATTER.***
7. Taxes and assessments for the year 2023 and subsequent years, not yet due and payable, including (a) taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records; and/or (c) taxes resulting from supplemental, revised or correction assessments pursuant to the provisions or Tennessee Code Annotated Section 67-5-603, et seq. ***NOT A SURVEY MATTER.***
8. Right of Way Agreement in favor of East Tennessee Natural Gas Company, of record in Book 283, Page 611. ***AFFECTS THE SUBJECT PROPERTY AS IT PERTAINS TO THE 50' NATURAL GAS LINE EASEMENT SHOWN HEREON.***
9. Pipeline Easement in favor of Atmos Energy corporation of record in Book R2761, Page 699. ***AFFECTS THE SUBJECT PROPERTY AS IT PERTAINS TO THE 70' NATURAL GAS LINE EASEMENT SHOWN HEREON.***
10. All of the recording information contained herein refers to the Public Records of Maury County, Tennessee, unless otherwise indicated. Any reference herein to a Book and Page is a reference to the Official Record Books of said county, unless indicated to the contrary. ***NOT A SURVEY MATTER.***
11. The Gap Exception (Schedule BII, Item 1) and the Standard Exceptions (Schedule BII, Items 2, 3, 5 and 6) will be deleted from the owner's final title insurance policy. The Survey Exception (Schedule BII, Item 4) can only be deleted upon receipt, review and approval of a new ALTA survey of the land. ***NOT A SURVEY MATTER.***

GENERAL NOTES

1. THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS OF RECORD FOR THE SUBJECT PROPERTY, AS RECORDED IN D.B. R2814, PG. 943 & D.B. 747, PG. 652, BOTH IN THE REGISTER'S OFFICE OF MAURY COUNTY, TN.
2. ALL DEED BOOK REFERENCES PERTAIN TO THE REGISTER'S OFFICE OF MAURY COUNTY, TENNESSEE.
3. UTILITIES AS SHOWN WERE TAKEN FROM VISIBLE FIELD LOCATIONS. UTILITY DETAILS AND PRECISE GROUND LOCATIONS SHOULD BE OBTAINED FROM THE PROPER AUTHORITIES BEFORE ANY GROUND DISTURBANCE OR CONSTRUCTION IS STARTED.
4. THE SUBJECT PROPERTY IS ZONED CD-3L.
5. THIS IS A GROUND RUN SURVEY; NO RECTIFIED ORTHOPHOTOGRAPHY, PHTOGRAMMETRIC MAPPING, OR LASER SCANNING DEVICES WERE USED.
6. THERE IS NO EVIDENCE OF THIS SITE AS A SOLID WASTE DUMP.
7. THE SUBJECT PROPERTY IS LOCATED WITHIN AN AREA HAVING A DESIGNATION OF "ZONE X" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), FOR COMMUNITY PANEL NO. 47119C0170E, DATED 04-16-2007, IN THE CITY OF COLUMBIA, MAURY COUNTY, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES ARE SITUATED.
8. TITLE COMMITMENT NO. COM-2304224FC WAS FURNISHED TO THIS SURVEYOR. THIS SURVEYOR DID NOT PERFORM A TITLE SEARCH.
9. THE PROPERTY DESCRIBED HEREON IS MORE OR LESS THE PROPERTY DESCRIBED IN COMMITMENT NO. COM-2304224FC, WITH AN EFFECTIVE DATE OF MAY 24, 2023 AT 8:00 A.M., AND UPDATED AND REVISED TO MAY 31, 2023 AT 8:00 A.M., AND ALL EASEMENTS, COVENANTS, AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.
10. THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND THERE ARE NO VISIBLE ENCROACHMENTS ON THE SUBJECT PROPERTY OR UPON ADJACENT LAND ABUTTING SAID PROPERTY EXCEPT AS SHOWN HEREON, AND WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF TENNESSEE.
11. SOLID HATCHED AREAS SHOWN HEREON REPRESENT AREAS OF DEBRIS FROM THE ADJOINING BAKER PROPERTY THAT ARE ENCROACHING ON THE SUBJECT PROPERTY.

TO FOUNDATION TITLE & ESCROW SERIES LLC, FIRST AMERICAN TITLE INSURANCE COMPANY, MICHAEL DAVID MUSGROVE, AND SDH NASHVILLE LLC, A GEORGIA LIMITED LIABILITY COMPANY, AND EACH OF THEIR RESPECTIVE SUCCESSORS AND/OR ASSIGNS:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,4,8,13, AND 16 TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON OCTOBER 28, 2022.

J .MARK CANTRELL, TN RLS #1859

SHEET: 1 OF 1

DATE: 13 MAR 2024
SCALE: 1" = 100'
DRAWN BY: DSW
REVIEWER:

NO.	DATE
1	3-13-2024

REVISIONS

PROJECT: 22-0720

ALTA/NSPS LAND TITLE SURVEY

200 OAKWOOD DRIVE
COLUMBIA, TN 38401
MAP 089, PARCEL 021.00
MAURY COUNTY, TENNESSEE

J. MARK CANTRELL
PROFESSIONAL LAND SURVEYOR
XVI
AGRICULTURE
COMMERCE
TENNESSEE NO. 1859
3-13-2024

T-SQUARE ENGINEERING
SURVEY DIVISION
1329 WEST MAIN STREET, FRANKLIN, TN. 37064

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

21 July 2023

Drew Taylor
Land Acquisition Manager
Smith Douglas Homes
361 Mallory Station Road, Suite 103
Franklin, TN 37067

RE: Parcel ID: 089 02100 000; 200 Oakwood Drive, Columbia, TN 38401

Drew,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced development. Any extension to the existing sewer infrastructure will be initiated by the owner/developer, reviewed by our department and approved by the State of Tennessee. The project must be advanced in accordance with local, state and federal rules, regulations and policies. Funding and construction of those improvements will remain the responsibility of the owner/developer. New customers will be required to pay all fees applicable at the time of connection. No detailed design plan for an extension of the sewer has been proposed at this time.

The sanitary sewer design must allow for the flow going to the pump station to be redirected towards MHID 1588 near Dalya Ln of the existing Columbia Wastewater Sewer System such that elimination of this proposed pump station in the future is possible. The pump station should be placed near Dalya Ln to make elimination possible, and the fenced area around the station should be designed to be 50'x50'. The pump station force main should terminated at MHID 174 on N James Campbell which drains westward.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

CPWS

May 20, 2024
Mr. Drew Taylor
Smith Douglas
361 Mallory Station Rd. Suite 103
Franklin, TN 37067
Sent via email: dtaylor@smithdouglas.com
RE: Water Availability Letter
Oakwood Subdivision – 130 Units
200 Oakwood Dr
Tax Map 89, Parcel 21
Columbia, Maury County, TN

Dear Mr. Taylor:

Columbia Power and Water Systems ("the Utility"/CPWS) is a municipal corporation authorized to provide water services in accordance with State law. CPWS has adopted rules, regulations, and standard operation procedures, prescribing the conditions under which CPWS will furnish water service. In addition, certain State laws delegate authority to the Tennessee Department of Environment and Conservation, various Planning Commissions and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies, water service will be made available on a first-come, first-served basis, subject to availability of all CPWS furnished equipment and materials appropriate for the development and provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development consists of 130 units. CPWS has evaluated the projected water demands for the proposed residential development in the water system hydraulic model and is able to meet a fire-flow capacity of 1,000 gpm at 20 psi while maintaining the existing level of service and pressures in this portion of the distribution system. CPWS can provide water for the proposed development according to the following requirements:

- Domestic waterline connections will be made to the existing 16-inch water main located on North James M. Campbell Boulevard and the existing 8-inch water main on Dalya Lane.
- Minimum size 8-inch mains are required throughout the development.

All of the above requirements are to be constructed and paid for by the Applicant and dedicated to CPWS once complete up to and including the meter. No construction of CPWS infrastructure shall be initiated until final construction plans have been approved by TDEC and all parties have fully executed a water service agreement.

Once you have received this Water Availability Letter, next steps in the process to obtain water service from CPWS are as follows:

- Provide site base CAD files in DWG format, including roads, lot lines, existing and proposed contours, and other existing and proposed utilities, for use in development of water construction drawings.
- Remit to CPWS new water service fees:

New Water Service Fee: $1,500 + $370 per SFU (130 SFUs)	$49,600.00

- CPWS will then develop water construction drawings and submit to TDEC for approval. Upon approval by TDEC and payment of meter and impact fees by the applicant, applicant may then schedule a pre-construction meeting with CPWS. Pre-construction meeting will not be scheduled until fees are paid in full or surety is provided in lieu of full payment. Final meter and impact fees are subject to change based on final design and meter size determination. Meter fees are subject to change based on market costs at time of purchase. Meters will not be set until meter and impact fees are paid.

Meter Fee: $540 per 3/4" meter (130 meters)	$70,200.00
Impact Fee: $4,500 per 3/4" meter (130 meters)	$585,000.00
Total Meter and Impact Fees Due =	**$655,200.00**

- After the pre-construction meeting, CPWS will then issue a formal notice to proceed. No construction of CPWS infrastructure may take place prior to the pre-construction meeting.
- Applicant is then required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure.

If you have any questions, please feel free to contact me at 423-774-0349 or eric.king@inflodesign.com. This letter is valid for one-hundred twenty (120) days from the date of this letter.

Sincerely,



Eric King, P.E.
Inflo Design Group, LLC
on behalf of Columbia Power and Water Systems

cc: Jonathan Hardin, CPWS
File 23-039

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FRANKLIN, TN 37064
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www.T2-ENG.COM

5/20/2024

City of Columbia
700 North Garden Street
Columbia, Tennessee 38401

RE: Oakwood Subdivision Site Development Plan & Preliminary Plat

Staff,

Please find included in this submittal the Site Development Plan and Preliminary Plat application. The property is on the north side of James Campbell Blvd and to the west of the Bel Air Heights and Huntington Woods Subdivisions.

This development includes 104 single-family homes to be developed within the CD-3 zoning specifications. This zoning complies with the Comprehensive Plan, adopted February 2024. The Future Land Use classification is City Center & Urban Village, which is compatible with CD-3 Neighborhood zoning due to the existing neighborhoods located adjacent to the property. The proposed subdivision is expected to break ground as soon as all necessary approvals/permits are obtained. This could be as early as January of 2025.

We would like to request a variance on the civic space frontage requirements, Section 5.3.3.C. The natural area with the wooded area, stream, and ponds prevent a thoroughfare from traversing the property, which would allow us to meet the 50% thoroughfare frontage requirement. Currently, the Natural Area civic space is approximately 5040 LF, with approximately 2153 LF of thoroughfare frontage (43%).

Thank you for accepting this submittal. Please contact Louis Sloyan at T-Square Engineering with comments.

Thank you for your review,

Louis Sloyan, PE
T-Square Engineering, Inc.

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	200 Oakwood Drive		
	TAX MAP: 89	GROUP:	PARCEL: 21.00
SUMMARY OF NATURE OF REQUEST AND WORK	This application is for the Site Development Plan and Preliminary Plat for approval of the 104 lot subdivision in the CD-3 zoning district.		

DATE OF PRE-APPLICATION CONFERENCE	6/28/23	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ☒ Preliminary Plat ❑ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ☒ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ☒ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☒ Receipt of Payment for Pre-Application Meeting ☒ Written Legal Description copy ☒ Columbia Water System Availability Letter ☒ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☒ Project Name (include Sections & Phases) Oakwood Subdivision ☒ Total Number of Lots/Residential Units 104 ☐ Square Footage of Non-Residential Floor Space ☒ Total acreage 56.73 acres

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

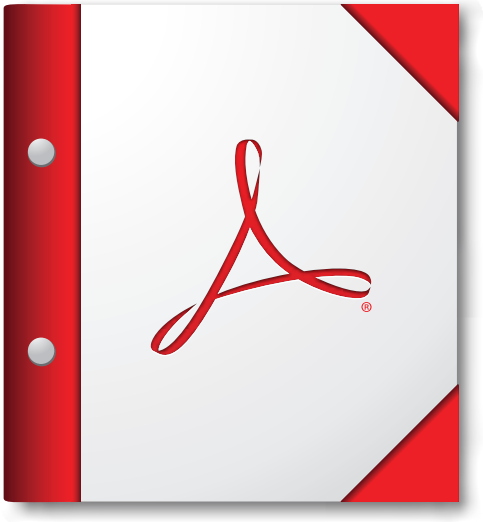
APPLICANT
All communications go to the Applicant's email that is provided.

NAME	Louis Sloyan	PHONE	615-678-8212
ADDRESS	111 SE Parkway Court Franklin, TN 37064	EMAIL	Louis.Sloyan@T2-Eng.com

PROPERTY OWNER NAME	Michael Musgrove	PHONE	
ADDRESS	104 Cascade Lane Bell Buckle, TN 37020	EMAIL	

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Drew Taylor		5/17/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Michael Musgrove		5/17/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE



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DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, May 7, 2024

ITEM NO.
24-0192

DESCRIPTION: The purpose of the Preserve at Drumwright Phase 2 Final Plat is to create 43 single family lots and dedicate right-of-way.

RECOMMENDATION: For final recommendation please see staff report.

COMMENTS:

Planning

1. Provide clarification for the different calculations in OS-4 and OS-6. Preliminary Plat identifies OS-4 and OS-6 to be 16,987.48 and 29,172.55 respectively while the FP indicates the sf to be 29,172.60 sf and 291,488.30 sf.
2. The lead staff person for this case is Robert Archibald; he will prepare the staff report for this item. Please contact archibald@columbiatn.com with question about the development review process or technical comments. The lead planner should be copied on all communication with other city staff.
3. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to Planning Commission should be included in your resubmittal.

Wastewater

4. Columbia Wastewater approves of the plat.

Engineering

5. Install asphalt binder and curbing by 5/20/24
6. LOC in the amount of $1,900,000 provided for Phase 1 & 2
7. Construction of Greens Mill Rd improvements to be complete prior to plat being added to the planning commission agenda
8. Record/reference the stormwater maintenance agreement
9. Grading shall substantially meet construction plans (within 1 ft of proposed grades)
10. Provide revised access easement for Conaway.

Fire

11. No comments

Maury County E911

12. Serene Valley TR is correct. Williams Ridge Dr. is correct. Augusta Trace Dr. is correct. Sub name Preserve at Drumwright correct.

Building

13. No comments.

Police

14. No comments.

Columbia Power

15. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.
    • Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Maury County Schools

16. Battle Creek Elementary, Battle Creek Middle, Battle Creek High 9-10 (24/25 SY) 9-11 (25-26 SY), 9-12 (26-27 SY). Spring Hill High School 11-12 (24-25 SY), 12th (25-26 SY). The development combined with current neighborhoods and additional approved developments in these zones may require either new construction or realignment of school zones to accommodate new students.

Public Works

17. No comments.

Columbia Water

18. "Be prepared to deed over infrastructure to CPWS at time of plat signing. Water system must be active at the time of Final Plat approval."

Atmos Energy

19. No comments provided.

Duck River Electric Membership Corp

20. No comments.

Maury County Highway Dept.

21. No comments provided.

ATT

22. ATT TO SERVE

CPWS BB

23. Plan to Serve

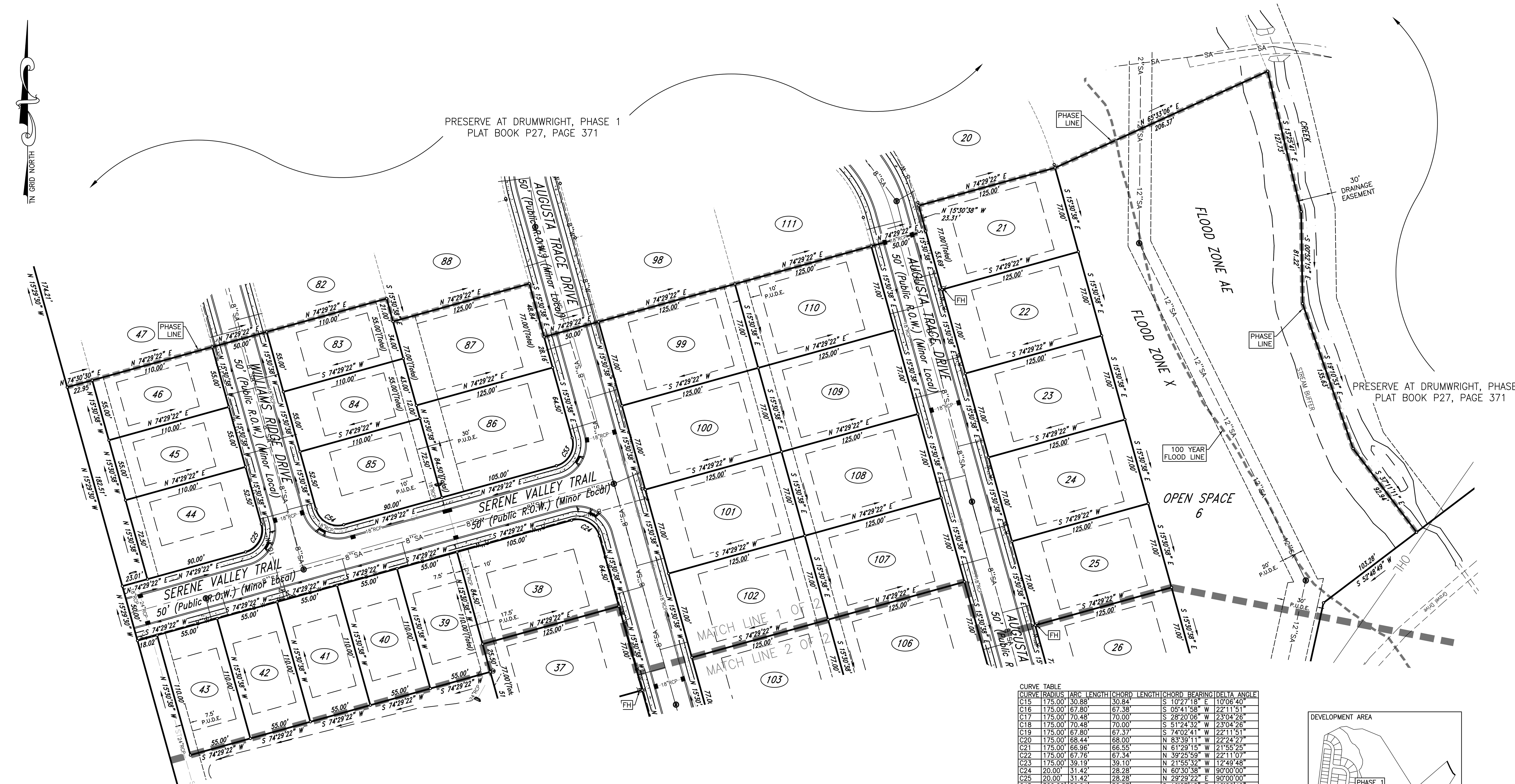
ATTACHMENTS: Final Plat

NOTE: All submittals shall be compliant with City standards prior to Planning Commission review. Items that are not adhering to the regulations and/or comments for that request will not be forwarded to the next agenda until such items are amended.

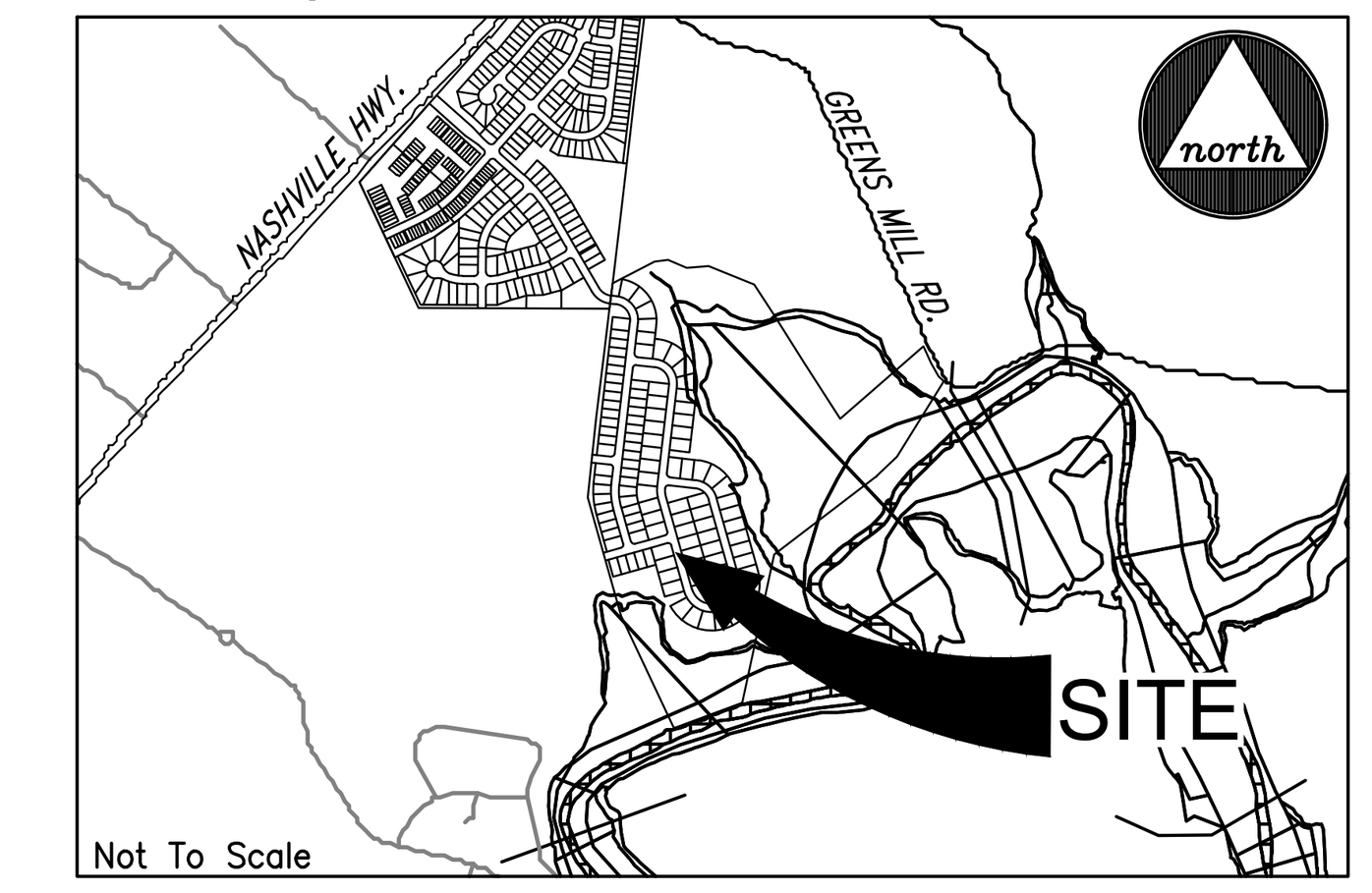
Current Enrollment / Capacity

	Facility Name	Date Constructed	Sq. Ft.	Acreage	Capacity
Elementary	Baker	1960	43,920	12	340
	Battle Creek	2019	90,000	30	700
	Brown	1968	56,720	20	405
	Highland	1986	47,800	4.5	380
	Howell	1999	81,600	17.5	700
	Mt. Pleasant	1978	80,021	22	630
	Riverside	1984	71,150	14	500
	Spring Hill	1984	69,000	10	540
	Woodard	1990	76,200	17	600
	Wright	2005	97,765	18	740
					5535
Middle	Battle Creek	2019	125,000	45	900
	Cox	1997	137,200	25	900
	Mt. Pleasant	2001	113,938	29.2	550
	Spring Hill	2010	158,106	39.49	950
	Whitthorne	1979	175,600	17	1050
					4350
High	Central	2016	296,740	55	1700
	Mt. Pleasant	1969	110,759	31	600
	Spring Hill	1993	181,800	57	1200
					3500
Unit	Culleoka	1969	205,800	34	1020
	Hampshire	1978	83,410	13.12	500
	Santa Fe	1964	94,225	24	650
					2170
Other	Central Office	1960	15,400	1.5	
	College Hill	1958	42,211	2.26	
	Maintenance	1987	9,400	4.7	
	McDowell		46,165	7	
			2,509,930	**550.27**	**15555**

Current Enrollment	Capacity Used
323	95.0%
640	91.4%
368	90.9%
324	85.3%
596	85.1%
571	90.6%
400	80.0%
448	83.0%
561	93.5%
604	81.6%
4835	***87.4%***
732	81.3%
645	71.7%
411	74.7%
522	54.9%
989	94.2%
3299	***75.8%***
1370	80.6%
363	60.5%
1192	99.3%
2925	***83.6%***
873	85.6%
415	83.0%
516	79.4%
1804	***83.1%***
164	
13027	



Location Map



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PARCEL NUMBER:
TAX MAP 051, PARCEL 034.00

DEED BOOK:
R2871, PAGE 1405

PLAT BOOK:
P11, PAGE 27

PARCEL ADDRESS:
2556 GREENS MILL RD
COLUMBIA, TN 38401

PROPERTY OWNER:
LENNAR HOMES OF TENNESSEE LLC
381 MALLORY STATION RD
SUITE 200
FRANKLIN, TN 37067

EXISTING ZONING:
PUD

BUILDING SETBACKS:
FRONT – 25'
SIDE – 7.5'
REAR – 20'

ACREAGE OF PARCEL:
±77.50 ACRES TOTAL
±51.98 ACRES PHASE 1
±25.52 ACRES PHASE 2
±2.34 ACRE – ±101,982.5 S.F. – R.O.W. DEDICATION

PURPOSE NOTE:
The purpose of this plat is to create 43 single family lots and dedicate right-of-way.

STORMWATER MANAGEMENT AGREEMENT:
RECORDED:__________
DEED BOOK:__________ PAGE:__________

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R2871, Page 1405, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date — Lennar Homes of Tennessee LLC

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, STREET SIGNS, AND UTILITIES

I hereby certify that the streets, drainage, and utilities designated in Preserve at Drumwright, Phase 2 have been installed in accordance with City Specifications, or a performance surety in the amount of $________ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date — City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

Subdivision name and street names approved by the City Engineering Department and by E-911 Maury County.

Date — Maury County E-911, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I hereby certify that the sewer system outlined or indicated on this final subdivision plat has been installed in accordance with the current local and state government requirements, or a sufficient bond or other has been filed to guarantee said installation.

Date — Director of Wastewater Department, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Preserve at Drumwright, Phase 2 has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date — Columbia Power & Water Systems, Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations and other adopted ordinances and policies.

Date — City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

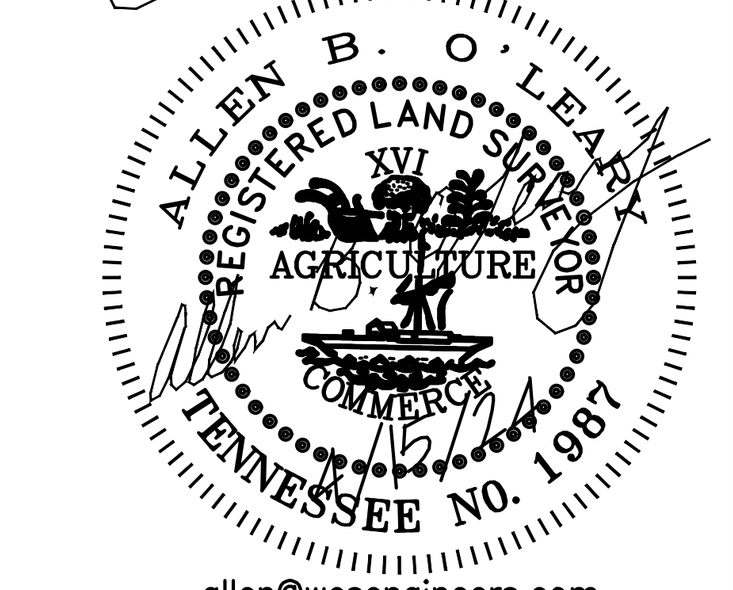
I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission, and that it has been approved for recording in the Office of the County Register:

Date — Secretary, Planning Commission, Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

I hereby certify that to the best of my knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a category "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.

4/15/24 — Allen B. O'Leary — TN RLS #1987
Date — Allen B. O'Leary — Number



allen@wesengineers.com

Register of Deed Recording Stamp

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C15	175.00'	30.88'	30.84'	S 10°27'18" E	10°06'40"
C16	175.00'	67.80'	67.38'	S 05°41'58" W	22°11'51"
C17	175.00'	70.48'	70.00'	S 28°20'06" W	23°04'26"
C18	175.00'	70.48'	70.00'	S 51°24'32" W	23°04'26"
C19	175.00'	67.80'	67.37'	S 74°02'41" W	22°11'51"
C20	175.00'	68.44'	68.00'	N 83°39'11" W	22°24'27"
C21	175.00'	66.96'	66.55'	N 61°29'15" W	21°55'25"
C22	175.00'	67.76'	67.34'	N 39°25'59" W	22°11'07"
C23	175.00'	39.19'	39.10'	N 21°55'32" W	12°49'48"
C24	20.00'	31.42'	28.28'	N 60°30'38" W	90°00'00"
C25	20.00'	31.42'	28.28'	N 29°29'22" E	90°00'00"
C45	300.00'	52.94'	52.87'	S 10°27'18" E	10°06'40"
C46	300.00'	116.23'	115.50'	S 05°41'58" W	22°11'51"
C47	290.00'	116.79'	116.00'	S 28°20'06" W	23°04'26"
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C50	290.00'	113.41'	112.69'	N 83°39'11" W	22°24'27"
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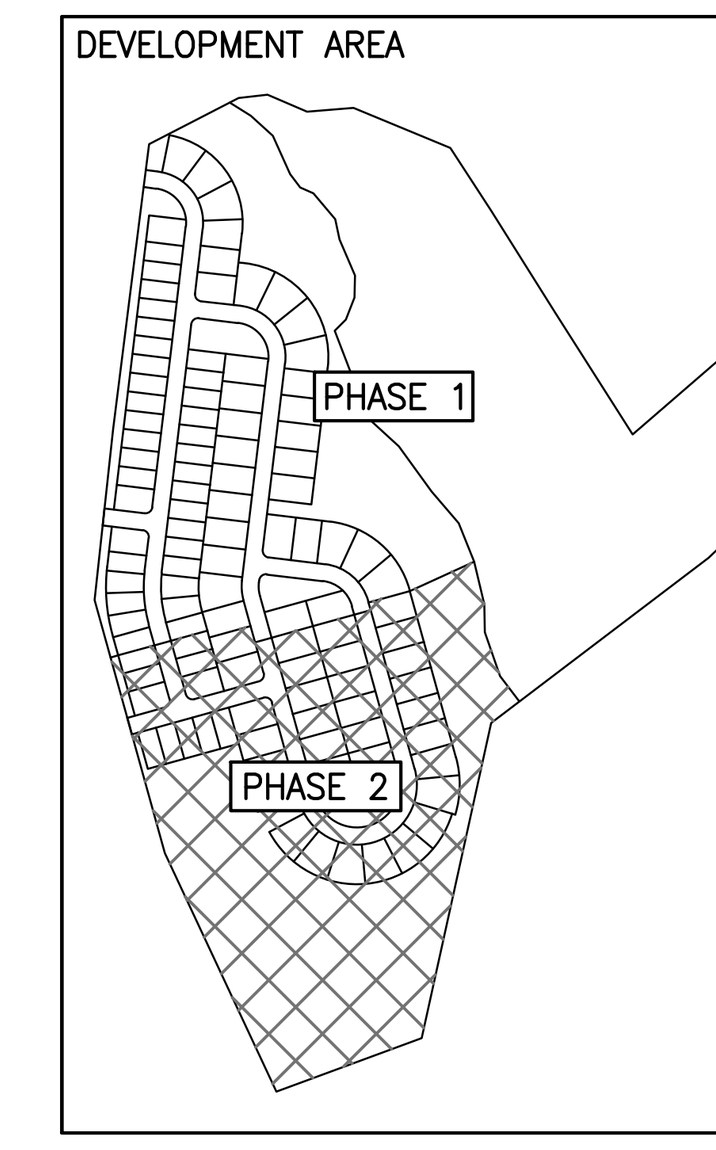
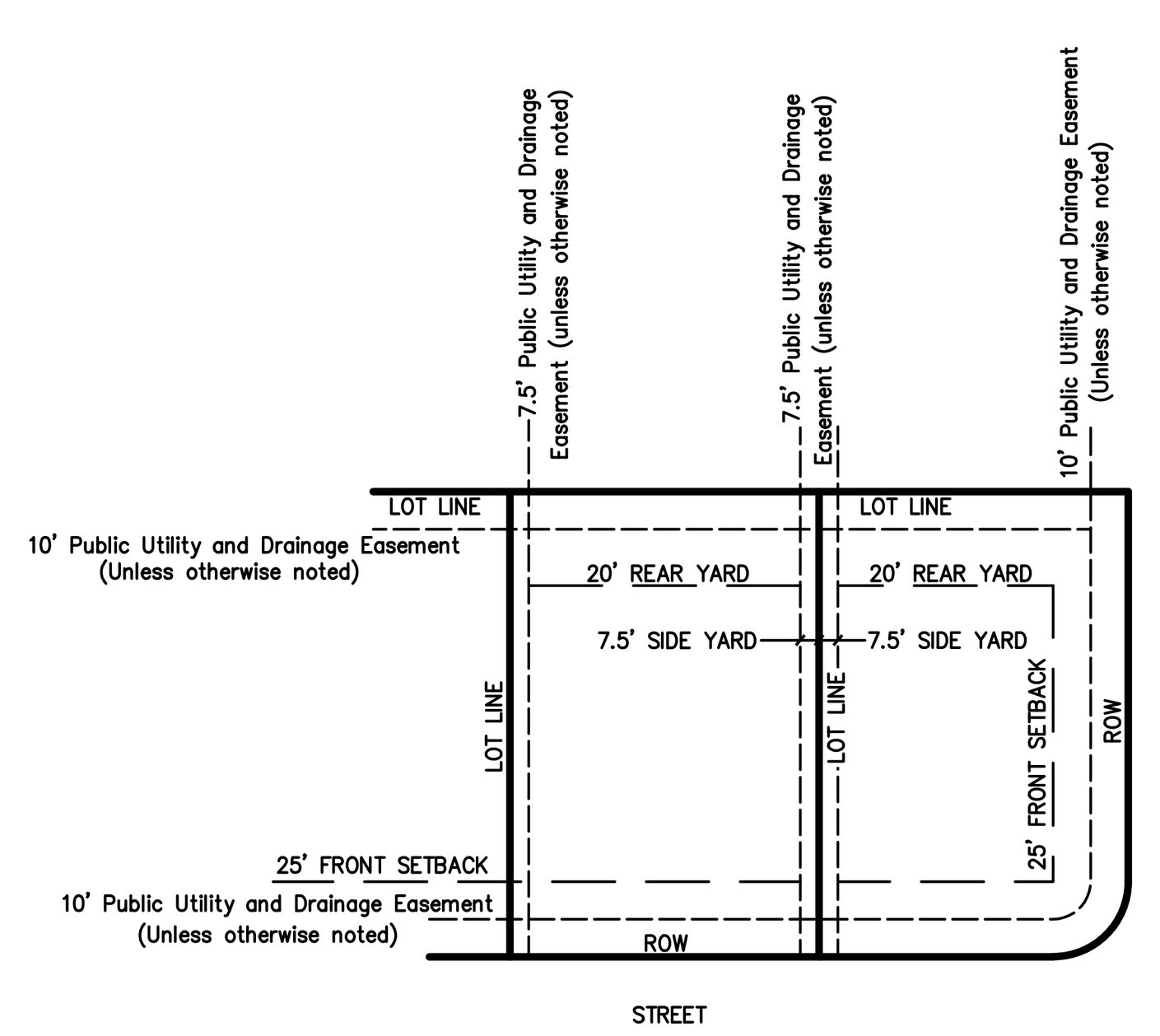
C52	290.00'	112.29'	111.59'	N 39°25'59" W	22°11'07"
C53	20.00'	31.42'	28.28'	S 29°29'22" W	90°00'00"
C54	20.00'	31.42'	28.28'	N 60°30'38" W	90°00'00"
C68	125.00'	392.70'	250.00'	S 74°29'22" W	180°00'00"

AREA TABLE

LOT	SQ. FT.	ACRES
21	9,625.0	0.22
22	9,625.0	0.22
23	9,625.0	0.22
24	9,625.0	0.22
25	9,625.0	0.22
38	10,476.7	0.24
39	6,050.0	0.14
40	6,050.0	0.14
41	6,050.0	0.14
42	6,050.0	0.14
43	6,050.0	0.14
44	7,889.2	0.18
45	6,050.0	0.14
46	6,050.0	0.14
83	6,050.0	0.14
84	6,050.0	0.14
85	7,889.2	0.18
86	10,476.7	0.24
87	9,625.0	0.22
99	9,625.0	0.22
100	9,625.0	0.22
101	9,625.0	0.22
102	9,625.0	0.22
107	9,625.0	0.22
108	9,625.0	0.22
109	9,625.0	0.22
110	9,625.0	0.22
OS-4	29,172.6	0.67
OS-6	291,488.3	6.69

DEVELOPMENT AREA





SUBDIVISION
TYPICAL LOT LAYOUT

OPEN SPACE NOTE:

ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT. ALL OPEN SPACE AREA IS CONSIDERED A PUBLIC UTILITY, AND DRAINAGE EASEMENT.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by other. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the parcels as shown hereon.
7. This property currently identified as Tax Map No. 051, Parcel No. 034.00, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: P11, Page 26
9. Deed reference: Book R2871, Page 1405
10. Bearings based on: Tennessee State Plane, Fipzone 4100.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds of record and does not represent a title search or a guarantee of title, and is subject to any state of facts a current and accurate search may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re-certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. This property is located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0180E, dated April 16, 2007, and shown hereon graphically.
17. All public utility and drainage easements located on proposed lots are to be maintained by the individual property owner for said lot.
18. All property corners are ½" rebar with cap reading "WES 1987" unless otherwise noted.

Legend

EIP, IPS — Iron Rod Found, Iron Rod Set
I.P.F. — Iron Pipe Found
AXLE — Axle Found
ECM — Fence Post
Concrete Monument Existing
P.K.F. — PK Nail Found
P.K.S. — PK Nail Set
R.R.S.F — Railroad Spike Found
R.R.S.S — Railroad Spike Set

Bench Mark; Stake Found; Fire Hydrant; Water Meter; Water Valve; Water Reducer; Clean Out; Sanitary Sewer Manhole; Storm Sewer Manhole

Catch Basin; Curb Inlet; Storm Pipe; Cable Manhole; Electric Manhole; Telephone Manhole; Water Manhole; Electric Meter; Cable Riser

Electric Riser; Telephone Riser; Telephone Booth; Gas Meter; Gas Valve; Light Pole; Power Pole; Telephone Pole; Guy Pole

Power Pole; Flag Pole; Guy Wire; Mailbox; Parking Block; Satellite Dish; Handicap Parking; Water Spigot; Bollard

Evergreen Tree; Deciduous Tree; Bush; Sign

Adjoining Property Line; Subject Property Line; Easement Line; Building Setback Line; Centerline; Edge of Pavement; Edge of Gravel; Fence Line; Landscape; Woods / Tree line

Edge of Water; Ditch / Creek Centerline; Minor Contour Line; Index Contour Line; G — Gas Line; SA — Sanitary Sewer Line; W — Water Line; ST — Storm Sewer Line; OH — Overhead Utility Line; OHC — Overhead Cable Line

OHE — Overhead Electric Line; OHT — Overhead Telephone Line; UG — Underground Utility Line; UGC — Underground Cable Line; UGE — Underground Electric Line; UGT — Underground Telephone Line; FM — Forced Main Line

FILE: J:\WES_Engineers_Surveyors 2021\21523 – Drumwright – Smith\21523-100 Preserve Lennar\Dwg\Survey\01 – Final Plat\21523-100 – Phase 2 – Final Plat.dwg

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com

WES ENGINEERS & SURVEYORS

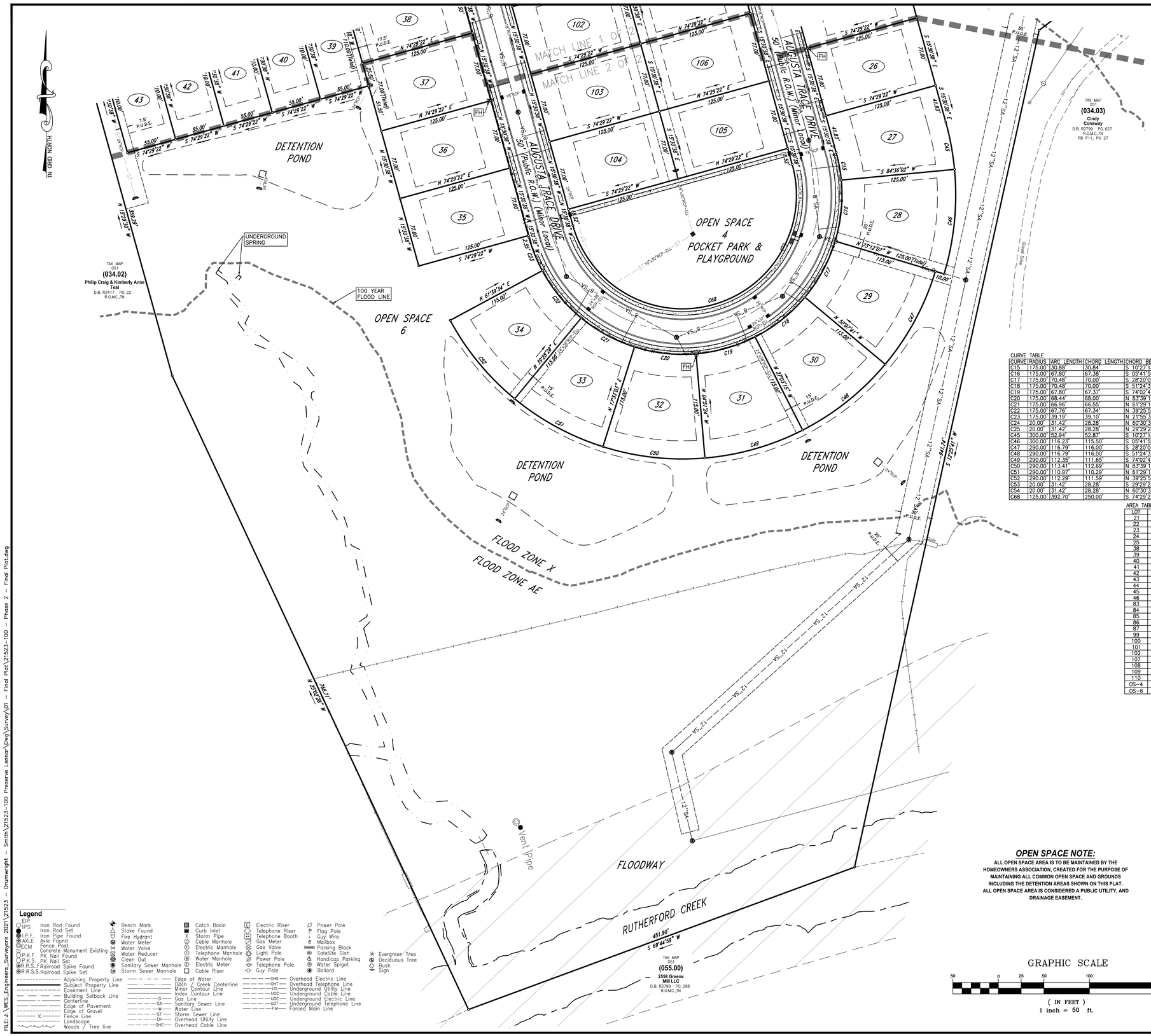
Client
LENNAR HOMES
381 MALLORY STATION ROAD
SUITE 200
FRANKLIN, TN 37067

FINAL PLAT
PRESERVE AT DRUMWRIGHT, PHASE 2
COLUMBIA, TN

REVISIONS — DATE

Drawn: EB
Checked: AO
Approved: AO
Date: 04-15-2024

Job. no. 21523-100
Scale:
Vertical: —
Horizontal: 1"=50'



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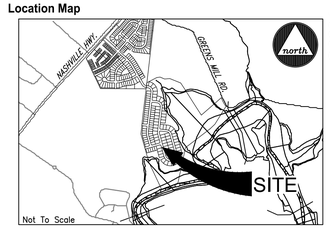
101	9,625.0	0.22
102	9,625.0	0.22
107	9,625.0	0.22
108	9,625.0	0.22
109	9,625.0	0.22
110	9,625.0	0.22
OS–4	29,172.6	0.67
OS–6	291,488.3	6.69

OPEN SPACE NOTE:
ALL OPEN SPACE AREA IS TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, CREATED FOR THE PURPOSE OF MAINTAINING ALL COMMON OPEN SPACE AND GROUNDS INCLUDING THE DETENTION AREAS SHOWN ON THIS PLAT. ALL OPEN SPACE AREA IS CONSIDERED A PUBLIC UTILITY, AND DRAINAGE EASEMENT.

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

Register of Deed Recording Stamp

Location Map



Not To Scale

©2024

PARCEL NUMBER: TAX MAP 051, PARCEL 034.00
DEED BOOK: R2871, PAGE 1405
PLAT BOOK: P11, PAGE 27
PARCEL ADDRESS: 2558 GREENS MILL RD COLUMBIA, TN 38401
ACREAGE OF PARCEL: ±77.50 ACRES TOTAL; ±51.98 ACRES PHASE 1; ±25.52 ACRES PHASE 2; ±2.34 ACRE – ±101,982.5 S.F. – R.O.W. DEDICATION

PROPERTY OWNER: LENNAR HOMES OF TENNESSEE LLC, 381 MALLORY STATION RD SUITE 200 FRANKLIN, TN 37067
EXISTING ZONING: PUD
BUILDING SETBACKS: FRONT – 25' SIDE – 7.5' REAR – 20'

PURPOSE NOTE:
The purpose of this plat is to create 43 single family lots and dedicate right-of-way.

STORMWATER MANAGEMENT AGREEMENT:
RECORDED: _____
DEED BOOK: _____ PAGE: _____

DRIVEWAY NOTE:
All driveways shall be constructed to contain gutter flow within the street and right-of-way, particularly lots that do not have a sidewalk.

CERTIFICATE OF OWNERSHIP AND DEDICATION

I, (we) hereby certify that I am (we are) the owner(s) of the property shown and described hereon as evidenced in Book Number R2871, Page 1405, Maury County Registers Office, and that I (we) hereby adopt this plan of subdivision with my (our) free consent, establish the minimum building restriction lines, and that offers of irrevocable dedication for all public ways, utilities, and other facilities have been filed.

Date _____ Lennar Homes of Tennessee LLC

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, STREET SIGNS, AND UTILITIES

I hereby certify that the streets, drainage, and utilities designated in Preserve at Drumwright, Phase 2 have been installed in accordance with City Specifications, or a performance surety in the amount of $_____ for streets and drainage has been posted with the City of Columbia, Tennessee, to assure completion of such improvements.

Date _____ City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR SUBDIVISION NAME AND STREET NAMES

Subdivision name and street names approved by the City Engineering Department and by E-911 Maury County.

Date _____ Maury County E-911, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I hereby certify that the sewer system outlined or indicated on this final subdivision plat has been installed in accordance with the current local and state government requirements, or a sufficient bond or other has been filed to guarantee said installation.

Date _____ Director of Wastewater Department, Columbia, Tennessee

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I, (we) hereby certify that the water system(s) outlined or indicated on the final subdivision plat entitled Preserve at Drumwright, Phase 2 has/have been installed in accordance with current local and state government requirements, or a sufficient bond or other surety has been filed to guarantee said installation.

Date _____ Columbia Power & Water Systems, Columbia, Tennessee

CERTIFICATE OF COMPLIANCE

I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations and other adopted ordinances and policies.

Date _____ City Engineer, Columbia, Tennessee

CERTIFICATE OF APPROVAL FOR RECORDING

I hereby certify that the subdivision plat shown hereon has been found to comply with the City of Columbia Subdivision Regulations, with the exception of such variances, if any, as are noted in the minutes of the Planning Commission, and that it has been approved for recording in the Office of the County Register:

Date _____ Secretary, Planning Commission, Columbia, Tennessee

SURVEYOR'S CERTIFICATION (TENNESSEE)

I hereby certify that to the best of my knowledge and belief this is a true and accurate survey of the property shown hereon; that this is a category "I" Land Survey as defined in Title 62, Chapter 18, Tennessee Code Annotated, and that the ratio of precision is greater than or equal to 1:10,000.

4/15/24 Allen B. O'Leary TN RLS #1987
Date Allen B. O'Leary Number

ALLEN B. O'LEARY REGISTERED LAND SURVEYOR AGRICULTURE SURVEYOR TENNESSEE NO. 1987

allen@wesengineers.com

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com
ENGINEERS & SURVEYORS

Client
LENNAR HOMES
381 MALLORY STATION ROAD
SUITE 200
FRANKLIN, TN 37067

FINAL PLAT
PRESERVE AT DRUMWRIGHT, PHASE 2
COLUMBIA, TN

REVISIONS	DATE

Drawn: EB
Checked: AO
Approved: AO
Date: 04-15-2024

Job. no. 21523-100
Scale:
Vertical: 1"=50'
Horizontal:

2 of 2

FILE: J:\WES_Engineers_Surveyors 2021\21523 – Drumwright – Smith\21523-100 Preserve Lennar\Dwg\Survey\01 – Final Plat\21523-100 – Phase 2 – Final Plat.dwg

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

11th day of April, 20 24,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

LENNAR HOMES OF TENNESSEE, LLC, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the "CMPC") on the

_____ day of _____, 20____,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the "IMPROVEMENTS"); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER's properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register's Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

PRESERVE AT DRUMWRIGHT PHASE 2

PROJECT

Completed by the Developer	*Completed by the City*
LENNAR HOMES OF TENNESSEE, LLC	
DEVELOPER NAME	
NICK BRANUM	
AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
4/11/2024	
DATE	DATE
381 MALLORY STATION RD #200	
STREET	
FRANKLIN, TN 37067	
CITY, STATE, ZIP	
615-305-8321	
PHONE	
Nick.Branum@Lennar.com	
EMAIL	
Attest	*Attest*
Angela Lashley-Land Coordinator	
ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
4/11/2024	
DATE	DATE

April 15, 2024

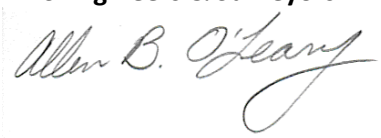
City of Columbia
Development Services
700 North Garden Street
Columbia, TN 38401

RE: **Project Name: Preserve at Drumwright, Phase 2, Final Plat**
City of Columbia Staff Review Submittal

On behalf of Lennar Homes of Tennessee LLC, the owner of these 43 proposed single family lots, **WES Engineers & Surveyors** would like to submit this Final Plat to the City of Columbia for Planning Commission approval. Included in the submittal is surety calc that was submitted with Preserve at Drumwright Phase 1 that covered the entire project.

If you have any questions or comments with this submittal, please do not hesitate to contact me directly.

Sincerely,
WES Engineers & Surveyors



Allen B. O'Leary, RLS
Principal

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	Nashville Hwy, Columbia, TN		
	TAX MAP: 051	GROUP:	PARCEL: 034.00/034.01
SUMMARY OF NATURE OF REQUEST AND WORK	Request Final Plat approval for 42 single family residential lots and dedication of right-of-way for Preserve at Drumwright, Phase 2.		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Comprehensive Plan Amendment ❑ Annexation ❑ Rezoning ❑ Preliminary Plat ☑ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ❑ Site Development Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ❑ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ❑ Requested Zone Listed ❑ Statement of Compliance with Comprehensive Plan ❑ Concept Plan **Preliminary Plats/Site Development Plans:** ❑ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ❑ Receipt of Payment for Pre-Application Meeting ❑ Written Legal Description copy ❑ Columbia Water System Availability Letter ❑ Columbia Waste Water Department Will Serve Letter

Rev. 2/7/2024

	Plats/PUDs: ☑ Project Name (include Sections & Phases) Preserve at Drumwright, Phase 2 ☑ Total Number of Lots/Residential Units 42 ☐ Square Footage of Non-Residential Floor Space ☑ Total acreage ±25.52

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT
All communications go to the Applicant's email that is provided.

NAME	Allen B. O'Leary	PHONE	931-388-2329
ADDRESS	2486 Nashville Hwy, Columbia, TN	EMAIL	allen@wesengineers.com

PROPERTY OWNER NAME	Lennar Homes of Tennessee LLC	PHONE	615-305-8321
ADDRESS	381 Mallory Station Rd, Suite 200 Franklin, TN 37067	EMAIL	Nick.Branum@Lennar.com

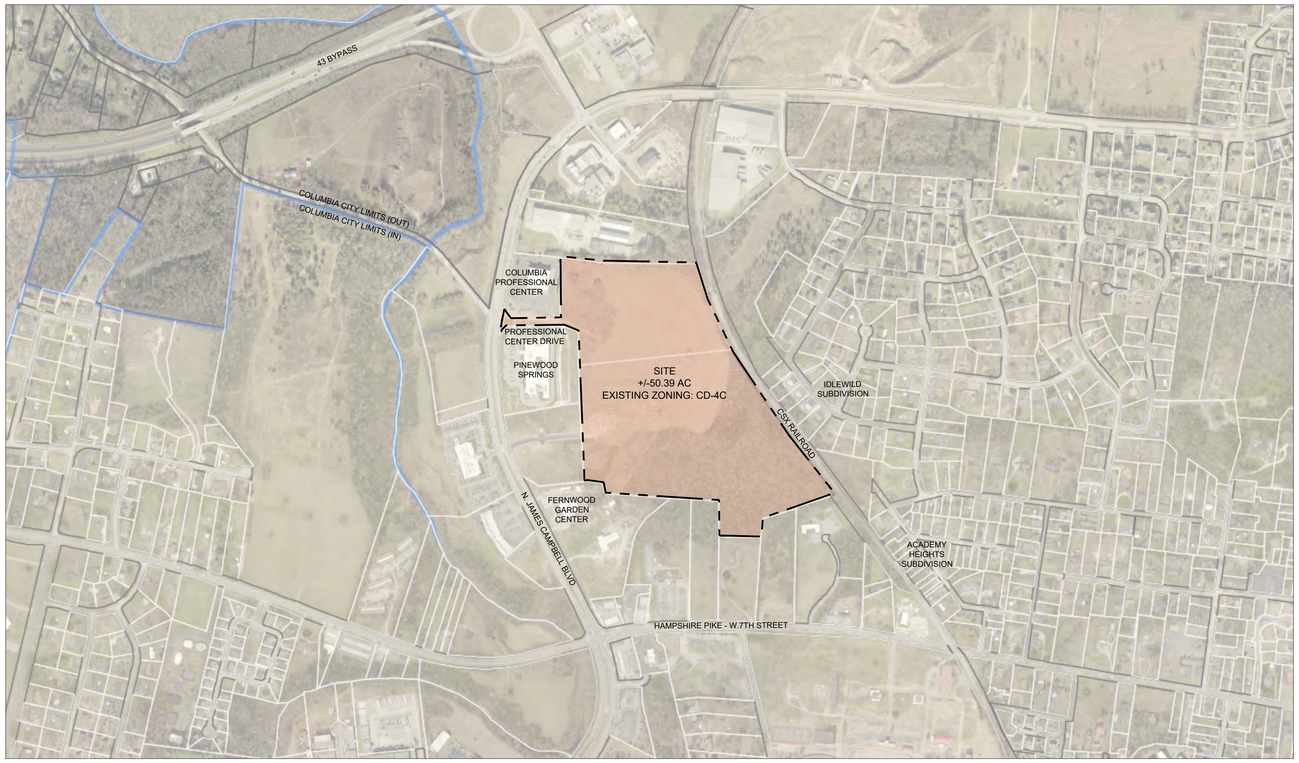
If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

LENNAR HOMES OF TENNESSEE, LLC		4/11/24
APPLICANT NAME	APPLICANT SIGNATURE	DATE
LENNAR HOMES OF TENNESSEE, LLC		4/11/24
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

Rev. 2/7/2024

JAMES CAMPBELL PROPERTY
SITE DEVELOPMENT PLAN

INTERSECTION OF N. JAMES CAMPBELL ROAD & PROFESSIONAL CENTER DRIVE
COLUMBIA, TENNESSEE



LOCATION MAP

0 500 1000
GRAPHIC SCALE 1"=500'-0"

DEVELOPER:
HRP RESIDENTIAL
5100 MARYLAND WAY
BRENTWOOD, TN 37027
ROB TURNER
rob@hrpresidential.com

APPLICANT/ LAND PLANNER:
GAMBLE DESIGN COLLABORATIVE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37064
GREG GAMBLE
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:
KIMLEY-HORN
10 LEA AVENUE, SUITE 400
NASHVILLE, TN 37210
LANDON ALLISON
615.208.5112
landon.allison@kimley-horn.com

ARCHITECT:
KSA
22 MIDDLETON STREET
NASHVILLE, TN 37210
615.255.1854

SHEET INDEX

C0.0	COVER SHEET
	STAMPED SURVEY BY OTHERS PAGE 1
	STAMPED SURVEY BY OTHERS PAGE 2
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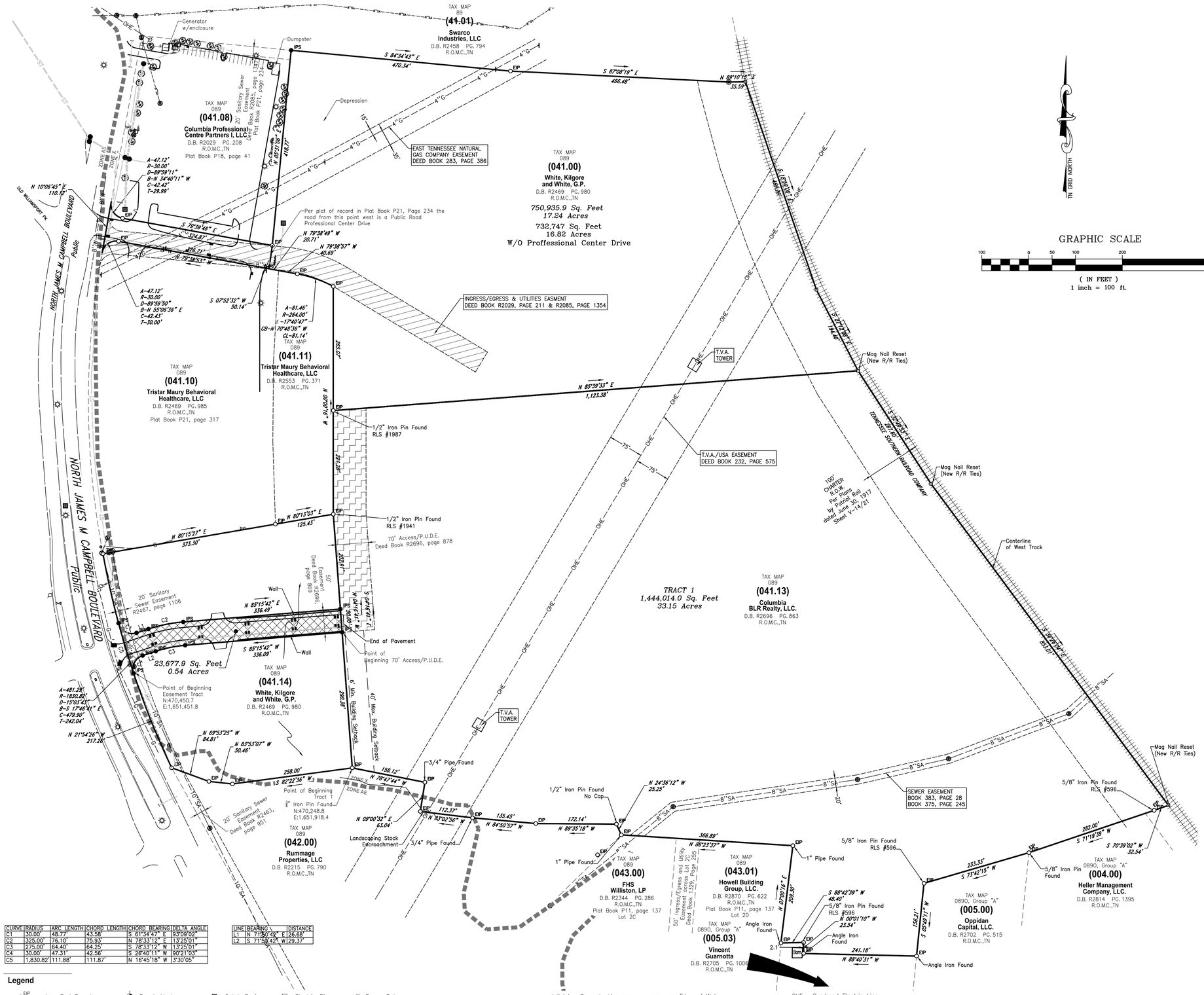
C1.1-1.4	ENLARGED EXISTING CONDITIONS
C2.0	SITE DEVELOPMENT PLAN
C2.1	PRELIMINARY PLAT
C3.0	OVERALL GRADING & DRAINAGE PLAN
C3.1-3.4	ENLARGED GRADING & DRAINAGE PLAN
C5.0	OVERALL UTILITY PLAN
C5.1-5.4	ENLARGED UTILITY PLAN
L1.0	TREE CANOPY PRESERVATION
L2.0	OVERALL CODE MINIMUM LANDSCAPE PLAN
L2.1-2.4	ENLARGED CODE MINIMUM LANDSCAPE PLAN
L3.0	CIVIC SPACE

GREGORY C. GAMBLE
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE
No. 329

PRE-APP: Nov. 15, 2023
INITIAL SUBMITTAL: April 15, 2024
RESUBMITTAL: MAY 20, 2024

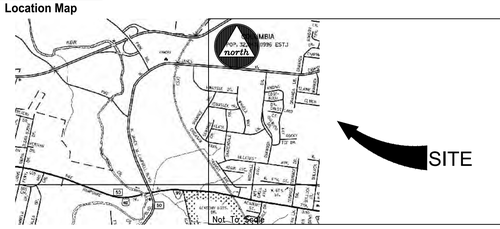
GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE



Legend

- EIP Iron Rod Found
- IPS Iron Rod Set
- I.P.F. Iron Pipe Found
- AXLE Axle Found
- FCM Fence Post
- Concrete Monument Existing
- P.K.F. PK Nail Found
- P.K.S. PK Nail Set
- R.R.S.-F. Railroad Spike Found
- R.R.S.S. Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Ballard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- Gas Line
- Sanitary Sewer Line
- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- Overhead Electric Line
- Overhead Telephone Line
- Underground Utility Line
- Underground Cable Line
- Underground Electric Line
- Underground Telephone Line
- Forced Main Line

Location Map



Legend

- EIP / PS — Iron Rod Found / Iron Rod Set
- I.P.F. — Iron Pipe Found
- AXLE — Axle Found
- FCM — Fence Post / Concrete Monument Existing
- P.K.F. — PK Nail Found
- P.K.S. — PK Nail Set
- R.R.S.F. — Railroad Spike Found
- R.R.S.S. — Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
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- Building Setback Line
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- Edge of Pavement
- Edge of Gravel
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- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- Overhead Electric Line
- Overhead Telephone Line
- Underground Utility Line
- Underground Cable Line
- Underground Electric Line
- Underground Telephone Line
- Forced Main Line

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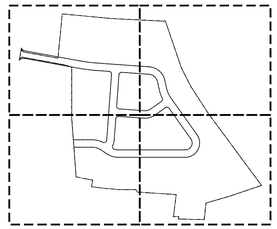
KEY MAP

NOT TO SCALE



TAX MAP 89 (41.01) Swarco Industries, LLC D.B. R2458 PG. 794 R.O.M.C.,TN

EXISTING PROPERTY LINE, TYP.

EAST TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 283, PAGE 386

EXISTING GAS LINE AND EASEMENT TO REMAIN, TYP.

WITHDRAW PROPERTY TO BE RETAINED
750,935.9 Sq. Feet
17.24 Acres
Shown hereon for informational purposes

EXISTING INGRESS AND EGRESS EASEMENT TO BE ABANDONED

INGRESS/EGRESS & UTILITIES EASEMENT DEED BOOK R2029, PAGE 211 & R2085, PAGE 1354

TAX MAP 089 (041.11) Tristar Maury Behavioral Healthcare, LLC D.B. R2553 PG. 371 R.O.M.C.,TN

TAX MAP 089 (041.10) Tristar Maury Behavioral Healthcare, LLC D.B. R2469 PG. 985 R.O.M.C.,TN Plat Book P21, page 317

1/2" Iron Pin Found RLS #1987

1/2" Iron Pin Found RLS #1941

EXISTING PROPERTY LINE TO BE ABANDONED

150' TVA EASEMENT, TYP.

T.V.A./USA EASEMENT DEED BOOK 232, PAGE 575

T.V.A. TOWER

EXISTING 70' ACCESS AND P.U.D.E. EASEMENT TO BE ABANDONED

70' Access/P.U.D.E. Deed Book R2696, page 878

20' Sanitary Sewer Easement

20' Sanitary Sewer Easement R2467, page 1106

50' Easement Deed Book R2696, page 889

TRACT 1
1,444,014.0 Sq. Feet
33.15 Acres

TAX MAP 089 (041.13) Columbia BLR Realty, LLC. D.B. R2696 PG. 863 R.O.M.C.,TN

23,677.9 Sq. Feet
0.54 Acres

TAX MAP 089 (041.14) White, Kilgore and White, G.P. D.B. R2469 PG. 980 R.O.M.C.,TN

Point of Beginning Easement Tract N:470,450.7 E:1,651,451.8

Point of Beginning Tract 1 3" Iron Pin Found

Point of Beginning 70' Access/P.U.D.E.

End of Pavement

Wall

ZONE X
ZONE AE

TAX MAP 089 (042.00) Rummage Properties, LLC D.B. R2215 PG. 790 R.O.M.C.,TN

Landscaping Stock Encroachment

3/4" Pipe Found

1/2" Iron Pin Found No Cap

1" Pipe Found

50' Ingress/Egress and Utility Easement Deed Book 1329, page 245

TAX MAP 089 (043.00) Weston, LP D.B. 2344 PG. 286 R.O.M.C.,TN Plat Book P11, page 137 Lot 2C

TAX MAP 089 (043.01) Howell Building Group, LLC. D.B. R2870 PG. 622 R.O.M.C.,TN Plat Book P11, page 137 Lot 2D

TAX MAP 0890, Group "A" (005.03) Vincent Guarnotta D.B. R2705 PG. 1006 R.O.M.C.,TN

Angle Iron Found

TAX MAP 0890, Group "A" (005.00) Oppidan Capital, LLC. D.B. R2702 PG. 515 R.O.M.C.,TN

TAX MAP 0890, Group "A" (004.00) Heller Management Company, LLC. D.B. R2814 PG. 1395 R.O.M.C.,TN

5/8" Iron Pin Found RLS #596

Centerline of West Track

TOP OF BANK

30' STREAM BUFFER LINE

SEWER EASEMENT BOOK 383, PAGE 28 BOOK 375, PAGE 245

Inv. – 604.1 3.5' Wide by 4.5' Tall Concrete Box

Inv.–607.5 48" Concrete Pipe

Mag Nail Reset (New R/R Ties)

100' CHARTER R.O.W. Per Plans by Parcel Roll dated June 30, 1917 Sheet 1 of 1

TENNESSEE SOUTHERN RAILROAD COMPANY

NORTH JAMES M CAMPBELL BOULEVARD

PUBLIC

OLD WILLIAMSPORT PK



GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

OVERALL EXISTING CONDITIONS

C1.0

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NORTH JAMES M CAMPBELL BOULEVARD

OLD WILLIAMSPORT PK

NORTH JAMES M CAMPBELL BOULEVARD

Swarco Industries, LLC
D.B. R2458 PG. 794
R.O.M.C.,TN

IPS

S 84° 34'43" E 470.34'

EIP

20' Sanitary Sewer Easement

EAST TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 283, PAGE 386

15'

35'

N 05°31'06" E 418.77'

N 10°06'45" E 170.12'

WHEROW PR
TO BE RET
750,935.9
17.24
Shown her
informational

EXISTING INGRESS AND EGRESS EASEMENT TO BE ABANDONED

EIP

EIP

INGRESS/EGRESS & UTILITIES EASMENT
DEED BOOK R2029, PAGE 211 & R2085, PAGE 1354

TAX MAP 089 (041.11)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2553 PG. 371
R.O.M.C.,TN

TAX MAP 089 (041.10)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2469 PG. 985
R.O.M.C.,TN
Plat Book P21, page 317

265.07'

N 00°00'16" W

EIP

1/2" Iron Pin Found
RLS #1987

EXISTING 70' P.U.D.E. AND ACCESS EASEMENT TO BE ABANDONED

221.28'

1/2" Iron Pin Found
RLS #1941

EIP

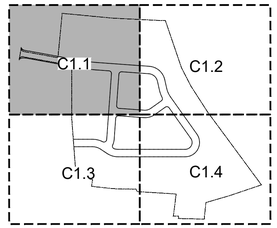
S 89°13'03" E

MATCHLINE SEE SHEET C1.2

MATCHLINE SEE SHEET C1.3

KEY MAP

NOT TO SCALE



BRENDAN JOSEPH HOLT
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 001107
STATE OF TENNESSEE
4/20/2026

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED EXISTING CONDITIONS

C1.1

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EIP

S 87°08'19" E
466.48'

N 89°10'15" E
35.59'

S 12°50'00" E
489.26'

S 27°12'08" E
194.40'

S 32°49'55" E
287.60'

WITHEROW PROPERTY
TO BE RETAINED

750,935.9 Sq. Feet
17.24 Acres

Shown hereon for
informational purposes

INTERNAL PROPERTY LINE
TO BE ABANDONED

N 85°39'33" E
1,123.38'

T.V.A.
TOWER

T.V.A./USA EASEMENT
DEED BOOK 232, PAGE 575

75'

75'

Mag Nail Reset
(New R/R Ties)

Mag Nail Reset
(New R/R Ties)

100'
CHARTER
R.O.W.
Per Plans
by Patriot Rail
dated June 30, 1917
Sheet V-14/21

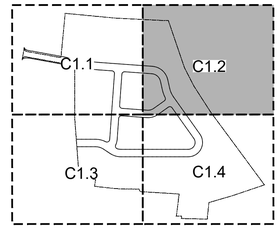
TENNESSEE SOUTHERN RAILROAD COMPANY

MATCHLINE SEE SHEET C1.1

MATCHLINE SEE SHEET C1.4

KEY MAP

NOT TO SCALE



BRENDAN JOSEPH [illegible]
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 0011079
STATE OF TENNESSEE
11/20/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED EXISTING CONDITIONS

C1.2

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MATCHLINE SEE SHEET C1.1

MATCHLINE SEE SHEET C1.4

1/2" Iron Pin Found
RLS #1941

N 80°13'03" E
125.43'

EIP

N 80°15'27" E
373.30'

70' Access/P.U.D.E.
Deed Book R2696, page 878

202.91'

EXISTING 70' P.U.D.E. AND ACCESS EASEMENT TO BE ABANDONED

50' Easement Deed Book R2696, page 869

S 04°16'41" E
50.00'

N 04°16'41" W

Wall

N 85°15'42" E
336.49'

20' Sanitary Sewer Easement R2467, page 1106

IPS

C1 C2 C3 C4 C5 L2

23,677.9 Sq. Feet
0.54 Acres

S 85°15'42" W
336.09'

End of Pavement

Wall

Point of Beginning 70' Access/P.U.D.E.

290.38'

TAX MAP 089
(041.14)
White, Kilgore and White, G.P.
D.B. R2469 PG. 980
R.O.M.C., TN

Point of Beginning Easement Tract
N:470,450.7
E:1,651,451.8

A=481.29'
R=1830.82'
D=15°03'43"
B=S 17°46'41" E
C=479.90'
T=242.04'

N 21°54'26" W
217.26'

N 69°53'25" W
84.81'

N 83°53'07" W
50.46'

Point of Beginning Tract 1
¾" Iron Pin Found

T.V.A. TOWER

OHE

75.0'

258.00'
S 82°22'36" W

158.12'
N 78°47'44" W

ZONE X
ZONE AE

3/4" Pipe Found

112.37'

N 09°00'32" E
63.04'

N 83°02'56" W

135.45'
N 84°50'57" W

Landscaping Stock Encroachment

3/4" Pipe Found

20' Sanitary Sewer Easement Deed Book R2463, page 951

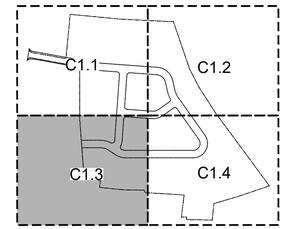
N:470,248.8
E:1,651,918.4

TAX MAP 089
(042.00)
Rummage Properties, LLC
D.B. R2215 PG. 790
R.O.M.C., TN

10' SA

PUBLIC
S. JAMES M CAMPBELL BOULEVARD

KEY MAP
NOT TO SCALE



GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

BRENDAN JOSEPH BOYLE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 001107
STATE OF TENNESSEE
11/20/2024

ENLARGED EXISTING CONDITIONS

C1.3

MATCHLINE SEE SHEET C1.2

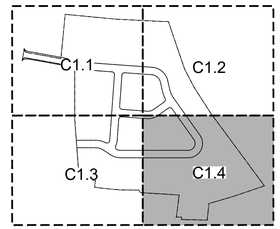
MATCHLINE SEE SHEET C1.3

TOP OF BANK

30' STREAM BUFFER

KEY MAP

NOT TO SCALE



GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

BRENDAN JOSEPH GIL
REGISTERED ENGINEER
AGRICULTURE
No. 0011075
STATE OF TENNESSEE
4/20/2023

ENLARGED EXISTING CONDITIONS

C1.4

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SITE DEVELOPMENT PLAN SITE DATA:

TOTAL SITE AREA: 2,194,949.9 SF; 50.93 AC
AREA BREAKDOWN:
ROW: 307,647 SF; 7.06 AC
PARKING LOT: 262,349 SF; 6.00 AC
CIVIC SPACE: 129,819 SF; 2.98 AC
TOTAL DWELLING UNITS: 448 UNITS
TOTAL COMMERCIAL: 36,320 SF COMMERCIAL
TOTAL DENSITY: 8.8 DUA

BUILDING SETBACKS:
FRONT AND CORNER: 6' MIN. - 40' MAX.
SIDE: 0'
REAR: 3' MIN.

BUILDING SUMMARY:

BUILDING NAME	BUILDING SITE #	TOTAL DWELLING UNITS	TOTAL COMMERCIAL SF	REQUIRED PARKING	FRONTAGE (LF)	FRONTAGE BUILDOUT
MIXED-USE 1	3	65 (8 LIVE/WORK UNITS)	5,600	110*	208	169 LF; 81%
MIXED-USE 2	4	65 (8 LIVE/WORK UNITS)	5,600	110*	206	169 LF; 82%
DAYCARE	6	0	15,120	115*	240	195 LF; 81%
LARGE MULTI-FAMILY 1	5	24	0	36*	124	123 LF; 99%
LARGE MULTI-FAMILY 2	22	21	0	31.5	128	128 LF; 100%
LARGE MULTI-FAMILY 3	28	24	0	36	122	122 LF; 100%
LARGE MULTI-FAMILY 4	29	24	0	36	122	122 LF; 100%
LARGE MULTI-FAMILY 5	24	21	0	31.5	128	128 LF; 100%
LARGE MULTI-FAMILY 6	25	21	0	31.5	128	128 LF; 100%
LARGE MULTI-FAMILY 7	26	21	0	31.5	128	128 LF; 100%
SMALL MULTI-FAMILY 1	18	6	0	9	95	61 LF; 65% **
SMALL MULTI-FAMILY 2	19	6	0	9	90	56 LF; 62%
SMALL MULTI-FAMILY 3	20	6	0	9	79	56 LF; 71%
SMALL MULTI-FAMILY 4	21	6	0	9	81	56 LF; 69%
SMALL MULTI-FAMILY 5	8	6	0	9*	122	91 LF; 75% **
SMALL MULTI-FAMILY 6	9	6	0	9*	84	56 LF; 67%
SMALL MULTI-FAMILY 7	10	6	0	9*	85	56 LF; 66%
SMALL MULTI-FAMILY 8	14	6	0	9*	91	56 LF; 62%
SMALL MULTI-FAMILY 9	13	6	0	9*	76	56 LF; 74%
SMALL MULTI-FAMILY 10	12	6	0	9*	76	56 LF; 74%
SMALL MULTI-FAMILY 11	11	6	0	9*	73	56 LF; 77%
SMALL MULTI-FAMILY 12	15	6	0	9	88	56 LF; 64%
SMALL MULTI-FAMILY 13	16	6	0	9	87	56 LF; 64%
SMALL MULTI-FAMILY 14	17	6	0	9	110	66 LF; 60% **
SMALL MULTI-FAMILY 15	35	6	0	9	76	56 LF; 74%
SMALL MULTI-FAMILY 16	36	6	0	9	74	56 LF; 76%
SMALL MULTI-FAMILY 17	37	6	0	9	75	56 LF; 75%
SMALL MULTI-FAMILY 18	38	6	0	9	74	56 LF; 76%
SMALL MULTI-FAMILY 19	39	6	0	9	75	56 LF; 75%
SMALL MULTI-FAMILY 20	40	6	0	9	74	56 LF; 76%
SMALL MULTI-FAMILY 21	41	6	0	9	79	56 LF; 71%
SMALL MULTI-FAMILY 22	42	6	0	9	90	56 LF; 62%
SMALL MULTI-FAMILY 23	34	6	0	9	81	56 LF; 69%
SMALL MULTI-FAMILY 24	33	6	0	9	84	56 LF; 67%
SMALL MULTI-FAMILY 25	32	6	0	9	85	56 LF; 66%
SMALL MULTI-FAMILY 26	31	6	0	9	90	56 LF; 62%
SMALL MULTI-FAMILY 27	30	6	0	9	138	83 LF; 60% **

PARKING SUMMARY:
*BLOCK TO UTILIZE SHARED PARKING FACTOR PER TABLE 4.3.12.B-2
REQUIRED PARKING RATIOS:
MULTI-FAMILY: 1.5 SPACES PER UNIT (448 UNITS = 672 REQUIRED SPACES)
COMMERCIAL: 1 PER 500 SF (11,200 SF = 23 REQUIRED SPACES)
DAYCARE: 1 SPACE PER EMPLOYEE + 0.5 SPACES PER STUDENT (204 STUDENTS + 13 EMPLOYEES = 115 SPACES)
CIVIC SPACE: 1 PER 5,000 SF (129,819 SF = 26 SPACES)

SHARED PARKING FACTOR:
MIXED-USE BLDG 1: 110 REQUIRED SPACES @ 1.2 SHARED RATIO = 92 REQUIRED SPACES; 104 SPACES PROVIDED ON BLOCK
MIXED-USE BLDG 2 + LARGE MULTI-FAMILY BLDG 1: 146 REQUIRED SPACES @ 1.2 SHARED RATIO = 122 REQUIRED SPACES; 127 PROVIDED ON BLOCK
DAYCARE + SMALL MULTI-FAMILY BLDG 5-11: 178 REQUIRED SPACES @ 1.2 SHARED RATIO = 148 REQUIRED SPACES; 166 PROVIDED ON BLOCK

TOTAL PARKING SPACES REQUIRED: 766
TOTAL PARKING SPACES PROVIDED: 788 PROVIDED AS ON-STREET PARKING + PARKING LOTS PROVIDED ON LOTS 1, 6, 23 & 27

BICYCLE PARKING REQUIRED:
MULTI-FAMILY: 1 PER 20 REQUIRED PARKING SPACES (672 SPACES = 34 BICYCLE)
COMMERCIAL: 1 PER 4,000 SF (30,120 SF = 8 BICYCLE)
TOTAL REQUIRED: 42 BICYCLE PARKING SPACES
TOTAL PROVIDED: 42 BICYCLE PARKING SPACES

FRONTAGE BUILD-OUT: 60% MINIMUM REQUIRED MULTI-FAMILY; 40% MINIMUM REQUIRED COMMERCIAL
ALL BUILDING SITES MEET THE REQUIRED MINIMUM FRONTAGE BUILD-OUT
**BUILD-OUT REQUIRES USE OF HEDGE SCREEN OR BUILDING SITE WIDTH REQUEST; HEDGE SCREEN INSTALLATION HEIGHT 3' MIN. SEE LANDSCAPE PLAN FOR LOCATION
BUILDING SITE 7: DAYCARE SITE REQUESTS AN ADMINISTRATIVELY APPROVED EXCEPTION TO THE 200' BUILDING SITE WIDTH MAXIMUM, FOR A TOTAL WIDTH OF 240'. THE BUILDING IS STILL LESS THAN 200 LF, AND THE ADDITIONAL WIDTH IS NECESSARY FOR THE NCLUSION OF AN ACCESSORY STRUCTURE PORTE-COCHERE FOR THE PROTECTION OF STUDENTS DURING DROP-OFF AND PICK-UP TIMES
BUILDING SITES 3 & 4: MIXED-USE BUILDING SITES REQUEST AN ADMINISTRATIVELY APPROVED EXCEPTION TO THE 200' BUILDING SITE WIDTH MAXIMUM FOR A TOTAL OF 208' AND 206' TO ACCOMODATE THE NECESSARY DISTANCE BETWEEN THE TWO STRUCTURES.
BUILDING SITES 8, 17, 18, & 30: HEDGE SCREENS INCLUDED TO MEET REQUIRED BUILD-OUT PERCENTAGES. THESE BUILDING SITES ARE EITHER ON CURVED FRONTAGES OR HAVE ADDITIONAL SIDE YARDS PROVIDED FOR USE SEPARATION AND AESTHETIC PURPOSES. BUILDING SITES DENOTED ON CHART ABOVE **

LOT/BUILDING SITE ENFRONTMENT: ALL BUILDING SITES ENFRONT THOROUGHFARE

BUILDING TYPE MIX:
REQUIRED: 85% MAX RESIDENTIAL; 20% MAX. LARGE MULTI-FAMILY BUILDING
PROVIDED: RESIDENTIAL 83%; COMMERCIAL 17%
LARGE MULTI-FAMILY: 23%. REQUESTS AN ADMINISTRATIVELY APPROVED EXCEPTION TO ALLOW THE ADDITIONAL 3%

PRINCIPAL USE MIX:
REQUIRED: 85% MAXIMUM RESIDENTIAL USE
PROVIDED: RESIDENTIAL BUILDING SITES 13.7%; 7.0 AC

PLEASE SEE ARCHITECTURE ELEVATIONS FOR ALL MULTI-FAMILY BUILDING DIMENSIONS AND ELEVATION COMPLIANCE TABULATIONS. BUILDING DESIGN WILL ADHERE TO THE PRESCRIPTIVE STANDARDS OF CD-4C AT BUILDING PERMIT STAGE.



GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

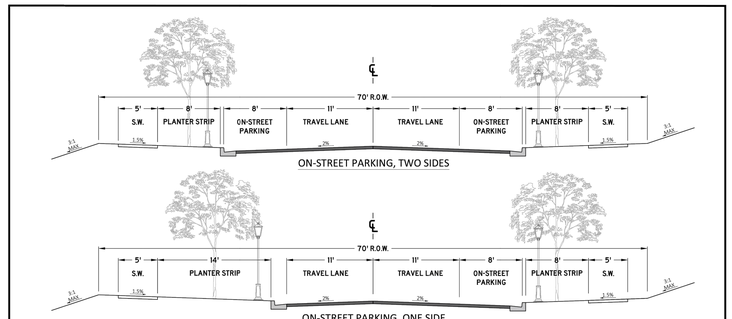
JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

ROBERT C. GAMBLE REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 329 LANDSCAPE ARCHITECT

Date: APRIL 15, 2024
Revision Date
1. May 20, 2024
2.
3.

SITE DEVELOPMENT PLAN
SHEET
C2.0





NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS.
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS.
3. PAVEMENT SECTION SHALL FOLLOW APPLICABLE ROADWAY CLASSIFICATION.
4. CURB AND GUTTER, SEE SD-01
5. TREES SHALL BE CENTERED WITHIN THE PLANTING STRIP, OFFSET A MINIMUM OF 20 FEET ALONG THE CENTERLINE OF THE ROAD FROM ANY STREET LIGHTING.
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED.
8. DIMENSIONS REFLECT A MINIMUM STANDARD.
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER.

CITY OF COLUMBIA TENNESSEE

CITY OF COLUMBIA
DEVELOPMENT SERVICES DEPARTMENT
ENGINEERING DIVISION

STANDARD DETAILS

CHARACTER DISTRICT STREET URBAN NEIGHBORHOOD

(NTS)

DATE 6/9/2022

DS-03

PARCEL AREA TABLE		
Parcel #	DESCRIPTION	Area (SF)
1	OPEN SPACE	1056513.26
2	LOT 2	15740.64
3	LOT 3	52632.42
4	LOT 4	52064.95
5	LOT 5	13814.23
6	OPEN SPACE	137941.96
7	LOT 7	38030.59
8	LOT 8	10873.52
9	LOT 9	7492.75
10	LOT 10	7633.00
11	LOT 11	8092.97
12	LOT 12	6928.20
13	LOT 13	6751.36
14	LOT 14	8358.74
15	LOT 15	6126.31
16	LOT 16	7684.15
17	LOT 17	7747.40
18	LOT 18	10551.51
19	LOT 19	8378.00
20	LOT 20	6993.49
21	LOT 21	7041.73

PARCEL AREA TABLE		
Parcel #	DESCRIPTION	Area (SF)
22	LOT 22	14281.20
23	OPEN SPACE	81600.47
24	LOT 24	14352.55
25	LOT 25	14352.55
26	LOT 26	14603.82
27	OPEN SPACE	149716.52
28	LOT 28	13347.66
29	LOT 29	13771.60
30	LOT 30	8085.56
31	LOT 31	8477.49
32	LOT 32	7981.09
33	LOT 33	7909.98
34	LOT 34	7418.34
35	LOT 35	6557.93
36	LOT 36	6444.89
37	LOT 37	6522.06
38	LOT 38	6447.61
39	LOT 39	6519.34
40	LOT 40	6444.89
41	LOT 41	6890.23
42	LOT 42	8069.90

NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAPS NUMBERED 47119C0280E AND 47119C0285E EFFECTIVE APRIL 16, 2007.

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
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HRP- COLUMBIA
COLUMBIA, TENNESSEE

BRANDON JOSEPH LOE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 001107
STATE OF TENNESSEE
5/20/2024

No.	DATE	REVISIONS	BY
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

DESIGNED BY: LJA
DRAWN BY: LJA
CHECKED BY: BJB
DATE: 05-20-2024
KIMLEY-HORN PROJECT NO. 118517000

PRELIMINARY PLAT

SHEET NUMBER
C2.1

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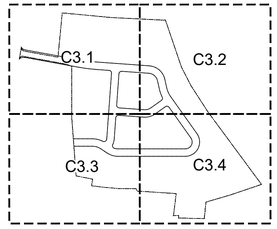
KEY MAP

NOT TO SCALE



NOTES

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GRADING PLAN LEGEND

- 476.17 — SPOT ELEVATION (TW TOP OF WALL, BW BOTTOM OF WALL)
- FFE ### — FINISH FLOOR ELEVATION
- PROPOSED RETAINING WALL

PROPOSED STORM PIPE, TYP.
STORMWATER MANAGEMENT POND #1
STORMWATER MANAGEMENT POND #2
STORMWATER MANAGEMENT POND #3
STORMWATER MANAGEMENT POND #4
STORMWATER MANAGEMENT POND #5
STORMWATER MANAGEMENT POND #6
PROPOSED RETAINING WALL #1
PROPOSED RETAINING WALL #2
PROPOSED RETAINING WALL #3
PROPOSED RETAINING WALL #4
PROPOSED RETAINING WALL #5
PROPERTY LINE, TYP.
TVA TOWER WITH 25' RADIUS WITH NO DISTURBANCE
30' STREAM BUFFER
NO DISTURBANCE OR MATERIAL STORAGE ALLOWED WITHIN TREE PROTECTION AREAS, TYP.
Centerline of West Track
TOP OF BANK
SEWER EASEMENT BOOK 383, PAGE 28 BOOK 375, PAGE 245
Inv. = 604.1 3.5' Wide by 4.5' Tall Concrete Box
Inv.=607.5 48" Concrete Pipe
Mag Nail Reset (New R/R Ties)
5/8" Iron Pin Found RLS #596
1/2" Iron Pin Found RLS #1987
1/2" Iron Pin Found
3/4" Pipe Found
1" Pipe Found
Angle Iron Found
Landscaping Stock Encroachment
Overhead Utility Line
Wall, Typ.
Fence, Typ.
Existing Water Line
Existing Sanitary Sewer Line
Existing Storm Pipe
Existing Gas Line
Existing Contour
Proposed Contour
Proposed Storm Pipe
Proposed Sanitary Sewer Line
Proposed Water Line
Proposed Gas Line
Proposed Retaining Wall
Proposed Curb & Gutter
Proposed Sidewalk
Proposed Asphalt
Proposed Concrete
Proposed Building
Proposed Pavement Marking
Proposed Signage
Proposed Striping
Proposed Fence
Proposed Wall
Proposed Guardrail
Proposed Handicap Ramp
Proposed Bollard
Proposed Light Pole
Proposed Flag Pole
Proposed Mailbox
Proposed Dumpster
Proposed Transformer
Proposed Generator
Proposed Fire Hydrant
Proposed Water Valve
Proposed Water Meter
Proposed Backflow Preventer
Proposed Sanitary Sewer Manhole
Proposed Storm Manhole
Proposed Storm Inlet
Proposed Storm Cleanout
Proposed Sanitary Sewer Cleanout
Proposed Grease Trap
Proposed Grease Interceptor
Proposed Oil Water Separator
Proposed Sand Filter
Proposed Detention Pond
Proposed Retention Pond
Proposed Bioretention Pond
Proposed Swale
Proposed Rip Rap
Proposed Silt Fence
Proposed Inlet Protection
Proposed Construction Entrance
Proposed Temporary Sediment Trap
Proposed Temporary Sediment Basin
Proposed Temporary Diversion Ditch
Proposed Temporary Check Dam
Proposed Temporary Slope Drain
Proposed Temporary Stream Crossing
Proposed Temporary Culvert
Proposed Temporary Bridge
Proposed Temporary Ford
Proposed Temporary Access Road
Proposed Temporary Haul Road
Proposed Temporary Stockpile
Proposed Temporary Borrow Area
Proposed Temporary Waste Area
Proposed Temporary Topsoil Stockpile
Proposed Temporary Subsoil Stockpile
Proposed Temporary Rock Stockpile
Proposed Temporary Gravel Stockpile
Proposed Temporary Sand Stockpile
Proposed Temporary Clay Stockpile
Proposed Temporary Silt Stockpile
Proposed Temporary Organic Stockpile
Proposed Temporary Debris Stockpile
Proposed Temporary Trash Stockpile
Proposed Temporary Recycling Stockpile
Proposed Temporary Hazardous Waste Stockpile
Proposed Temporary Medical Waste Stockpile
Proposed Temporary Radioactive Waste Stockpile
Proposed Temporary Explosive Waste Stockpile
Proposed Temporary Flammable Waste Stockpile
Proposed Temporary Toxic Waste Stockpile
Proposed Temporary Corrosive Waste Stockpile
Proposed Temporary Reactive Waste Stockpile
Proposed Temporary Oxidizing Waste Stockpile
Proposed Temporary Compressed Gas Waste Stockpile
Proposed Temporary Aerosol Waste Stockpile
Proposed Temporary Pressurized Waste Stockpile
Proposed Temporary Refrigerated Waste Stockpile
Proposed Temporary Frozen Waste Stockpile
Proposed Temporary Cryogenic Waste Stockpile
Proposed Temporary Biological Waste Stockpile
Proposed Temporary Infectious Waste Stockpile
Proposed Temporary Pathological Waste Stockpile
Proposed Temporary Sharps Waste Stockpile
Proposed Temporary Pharmaceutical Waste Stockpile
Proposed Temporary Chemotherapy Waste Stockpile
Proposed Temporary Radiological Waste Stockpile
Proposed Temporary Mixed Waste Stockpile
Proposed Temporary Universal Waste Stockpile
Proposed Temporary Recyclable Waste Stockpile
Proposed Temporary Compostable Waste Stockpile
Proposed Temporary Landfill Waste Stockpile
Proposed Temporary Incinerator Waste Stockpile
Proposed Temporary Autoclave Waste Stockpile
Proposed Temporary Shredder Waste Stockpile
Proposed Temporary Baler Waste Stockpile
Proposed Temporary Compactor Waste Stockpile
Proposed Temporary Crusher Waste Stockpile
Proposed Temporary Grinder Waste Stockpile
Proposed Temporary Mixer Waste Stockpile
Proposed Temporary Blender Waste Stockpile
Proposed Temporary Agitator Waste Stockpile
Proposed Temporary Pump Waste Stockpile
Proposed Temporary Valve Waste Stockpile
Proposed Temporary Meter Waste Stockpile
Proposed Temporary Gauge Waste Stockpile
Proposed Temporary Sensor Waste Stockpile
Proposed Temporary Alarm Waste Stockpile
Proposed Temporary Control Waste Stockpile
Proposed Temporary Monitor Waste Stockpile
Proposed Temporary Recorder Waste Stockpile
Proposed Temporary Logger Waste Stockpile
Proposed Temporary Transmitter Waste Stockpile
Proposed Temporary Receiver Waste Stockpile
Proposed Temporary Antenna Waste Stockpile
Proposed Temporary Satellite Waste Stockpile
Proposed Temporary Dish Waste Stockpile
Proposed Temporary Tower Waste Stockpile
Proposed Temporary Pole Waste Stockpile
Proposed Temporary Mast Waste Stockpile
Proposed Temporary Boom Waste Stockpile
Proposed Temporary Arm Waste Stockpile
Proposed Temporary Bucket Waste Stockpile
Proposed Temporary Claw Waste Stockpile
Proposed Temporary Grapple Waste Stockpile
Proposed Temporary Magnet Waste Stockpile
Proposed Temporary Vacuum Waste Stockpile
Proposed Temporary Suction Waste Stockpile
Proposed Temporary Blower Waste Stockpile
Proposed Temporary Fan Waste Stockpile
Proposed Temporary Motor Waste Stockpile
Proposed Temporary Engine Waste Stockpile
Proposed Temporary Turbine Waste Stockpile
Proposed Temporary Generator Waste Stockpile
Proposed Temporary Battery Waste Stockpile
Proposed Temporary Solar Panel Waste Stockpile
Proposed Temporary Wind Turbine Waste Stockpile
Proposed Temporary Hydroelectric Waste Stockpile
Proposed Temporary Geothermal Waste Stockpile
Proposed Temporary Biomass Waste Stockpile
Proposed Temporary Fuel Cell Waste Stockpile
Proposed Temporary Nuclear Waste Stockpile
Proposed Temporary Coal Waste Stockpile
Proposed Temporary Oil Waste Stockpile
Proposed Temporary Gas Waste Stockpile
Proposed Temporary Propane Waste Stockpile
Proposed Temporary Natural Gas Waste Stockpile
Proposed Temporary Hydrogen Waste Stockpile
Proposed Temporary Ammonia Waste Stockpile
Proposed Temporary Chlorine Waste Stockpile
Proposed Temporary Fluorine Waste Stockpile
Proposed Temporary Bromine Waste Stockpile
Proposed Temporary Iodine Waste Stockpile
Proposed Temporary Sulfur Waste Stockpile
Proposed Temporary Phosphorus Waste Stockpile
Proposed Temporary Nitrogen Waste Stockpile
Proposed Temporary Carbon Waste Stockpile
Proposed Temporary Silicon Waste Stockpile
Proposed Temporary Boron Waste Stockpile
Proposed Temporary Aluminum Waste Stockpile
Proposed Temporary Iron Waste Stockpile
Proposed Temporary Copper Waste Stockpile
Proposed Temporary Zinc Waste Stockpile
Proposed Temporary Lead Waste Stockpile
Proposed Temporary Mercury Waste Stockpile
Proposed Temporary Cadmium Waste Stockpile
Proposed Temporary Chromium Waste Stockpile
Proposed Temporary Nickel Waste Stockpile
Proposed Temporary Tin Waste Stockpile
Proposed Temporary Silver Waste Stockpile
Proposed Temporary Gold Waste Stockpile
Proposed Temporary Platinum Waste Stockpile
Proposed Temporary Palladium Waste Stockpile
Proposed Temporary Rhodium Waste Stockpile
Proposed Temporary Ruthenium Waste Stockpile
Proposed Temporary Osmium Waste Stockpile
Proposed Temporary Iridium Waste Stockpile
Proposed Temporary Rhenium Waste Stockpile
Proposed Temporary Tungsten Waste Stockpile
Proposed Temporary Tantalum Waste Stockpile
Proposed Temporary Hafnium Waste Stockpile
Proposed Temporary Lutetium Waste Stockpile
Proposed Temporary Ytterbium Waste Stockpile
Proposed Temporary Thulium Waste Stockpile
Proposed Temporary Erbium Waste Stockpile
Proposed Temporary Holmium Waste Stockpile
Proposed Temporary Dysprosium Waste Stockpile
Proposed Temporary Terbium Waste Stockpile
Proposed Temporary Gadolinium Waste Stockpile
Proposed Temporary Europium Waste Stockpile
Proposed Temporary Samarium Waste Stockpile
Proposed Temporary Promethium Waste Stockpile
Proposed Temporary Neodymium Waste Stockpile
Proposed Temporary Praseodymium Waste Stockpile
Proposed Temporary Cerium Waste Stockpile
Proposed Temporary Lanthanum Waste Stockpile
Proposed Temporary Actinium Waste Stockpile
Proposed Temporary Thorium Waste Stockpile
Proposed Temporary Protactinium Waste Stockpile
Proposed Temporary Uranium Waste Stockpile
Proposed Temporary Neptunium Waste Stockpile
Proposed Temporary Plutonium Waste Stockpile
Proposed Temporary Americium Waste Stockpile
Proposed Temporary Curium Waste Stockpile
Proposed Temporary Berkelium Waste Stockpile
Proposed Temporary Californium Waste Stockpile
Proposed Temporary Einsteinium Waste Stockpile
Proposed Temporary Fermium Waste Stockpile
Proposed Temporary Mendelevium Waste Stockpile
Proposed Temporary Nobelium Waste Stockpile
Proposed Temporary Lawrencium Waste Stockpile
Proposed Temporary Rutherfordium Waste Stockpile
Proposed Temporary Dubnium Waste Stockpile
Proposed Temporary Seaborgium Waste Stockpile
Proposed Temporary Bohrium Waste Stockpile
Proposed Temporary Hassium Waste Stockpile
Proposed Temporary Meitnerium Waste Stockpile
Proposed Temporary Darmstadtium Waste Stockpile
Proposed Temporary Roentgenium Waste Stockpile
Proposed Temporary Copernicium Waste Stockpile
Proposed Temporary Nihonium Waste Stockpile
Proposed Temporary Flerovium Waste Stockpile
Proposed Temporary Moscovium Waste Stockpile
Proposed Temporary Livermorium Waste Stockpile
Proposed Temporary Tennessine Waste Stockpile
Proposed Temporary Oganesson Waste Stockpile

NORTH JAMES M CAMPBELL BOULEVARD
OLD WILLIAMSPORT PK
PROFESSIONAL CENTER DRIVE (65037/940)
(041.01) Swarco Industries, LLC D.B. R2458 PG. 794 R.O.M.C., TN
(041.10) Tristar Maury Behavioral Healthcare, LLC D.B. R2469 PG. 985 R.O.M.C.,TN Plot Book P21, page 317
(041.13) Tristar Maury Behavioral Healthcare, LLC D.B. R2553 PG. 0371 R.O.M.C.,TN
(042.00) Rummage Properties, LLC D.B. R2215 PG. 790 R.O.M.C.,TN
(043.00) WRS Weakley, LP D.B. R2344 PG. 286 R.O.M.C.,TN Plot Book P11, page 137 Lot 2C
(043.01) Howell Building Group, LLC. D.B. R2870 PG. 622 R.O.M.C.,TN Plot Book P11, page 137 Lot 2D
(005.03) Vincent Guarnotta D.B. R2705 PG. 1006 R.O.M.C.,TN
(005.00) Oppidan Capital, LLC. D.B. R2702 PG. 515 R.O.M.C.,TN
(004.00) Heller Management Company, LLC. D.B. R2814 PG. 1395 R.O.M.C.,TN
(0.1.14) White, Kilgore and White, G.P. D.B. R2469 PG. 980 R.O.M.C.TN
83,677.9 Sq. Feet 0.54 Acres
Point of Beginning Easement Tract N:470,450.7 E:1,651,451.8
N:470,248.8 E:1,651,918.4
ZONE X
ZONE AE
20' Sanitary Sewer Easement, Deed Book R2463, page 951
20' Sanitary Sewer Easement, DEED BOOK 383, PAGE 158
20' Sanitary Sewer Easement, DEED BOOK R2467, page 106
50' Ingress/Egress and Utility Easement, Deed Book 1329, Page 225
TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 383, PAGE 158
Overhead Electric Easement
Drainage Easement
Sanitary Sewer Easement
Water Line Easement
Gas Line Easement
Storm Drain Easement
Utility Easement
Access Easement
Ingress/Egress Easement
Parking Easement
Loading Zone
Handicap Parking
Fire Lane
No Parking
Speed Limit
Stop Sign
Yield Sign
One Way
Do Not Enter
Wrong Way
Turn Only
Lane Ends
Merge
Curve
Reverse Curve
Compound Curve
Spiral Curve
Tangent
Radius
Chord
Arc Length
Delta Angle
Point of Curvature
Point of Tangency
Point of Intersection
Point of Reverse Curvature
Point of Compound Curvature
Point of Spiral Curvature
Point of Beginning
Point of Commencement
Point of Termination
Point of Reference
Point of Control
Point of Origin
Point of Destination
Point of Interest

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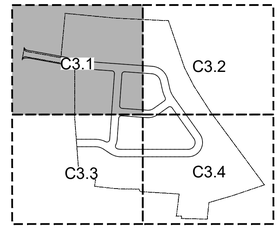
KEY MAP

NOT TO SCALE



NOTES

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2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN 10 YEAR FLOODPLAIN, PER FEMA FIRM MAP NUMBER 47119C0280E EFFECTIVE APRIL16, 2007

GRADING PLAN LEGEND

- 476.17 — SPOT ELEVATION (TW TOP OF WALL, BW BOTTOM OF WALL)
- FFE ### — FINISH FLOOR ELEVATION
- PROPOSED RETAINING WALL

BRENDAN JOSEPH GUY
LICENSED PROFESSIONAL ENGINEER
AGRICULTURE & ENVIRONMENT
COMMERCE
NO. 0011079
STATE OF TENNESSEE
11/20/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED GRADING & DRAINAGE PLAN

C3.1

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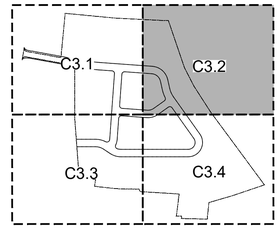
KEY MAP

NOT TO SCALE



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GRADING PLAN LEGEND

476.17	SPOT ELEVATION
TW	TOP OF WALL
BW	BOTTOM OF WALL
FFE ###	FINISH FLOOR ELEVATION
	PROPOSED RETAINING WALL

BRENDAN JOSEPH GILL — LICENSED PROFESSIONAL ENGINEER — AGRICULTURE — COMMERCE — No. 0011079 — STATE OF TENNESSEE — 5/20/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED GRADING AND DRAINAGE PLAN

C3.2

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MATCHLINE SEE SHEET C3.1

MATCHLINE SEE SHEET C3.4

1/2" Iron Pin Found RLS #1941

N 80°13'03" E 125.43'

N 80°15'27" E 373.30'

JAMES M CAMPBELL BOULEVARD

Public

20' Sanitary Sewer Easement R2467, page 106

N 85°15'42" E 336.49'

S 85°15'42" W 336.09'

End of Pavement

Wall

Point of Access, P.U.D.E.

83,677.9 Sq. Feet
0.54 Acres

Point of Beginning
Easement Tract
N:470,450.7
E:1,651,451.8

TAX MAP 089
(041.14)
White, Kilgore and White, G.P.
D.B. R2469 PG. 980
R.O.M.C.,TN

A=481.29'
R=1830.82'
D=15°03'43"
B=S 17°46'41" E
C=479.90'
T=242.04'

N 21°54'26" W 217.26'

N 69°53'25" W 84.81'

N 83°53'07" W 50.46'

Deed Book R2896, page 869

50' Easement

258.00'

S 82°22'36" W

N 78°47'44" W

ZONE X
ZONE AE

20' Sanitary Sewer Easement Deed Book R2463, page 951

N:470,248.8
E:1,651,918.4

TAX MAP 089
(042.00)
Rummage Properties, LLC
D.B. R2215 PG. 790
R.O.M.C.,TN

3/4" Pipe Found

N 09°00'32" E 63.04'

Landscaping Stock Encroachment

3/4" Pipe Found

N 83°02'56" W

N 84°50'57" W

FFE 640.50 | FFE 650.50 | FFE 650.50 | FFE 640.50

FFE 634.50 | FFE 636.50 | FFE 640.50 | FFE 643.50
SMALL MULTI-FAMILY BUILDING 8 | SMALL MULTI-FAMILY BUILDING 9 | SMALL MULTI-FAMILY BUILDING 10 | SMALL MULTI-FAMILY BUILDING 11

FFE 624.50 | FFE 626.50 | FFE 630.50 | FFE 633.50

FFE 627.00 | FFE 629.50 | FFE 633.50
SMALL MULTI-FAMILY BUILDING 12 | SMALL MULTI-FAMILY BUILDING 13 | SMALL MULTI-FAMILY BUILDING 14

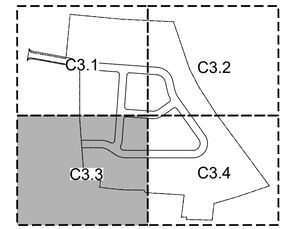
TVA TOWER WITH 25' RADIUS OF NO DISTURBANCE

STORMWATER MANAGEMENT POND #3

619.93 TW
619.43 BW

KEY MAP

NOT TO SCALE



NOTES

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GRADING PLAN LEGEND

- 476.17 — SPOT ELEVATION (TW TOP OF WALL, BW BOTTOM OF WALL)
- FFE ### — FINISH FLOOR ELEVATION
- PROPOSED RETAINING WALL

BRENDON JOSEPH HOLT — REGISTERED ENGINEER — AGRICULTURE & COMMERCE — NO. 00110794 — STATE OF TENNESSEE — 4/20/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED GRADING AND DRAINAGE PLAN

C3.3

MATCHLINE SEE SHEET C3.2

MATCHLINE SEE SHEET C3.3

STREET B - URBAN NEIGHBORHOOD STREET - PUBLIC 70' ROW

PROFESSIONAL CENTER DRIVE - URBAN NEIGHBORHOOD STREET - PUBLIC 70' ROW

TAX MAP
089
(043.01)
Howell Building Group, LLC.
D.B. R2870 PG. 622
R.O.M.C.,TN
Plat Book P11, page 137
Lot 2D

TAX MAP
0890, Group "A"
(005.03)
Vincent Guarnotta
D.B. R2705 PG. 1006
R.O.M.C.,TN

TAX MAP
0890, Group "A"
(005.00)
Oppidan Capital, LLC.
D.B. R2702 PG. 515
R.O.M.C.,TN

D.B.

SEWER EASEMENT
BOOK 383, PAGE 28
BOOK 375, PAGE 245

N 24°36'12" W
25.25'

172.14'
N 89°35'18" W

366.89'
N 86°23'37" W

N 07°00'16" E
209.30'

S 88°42'39" W
48.40'

N 00°01'10" W
23.54'

241.78'
N 88°40'31" W

156.21'
S 05°49'11" W

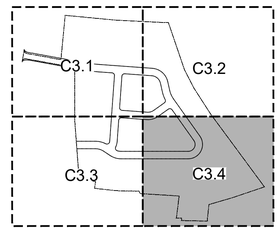
233.35'
S 73°42'15" W

282.00'
S 71°19'39" W

S 70°39'02" W
32.54'

KEY MAP

NOT TO SCALE



NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN 10 YEAR FLOODPLAIN, PER FEMA FIRM MAP NUMBER 47119C0280E EFFECTIVE APRIL16, 2007

GRADING PLAN LEGEND

476.17 — SPOT ELEVATION
TW TOP OF WALL
BW BOTTOM OF WALL

FFE ### — FINISH FLOOR ELEVATION

PROPOSED RETAINING WALL

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED GRADING AND DRAINAGE PLAN

C3.4

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PROPOSED RETAINING WALL #1
MAX HEIGHT: 4.5'

PROPOSED RETAINING WALL #4
MAX HEIGHT: 7.5'

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

PROFESSIONAL CENTER DRIVE - URBAN NEIGHBORHOOD STREET - PUBLIC 70' ROW

D.B. R2695, PG 863
ROMCTN

1/2" Iron Pin Found
No Cap

N 24°36'12" W
25.25'

GRADING PLAN LEGEND

476.17	SPOT ELEVATION TW TOP OF WALL BW BOTTOM OF WALL
FFE ###	FINISH FLOOR ELEVATION
	PROPOSED RETAINING WALL

BRENDON JOSEPH HILL
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 00110794
STATE OF TENNESSEE
4/20/2024

ENLARGED RETAINING WALL PLAN

C3.5

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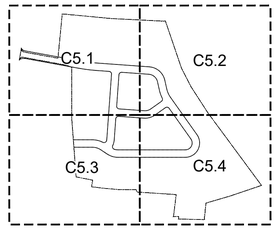
KEY MAP

NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT


NORTH JAMES M CAMPBELL BOULEVARD
OLD WILLIAMSPORT PK
TIE INTO EXISTING 8" WATER
CONNECT TO EXISTING 8" SEWER
TIE INTO EXISTING 8" WATER
CONNECT TO EXISTING 10" SEWER
PROPOSED FIRE HYDRANT
STORMWATER MANAGEMENT POND #1
STORMWATER MANAGEMENT POND #2
STORMWATER MANAGEMENT POND #3
STORMWATER MANAGEMENT POND #4
STORMWATER MANAGEMENT POND #5
STORMWATER MANAGEMENT POND #6
WITHDRAW PROPERTY TO BE RETAINED
750,935.9 Sq. Feet
17.24 Acres
Shown hereon for informational purposes
TRACT 1
414,914.6 Sq. Ft.
9.5215 Acres
23,677.9 Sq. Feet
0.54 Acres
PROPERTY LINE, TYP.
TOP OF BANK
30' STREAM BUFFER
ZONE X
ZONE AE
T.V.A. TOWER
Mag Nail Reset (New R/R Ties)
Centerline of West Track
TENNESSEE SOUTHERN RAILROAD COMPANY
100' CHARTER R.O.W. Per Plans by Parrot Rail, dated June 30, 1917 Sheet V-14/21
SEWER EASEMENT BOOK 383, PAGE 28 BOOK 375, PAGE 245
Inv. – 604.1 3.5' Wide by 4.5' Tall Concrete Box
Inv.–607.5 48" Concrete Pipe
TAX MAP 089 (041.10) Tristar Maury Behavioral Healthcare, LLC D.B. R2469 PG. 985 R.O.M.C.,TN Plat Book P21, page 317
TAX MAP 089 (041.11) Tristar Maury Behavioral Healthcare, LLC D.B. R2553 PG. 371 R.O.M.C.,TN
TAX MAP 089 (041.14) White, Kilgore and White, G.P. D.B. R2469 PG. 980 R.O.M.C.,TN
TAX MAP 089 (042.00) Rummage Properties, LLC D.B. R2215 PG. 790 R.O.M.C.,TN
TAX MAP 089 (043.00) Wesson, LP D.B. R2344 PG. 286 R.O.M.C.,TN Plat Book P11, page 137 Lot 2C
TAX MAP 089 (043.01) Howell Building Group, LLC. D.B. R2870 PG. 622 R.O.M.C.,TN Plat Book P11, page 137 Lot 2D
TAX MAP 089 (041.13) Columbia BLR Realty, LLC. D.B. R2696 PG. 863 R.O.M.C.,TN
TAX MAP 0890, Group "A" (005.00) Oppidan Capital, LLC. D.B. R2702 PG. 515 R.O.M.C.,TN
TAX MAP 0890, Group "A" (004.00) Heller Management Company, LLC. D.B. R2814 PG. 1395 R.O.M.C.,TN
TAX MAP 0890, Group "A" (005.03) Vincent Guarnotta D.B. R2705 PG. 1006 R.O.M.C.,TN
T.V.A./USA EASEMENT DEED BOOK 232, PAGE 572
TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 53, PAGE 386
20' Sanitary Sewer Easement
20' Sanitary Sewer Easement, Deed Book R2463, page 957
Easement Deed Book R2696, page 863
50' Ingress/Egress and Utility Easement Deed Book 1329, Page 255
1/2" Iron Pin Found RLS #1987
1/2" Iron Pin Found RLS #1941
1/2" Iron Pin Found No Cap
3/4" Pipe Found
1" Pipe Found
5/8" Iron Pin Found RLS #596
5/8" Iron Pin Found
Angle Iron Found
Landscaping Stock Encroachment
Point of Beginning Tract 1
Point of Beginning Easement Tract N:470,450.7 E:1,651,451.8
Point of Beginning 70' Access/P.U.D.E.
End of Pavement
Wall
N:470,248.8 E:1,651,918.4
A=481.28'
R=1830.00'
D=15°03'43"
B=S 17°46'41" E
C=479.90'
T=242.04'
S 84°34'43" E 470.34'
S 87°08'19" E 466.48'
N 89°10'18" E 35.59'
N 25°31'05" E 418.72'
N 85°39'37" E 1,123.33'
N 85°15'42" E 336.48'
S 85°15'42" W 336.09'
W 80°15'27" E 373.30'
N 80°13'03" E 125.43'
N 69°53'25" W 84.81'
N 83°53'07" W 50.46'
N 21°54'26" W 217.25'
S 82°22'36" E 258.00'
W 78°47'44" W 158.12'
W 09°00'53" E 63.04'
N 84°50'57" W 135.45'
N 89°10'18" W 172.14'
N 24°38'12" E 25.25'
N 85°37'06" W 712.37'
N 89°23'37" W 366.89'
N 07°07'16" E 209.89'
S 88°42'39" W 48.40'
N 00°01'10" W 23.54'
S 52°40'11" W 156.01'
S 75°42'15" W 253.33'
S 71°19'39" W 283.00'
S 70°59'02" W 32.54'
N 88°40'31" W 241.18'
N 01°30'00" W 200.00'
N 00°30'00" W 200.00'
S 01°30'00" E 200.00'
S 00°30'00" E

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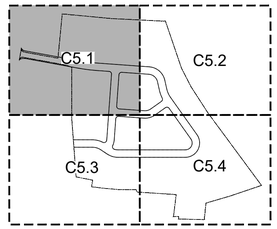
KEY MAP

NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

BRENDON JOSEPH LOO — REGISTERED PROFESSIONAL ENGINEER — AGRICULTURE COMMERCE — NO. 00110794 — STATE OF TENNESSEE — 4/20/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED UTILITY PLAN

C5.1

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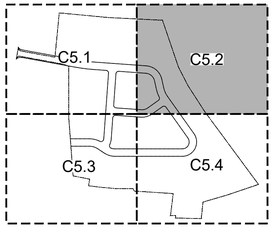
KEY MAP

NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

BRENDAN JOSEPH [illegible]
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 0011075
STATE OF TENNESSEE
1/20/2026

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED UTILITY PLAN

C5.2

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MATCHLINE SEE SHEET C5.1

MATCHLINE SEE SHEET C5.4

1/2" Iron Pin Found
RLS #1941

N 80°13'03" E
125.43'

EIP

N 80°15'27" E
373.30'

JAMES M CAMPBELL BOULEVARD
Public

20' Sanitary
Sewer Easement
R2467, page 1106

50'
Easement
Deed Book R2696,
page 869

202.91'

S 04°16'41" E

PROPOSED FIRE HYDRANT

Wall

N 85°15'42" E
336.49'

P.U.D.A.E.

IPS

C1 C2 C3 C4 L1 L2

S 85°15'42" W
336.09'

End of
Pavement

Wall

23,677.9 Sq. Feet
0.54 Acres

PROPOSED TIE IN TO
EXISTING 8" WATER MAIN

CONNECT TO EXISTING 10" SEWER

Point of Beginning
Easement Tract
N:470,450.7
E:1,651,451.8

TAX MAP
089
(041.14)
White, Kilgore
and White, G.P.
D.B. R2469 PG. 980
R.O.M.C.,TN

Point of
Beginning 70'
Access/P.U.D.E.

290.38'

A=481.29'
R=1830.82'
D=15°03'43"
B=S 17°46'41" E
C=479.90'
T=242.04'

N 21°54'26" W
217.26'

N 69°53'25" W
84.81'

N 83°53'07" W
50.46'

Point of Beginning
Tract 1
¾" Iron Pin Found

T.V.A.
TOWER

STORMWATER
MANAGEMENT POND #3

258.00'
S 82°22'36" W

158.12'
N 78°47'44" W

ZONE X
ZONE AE

3/4" Pipe Found

112.37'

N 09°00'32" E
63.04'

N 83°02'56" W

135.45'
N 84°50'57" W

Landscaping Stock
Encroachment

3/4" Pipe Found

20' Sanitary Sewer
Easement
Deed Book R2463,
page 951

N:470,248.8
E:1,651,918.4

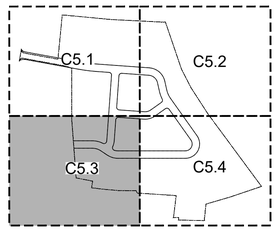
TAX MAP
089
(042.00)
Rummage
Properties, LLC
D.B. R2215 PG. 790
R.O.M.C.,TN

8"W

OHE

KEY MAP

NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

BRENDAN JOSEPH BOS
REGISTERED ENGINEER
AGRICULTURE
NO. 00110794
STATE OF TENNESSEE
1/20/2026

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED UTILITY PLAN

C5.3

MATCHLINE SEE SHEET C5.2

MATCHLINE SEE SHEET C5.3

KEY MAP

NOT TO SCALE



PROPOSED FIRE HYDRANT

PROPOSED FIRE HYDRANT

PROPOSED FIRE HYDRANT

PROPOSED 20' SANITARY SEWER EASEMENT

STORMWATER MANAGEMENT POND #4

S 36°40'04" E 853.01'

SEWER EASEMENT
BOOK 383, PAGE 28
BOOK 375, PAGE 245

30' STREAM BUFFER

TOP OF BANK

CONNECT TO EXISTING SEWER

20'

ND #3

N 24°36'12" W 25.25'

45'

'57" W

172.14'
N 89°35'18" W

366.89'
N 86°23'37" W

TAX MAP
089
(043.01)
Howell Building Group, LLC.
D.B. R2870 PG. 622
R.O.M.C.,TN
Plat Book P11, page 137
Lot 2D

N 07°00'16" E 209.30'

S 88°42'39" W 48.40'

N 00°01'10" W 23.54'

241.18'
N 88°40'31" W

TAX MAP
089
(005.03)
Vincent Guarnotta
D.B. R2705 PG. 1006
R.O.M.C.,TN

156.21'
S 05°49'11" W

233.33'
S 73°42'15" W

TAX MAP
089O, Group "A"
(005.00)
Oppidan Capital, LLC.
D.B. R2702 PG. 515
R.O.M.C.,TN

282.00'
S 71°19'39" W

S 70°39'02" W
32.54'

UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

DEHDAN JOSEPH GEE
REGISTERED ENGINEER
AGRICULTURE
NO. 001107
STATE OF TENNESSEE
12/20/2024

ENLARGED UTILITY PLAN

C5.4

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TREE CANOPY RETENTION AREA:

TOTAL SITE AREA: 2,194,949.9 SF; 50.93 AC
TOTAL EXISTING TREE CANOPY (OUTSIDE OF TVA AND GAS LINE EASEMENTS): 20.14 AC; 40%

REQUIRED PRESERVATION: CD-4C RESIDENTIAL: 45%

PROVIDED PRESERVATION AREA: 9.16 AC; 45%



GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

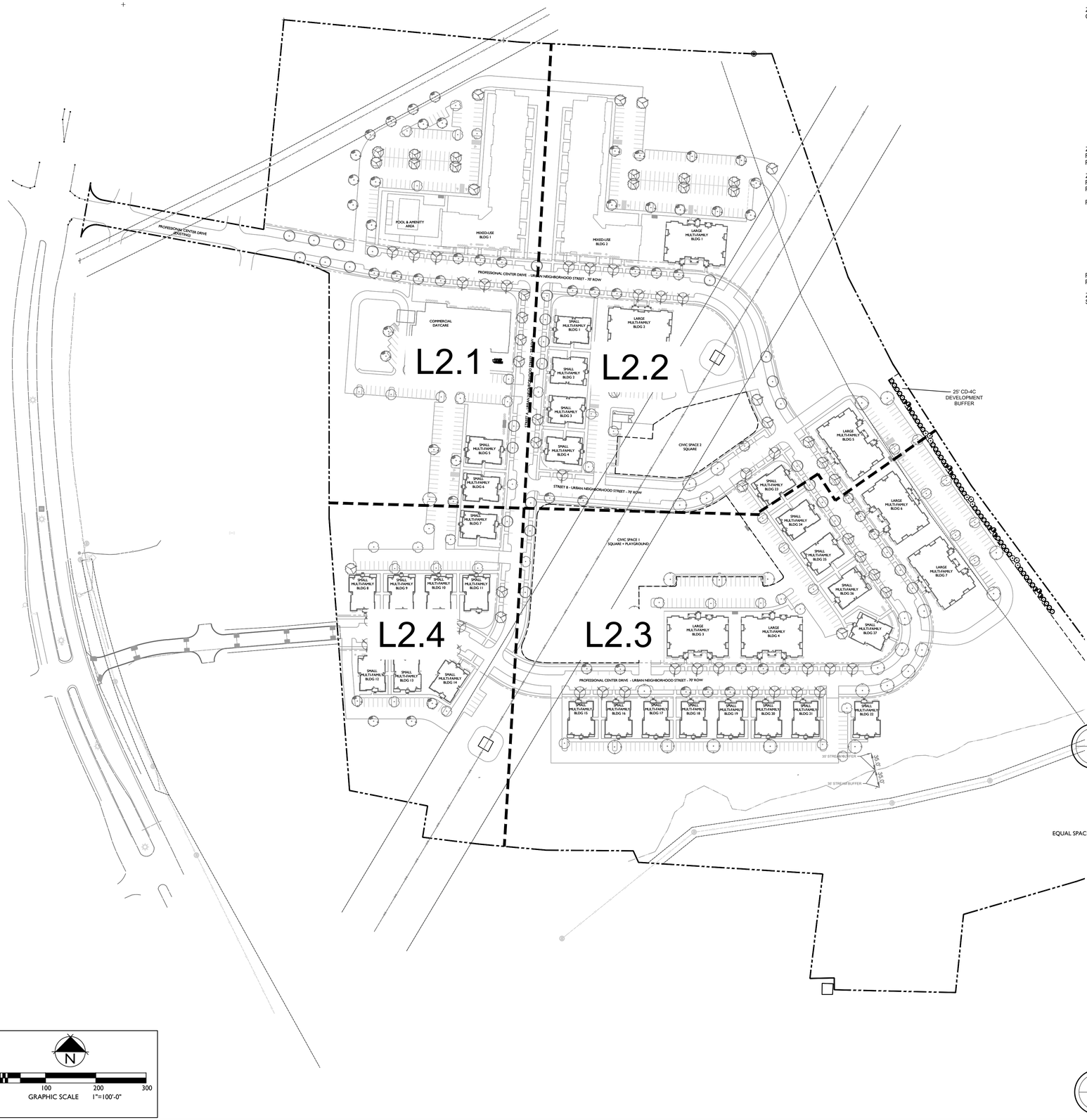
ROBERT C. GAMBLE
REGISTERED
LANDSCAPE ARCHITECT
TENNESSEE
LANDSCAPE ARCHITECT
APR. 2024

Date: APRIL 15, 2024

Revision Date
1, May 20, 2024
△
△

TREE CANOPY RETENTION

SHEET
L1.0



CODE MINIMUM LANDSCAPE PLAN

THIS LANDSCAPE PLAN HAS BEEN DESIGNED TO MEET THE MINIMUM CODE REQUIREMENTS OF THE CITY OF COLUMBIA TN ZONING ORDINANCE FOR SITE DEVELOPMENT PLAN.

ZONING ORDINANCE 4.3.16 - CD-5 LANDSCAPING:
CONTINUOUS SHRUBS AROUND FOUNDATION AT FACADE. 1 SHRUB EVERY 10 LF
- SMALL MULTI-FAMILY BLDG 1, 3: REQ. 6 SHRUBS; PROVIDED: 10 SHRUBS
- SMALL MULTI-FAMILY BLDG 2, 4: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 5-7: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 8-11: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 12, 14: REQ. 6 SHRUBS; PROVIDED: 10 SHRUBS
- SMALL MULTI-FAMILY BLDG 13, 15-22: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 23-25: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 26: REQ. 6 SHRUBS; PROVIDED: 10 SHRUBS
- SMALL MULTI-FAMILY BLDG 27: REQ. 6 SHRUBS; PROVIDED: 9 SHRUBS

- LARGE MULTI-FAMILY BLDG 1: REQ.13 SHRUBS; PROVIDED: 25 SHRUBS
- LARGE MULTI-FAMILY BLDG 2: REQ.13 SHRUBS; PROVIDED: 21 SHRUBS
- LARGE MULTI-FAMILY BLDG 3: REQ. 13 SHRUBS; PROVIDED: 25 SHRUBS
- LARGE MULTI-FAMILY BLDG 4: REQ. 13 SHRUBS; PROVIDED: 25 SHRUBS
- LARGE MULTI-FAMILY BLDG 5-7: REQ. 13 SHRUBS; PROVIDED: 23 SHRUBS

- DAYCARE: REQ. 17 SHRUBS; PROVIDED: 31 SHRUBS
- MIXED-USE BLDG 1-2: REQ. 17 SHRUBS; PROVIDED: 31 SHRUBS

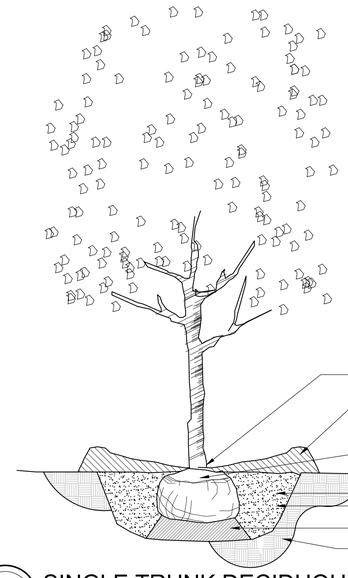
ZONING ORDINANCE 5.2.2.G-1 - URBAN CENTER STREET:
REQUIRED: 1 STREET TREE EVERY 50 LF.
PROVIDED: 1 STREET TREE EVERY 50 LF.

ZONING ORDINANCE 4.13.12.C - PARKING DESIGN:
REQUIRED: 1 SHADE TREE PER ISLAND/ 2 SHADE TREES FOR DOUBLE LENGTH ISLANDS.
PROVIDED: 1 SHADE TREE PER ISLAND/ 2 SHADE TREES FOR DOUBLE LENGTH ISLANDS

REQUIRED: 1 TREE PER 2,000 SF OF PARKING LOT
- REQUIRED BUILDING SITE 1: 137,315 SF PARKING AREA / 2,000 SF = 69 TREES REQUIRED. PROVIDED BUILDING SITE 1: 69 TREES
- REQUIRED BUILDING SITE 6: 42,905 SF PARKING AREA / 2,000 SF = 22 TREES REQUIRED. PROVIDED BUILDING SITE 6: 22 TREES
- REQUIRED BUILDING SITE 23: 25,548 SF PARKING AREA / 2,000 SF = 13 TREES REQUIRED. PROVIDED BUILDING SITE 23: 8 TREES (LARGE PORTION OF PARKING UNDER TVA EASEMENT WHERE TREE PLANTING ISN'T ALLOWED)
- REQUIRED BUILDING SITE 27: 32,860 SF PARKING AREA / 2,000 SF = 16 TREES REQUIRED. PROVIDED BUILDING SITE 27: 16 TREES

REQUIRED: 36" HEDGE TO SCREEN PARKING FROM CIVIC SPACE AND ADJACENT PROPERTY
PROVIDED: HEDGES PROVIDED AS REQUIRED.

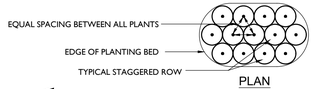
ZONING ORDINANCE 4.3.16.L - TREE PROTECTION:
SEE SHEET L1.0.



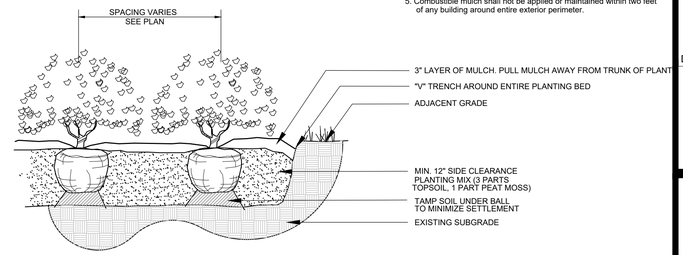
1 / L1.0 SECTION — **SINGLE TRUNK DECIDUOUS TREE** — DETAIL # NTS

GENERAL NOTES:

1. All trees are to be nursery grown, burlap and ball (B&B). Minimum tree size is per schedule (measured 6" above root ball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from root ball. After setting in hole, cut away top and sides of wire basket, if any.
3. Install top of plant ball even with or up to 2" above existing grade.
4. Set tree in vertical position; stake if necessary for stabilization.
5. Soak plant ball and pit immediately after installation. Place 3" of seasoned mulch or pine needles around base of tree, 3' diameter minimum.



PLAN



2 / L1.0 SECTION — **SHRUB PLANTING** — DETAIL # NTS

GENERAL NOTES:

1. Install top of plant ball shall be level with finished grade.
2. Tamp planting mix firmly as pit is filled around each plant ball.
3. Soak each plant ball and pit immediately after installation.
4. Cut and remove burlap from top 1/3 of root ball. Non-degradable burlap shall be removed or rolled under ball after replacement of plant.
5. Combustible mulch shall not be applied or maintained within two feet of any building around entire exterior perimeter.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

GREGORY C. GAMBLE — REGISTERED — TENNESSEE — LANDSCAPE ARCHITECT — 1522

Date: APRIL 15, 2024

Revision Date
⚠ May 20, 2024
△
△

LANDSCAPE PLAN
SHEET
L2.0



Plat Book P21, page 317

QTY / SYM PLANT KEY

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPECIES %	SPACING	NOTES
CANOPY TREES								
23	AR	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	2.5" CAL	10' MIN.	21%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN, MATCHING
12	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
13	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
11	QN	QUERCUS NUTTALLI	NUTTALL OAK	2.5" CAL	10' MIN.	15%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
7	QS	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	10' MIN.	18%		
SHRUBS								
10	BW	BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN KOREAN BOXWOOD		30" MIN.		36" O.C.	
16	DBC	DISTYLIUM HYBRID 'PIIDIST-II'	BLUE CASCADE DISTYLIUM		30" MIN.		36" O.C.	
17	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
10	IG	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY		30" MIN.		36" O.C.	
6	HP	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA		30" MIN.		48" O.C.	
6	TEG	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE		30" MIN.		AS SHOWN	
21	VB	VIBURNUM X BURWOODII 'CONOY'	CONOY VIBURNUM		30" MIN.		36" O.C.	

PLANT SIZE IS MINIMUM REQUIRED BY CITY OF COLUMBIA. MINIMUM HEIGHT AND CALIPER MUST BE MET REGARDLESS OF CONTAINER SIZE.

N

0 100 200 300

GRAPHIC SCALE 1"=100'-0"

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

AMORI C. GAMBLE
REGISTERED LANDSCAPE ARCHITECT
TENNESSEE
5207

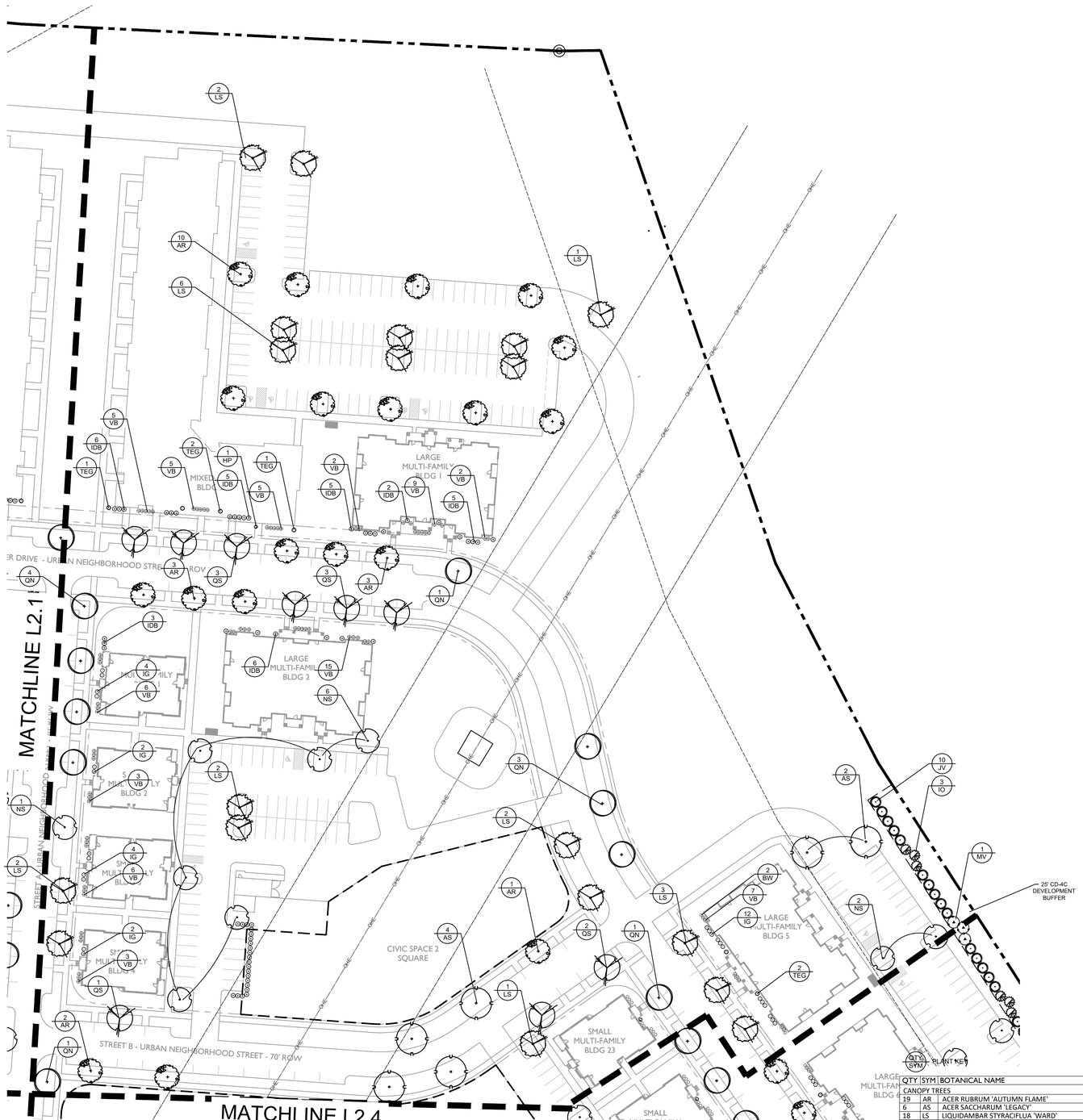
Date: APRIL 15, 2024

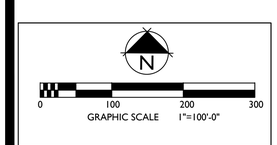
Revision Date
⚠ May 20, 2024
△
△

LANDSCAPE PLAN

SHEET

L2.1





QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPECIES %	SPACING	NOTES
CANOPY TREES								
19	AR	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	2.5" CAL	10' MIN.	21%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN, MATCHING
6	AS	ACER SACCHARUM 'LEGACY'	LEGACY SUGAR MAPLE	2.5" CAL	10' MIN.	11%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
18	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
9	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
10	QN	QUERCUS NUTTALLI	NUTTALL OAK	2.5" CAL	10' MIN.	15%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
9	QS	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	10' MIN.	18%		
BUFFER TREES								
10	JV	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	2.5" CAL	8' MIN.		10' O.C.	CULTIVAR TO REACH 20' AT MATURITY
3	IO	ILEX OPACA	AMERICAN HOLLY	2.5" CAL	8' MIN.		10' O.C.	CULTIVAR TO REACH 20' AT MATURITY
10	JV	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	2.5" CAL	8' MIN.		10' O.C.	CULTIVAR TO REACH 20' AT MATURITY
SHRUBS								
2	BW	BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN KOREAN BOXWOOD		30" MIN.		36" O.C.	
32	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
24	IG	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY		30" MIN.		36" O.C.	
1	HP	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA		30" MIN.		48" O.C.	
6	TEG	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE		30" MIN.		AS SHOWN	
68	VB	VIBURNUM X BURWOODII 'CONOY'	CONOY VIBURNUM		30" MIN.		36" O.C.	

PLANT SIZE IS MINIMUM REQUIRED BY CITY OF COLUMBIA. MINIMUM HEIGHT AND CALIPER MUST BE MET REGARDLESS OF CONTAINER SIZE.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

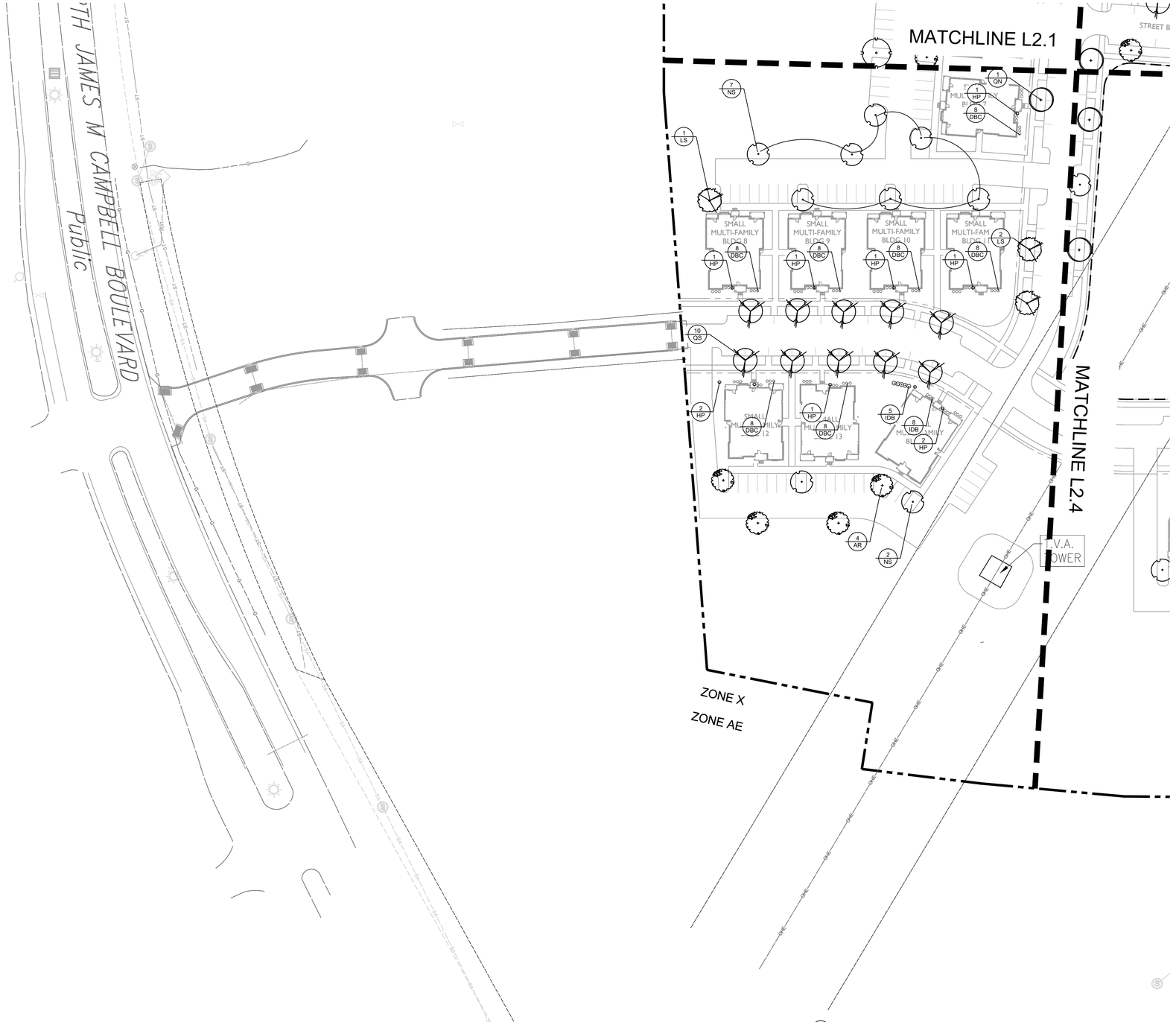


Date: APRIL 15, 2024

Revision Date
⚠ May 20, 2024
△
△

LANDSCAPE PLAN

SHEET
L2.2



QTY / SYM PLANT KEY

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPECIES %	SPACING	NOTES
CANOPY TREES								
4	AR	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	2.5" CAL	10' MIN.	21%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN, MATCHING
3	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
9	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
1	QN	QUERCUS NUTTALLI	NUTTALL OAK	2.5" CAL	10' MIN.	15%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
10	QS	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	10' MIN.	18%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
SHRUBS								
64	DBC	DISTYLIUM HYBRID 'PIIDIST-II'	BLUE CASCADE DISTYLIUM		30" MIN.		36" O.C.	
5	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
10	HP	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA		30" MIN.		48" O.C.	

PLANT SIZE IS MINIMUM REQUIRED BY CITY OF COLUMBIA. MINIMUM HEIGHT AND CALIPER MUST BE MET REGARDLESS OF CONTAINER SIZE.

N

0 100 200 300

GRAPHIC SCALE 1"=100'-0"

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

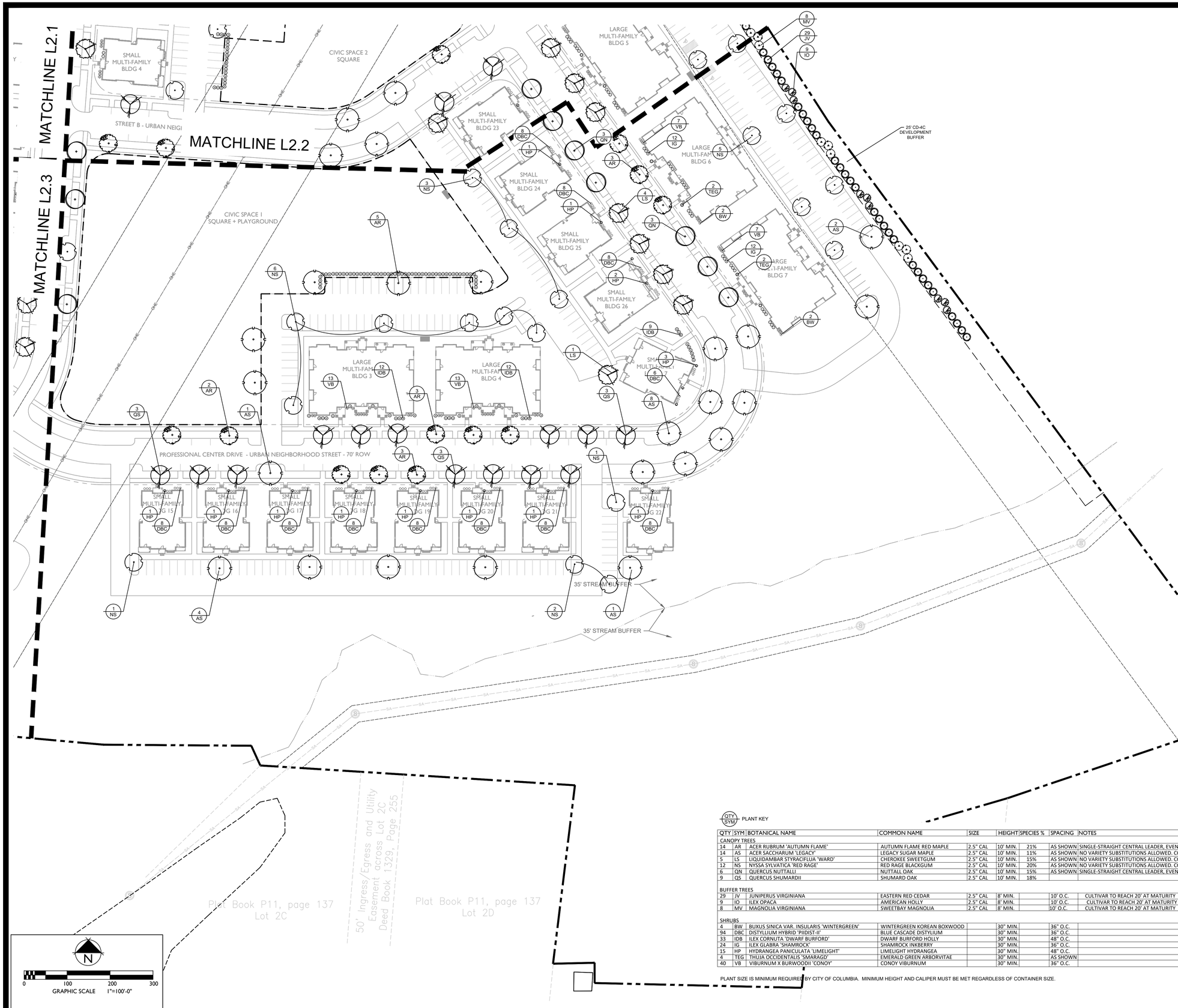
ANTHONY C. GAMBLE REGISTERED LANDSCAPE ARCHITECT TENNESSEE No. 370 LANDSCAPE ARCHITECT

Date: APRIL 15, 2024

Revision Date
⚠ May 20, 2024
△
△

LANDSCAPE PLAN

SHEET L2.3



QTY / SYM PLANT KEY

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPECIES %	SPACING	NOTES
CANOPY TREES								
14	AR	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	2.5" CAL	10' MIN.	21%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN, MATCHING
14	AS	ACER SACCHARUM 'LEGACY'	LEGACY SUGAR MAPLE	2.5" CAL	10' MIN.	11%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
5	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
12	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
6	QN	QUERCUS NUTTALLI	NUTTALL OAK	2.5" CAL	10' MIN.	15%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
9	QS	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	10' MIN.	18%		
BUFFER TREES								
29	JV	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	2.5" CAL	8' MIN.		10' O.C.	CULTIVAR TO REACH 20' AT MATURITY
9	IO	ILEX OPACA	AMERICAN HOLLY	2.5" CAL	8' MIN.		10' O.C.	CULTIVAR TO REACH 20' AT MATURITY
8	MV	MAGNOLIA VIRGINIANA	SWEETBAY MAGNOLIA	2.5" CAL	8' MIN.		10' O.C.	CULTIVAR TO REACH 20' AT MATURITY
SHRUBS								
4	BW	BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN KOREAN BOXWOOD		30" MIN.		36" O.C.	
94	DBC	DISTYLIUM HYBRID 'PIIDIST-II'	BLUE CASCADE DISTYLIUM		30" MIN.		36" O.C.	
33	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
24	IG	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY		30" MIN.		36" O.C.	
15	HP	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA		30" MIN.		48" O.C.	
4	TEG	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE		30" MIN.		AS SHOWN	
40	VB	VIBURNUM X BURWOODII 'CONOY'	CONOY VIBURNUM		30" MIN.		36" O.C.	

PLANT SIZE IS MINIMUM REQUIRED BY CITY OF COLUMBIA. MINIMUM HEIGHT AND CALIPER MUST BE MET REGARDLESS OF CONTAINER SIZE.

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

GREGORY C. GAMBLE TENNESSEE REGISTERED LANDSCAPE ARCHITECT 2074

Date: APRIL 15, 2024

Revision Date
1 May 20, 2024
△
△

LANDSCAPE PLAN

SHEET

L2.4



1 L3.0 SQUARE - CIVIC SPACE 1
PLAN



2 L3.0 SQUARE - CIVIC SPACE 2
PLAN

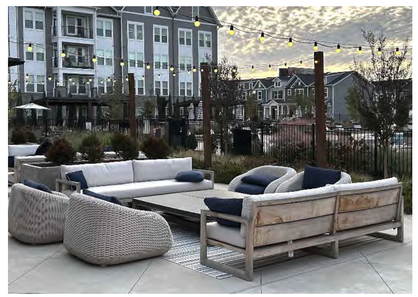
CIVIC SPACE ROW FRONTAGE
REQUIRED: 50%
PROVIDED:
SQUARE 1: 911 LF/ 1,625 LF = 56%
SQUARE 2: 391 LF/760 LF = 51%



CIVIC SPACE		
REQUIRED: 5%-20% OF GROSS SITE AREA		
PROVIDED: 5.8% (2.97AC)		
TYPE:	AREA:	AMENITIES:
SQUARE 1	2.31 AC	HARDSCAPE; SEATING AREA, SITE FURNISHINGS, PAVILION, FORMAL PLANTINGS; PLAYGROUND
SQUARE 2	0.66 AC	HARDSCAPE, SITE FURNISHINGS, FORMAL PLANTINGS; GRILL PATIO

3 L3.0 CIVIC SPACE LOCATION PLAN
PLAN

CHARACTER IMAGES











GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee



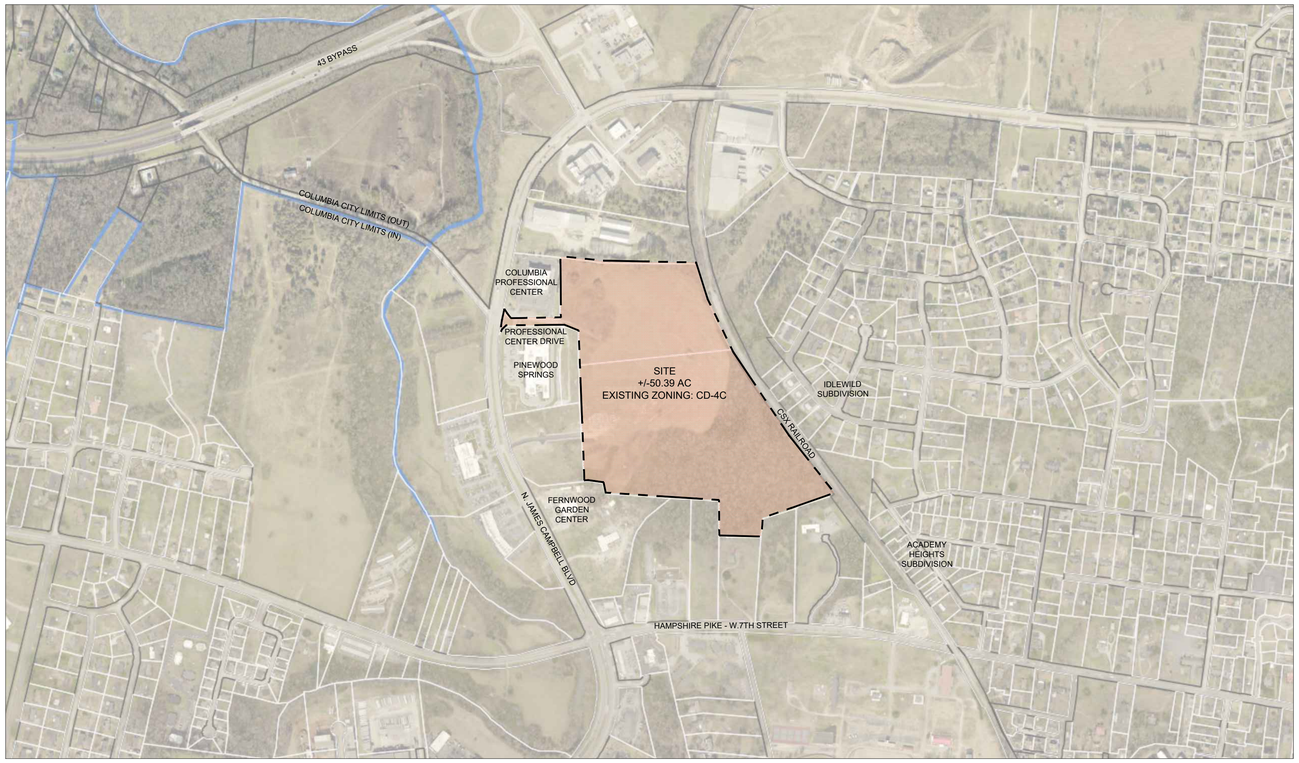
Date: APRIL 15, 2024

Revision Date
⚠ May 20, 2024
△
△

CIVIC SPACE PLAN
SHEET
L3.0

JAMES CAMPBELL PROPERTY
PRELIMINARY PLAT

INTERSECTION OF N. JAMES CAMPBELL ROAD & PROFESSIONAL CENTER DRIVE
COLUMBIA, TENNESSEE



LOCATION MAP

0 500 1000
GRAPHIC SCALE 1"=500'-0"

SHEET INDEX

C0.0	COVER SHEET
	STAMPED SURVEY BY OTHERS PAGE 1
	STAMPED SURVEY BY OTHERS PAGE 2
C2.1	PRELIMINARY PLAT

DEVELOPER:
HRP RESIDENTIAL
5100 MARYLAND WAY
BRENTWOOD, TN 37027
ROB TURNER
rob@hrpresidential.com

APPLICANT/ LAND PLANNER:
GAMBLE DESIGN COLLABORATIVE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37064
GREG GAMBLE
615-975-5765
greg.gamble@gdc-tn.com

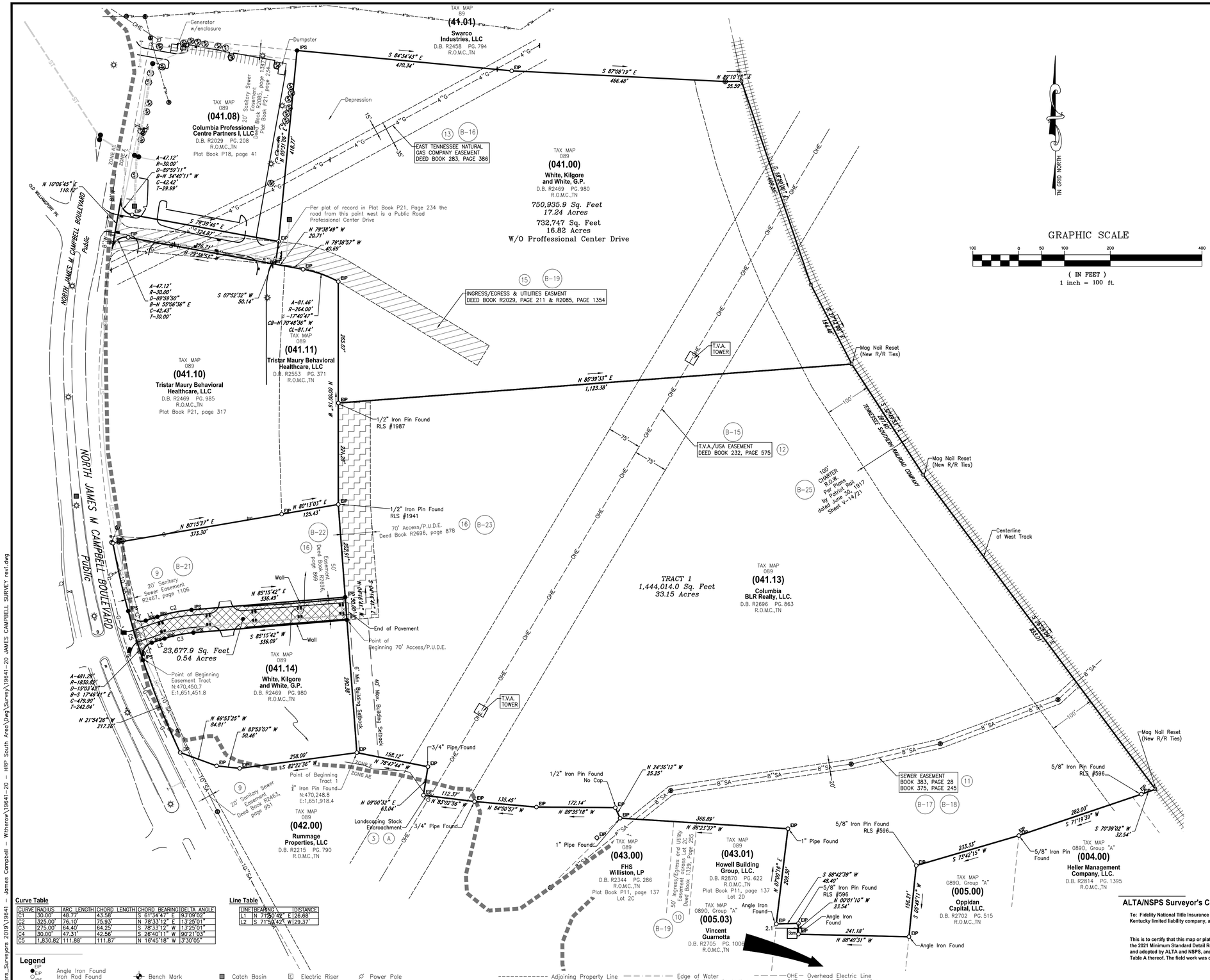
ENGINEER:
KIMLEY-HORN
10 LEA AVENUE, SUITE 400
NASHVILLE, TN 37210
LANDON ALLISON
615.208.5112
landon.allison@kimley-horn.com

ARCHITECT:
KSA
22 MIDDLETON STREET
NASHVILLE, TN 37210
615.255.1854



PRE-APP: Nov. 15, 2023
INITIAL SUBMITTAL: April 15, 2024
RESUBMITTAL: MAY 20, 2024

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE



Curve Table					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	30.00'	48.77'	43.58'	S 61°34'47" E	93°09'02"
C2	325.00'	76.10'	75.93'	N 78°33'12" E	13°25'01"
C3	275.00'	64.40'	64.25'	S 78°33'12" W	13°25'01"
C4	30.00'	47.31'	42.56'	S 26°40'11" W	90°21'03"
C5	1,830.82'	111.88'	111.87'	N 16°45'18" W	3°30'05"

Line Table		
LINE	BEARING	DISTANCE
L1	N 71°50'42" E	26.68'
L2	S 71°50'42" W	29.37'

Legend

- EIP — Angle Iron Found
- ○ EIP — Iron Rod Found
- ● IPS — Iron Rod Set
- ● I.P.F. — Iron Pipe Found
- ✱ AXLE — Axle Found
- ⊡ FCM — Fence Post
- □ O.P.K.F. — Concrete Monument Existing
- ○ P.K.F. — PK Nail Found
- ○ P.K.S. — PK Nail Set
- ◉ R.R.S.-F. — Railroad Spike Found
- ◉ R.R.S.-S. — Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Ballard
- Water Irrigation
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- G — Gas Line
- SA — Sanitary Sewer Line
- W — Water Line
- ST — Storm Sewer Line
- OH — Overhead Utility Line
- OHC — Overhead Cable Line
- OHE — Overhead Electric Line
- OHT — Overhead Telephone Line
- UG — Underground Utility Line
- UGC — Underground Cable Line
- UGE — Underground Electric Line
- UGT — Underground Telephone Line
- FM — Forced Main Line
- Rail-Road Track

ALTA/NSPS Surveyor's Certification

To: Fidelity National Title Insurance Company, Columbia BLR Realty, LLC, HRP Services, LLC, a Kentucky limited liability company, and Bass, Berry & Sims, PLC:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 8, 7c, 8, 9, 10, 13, 14, 16, 17, 18, and 19 of Table A thereof. The field work was completed on April 2023.

Allen B. O'Leary, TN RLS #1987

3-14-24
Date

ALLEN B. O'LEARY — REGISTERED LAND SURVEYOR — AGRICULTURE, TN — TENNESSEE No. 1987

WES Engineers & Surveyors
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com

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ENGINEERS & SURVEYORS

Client
HPR Residential
5100 Maryland Way
Brentwood, TN 37027
615-308-8645

REVISIONS	DATE
Updated R.R. ROW	5-1-23
Updated Zoning/Letter	5-26-23
Updated North Parcel	2-6-24

ALTA/ACSM LAND TITLE SURVEY

NORTH JAMES M CAMPBEEL BLVD
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Drawn: EB
Checked: AO
Approved: AO
Date: 04-12-23

Job. no. 19641-20
Scale: Vertical: Horizontal: 1" = 100'

1 of 2

FILE:J:\WES_Engineers_Surveyors 2019\19641 - James Campbell - Witherow\19641-20 - HRP South Area\Dwg\Survey\19641-20 JAMES CAMPBELL SURVEY rev1.dwg

Property Description:

Tract 1

A portion of land located in Maury County, Tennessee, being a portion of the White, Kilgore and White, G.P. property as recorded in Deed Book R2469, page 980. Being accessed by a 50' easement (future Recovery Road) for ingress and egress from North James Campbell Boulevard.

Beginning at an iron pipe found at the south east corner of the remaining portion of the White, Kilgore and White, G.P. property, said point lying on the north line of Hummage Properties, LLC as recorded in Deed Book R2215, page 790 (TN State Plane N:470,248.8, E:1,651,918.4);
Thence severing the property of White, Kilgore and White, G.P. property, NORTH 04°16'41" WEST a distance of 290.58' to an iron pin set of the south margin of the proposed Recovery Road;
Thence with the same, NORTH 04°16'41" WEST a distance of 50.00' to an iron pin set on the north margin of the proposed Recovery Road ;
Thence with the same, NORTH 04°16'41" WEST a distance of 202.91' to an iron pin found with RLS #1941 cap;
Thence with the east line of Tristar Maury Behavioral Healthcare, LLC property as recorded in Deed Book R2553, page 371, NORTH 00°00'16" WEST a distance of 221.28' to an iron pin set;
Thence severing the property of White, Kilgore and White, G.P., NORTH 85°39'33" EAST a distance of 1,123.58' to a PK nail found in the center of the rail road tracks;
Thence with the center of the railroad tracks, SOUTH 32°48'53" EAST a distance of 287.60' to a PK nail found in the center of the rail road tracks;
Thence with the same, SOUTH 38°26'04" EAST a distance of 853.01' to a PK nail found in the center of the rail road tracks;
Thence leaving the railroad tracks and with the north line of Anne Heller Goodman, Lillian Heller Azor, David Heller, Robert Heller, and Daniel Z. Heller as recorded in Deed Book 1155, page 632, SOUTH 70°59'32" WEST a distance of 32.54' to an iron pin found with RLS #596 cap;
Thence with the same, SOUTH 71°19'39" WEST a distance of 282.00' to an iron pin found with no cap;
Thence with the north line of Seventh Street Townhomes, LLC property as recorded in Deed Book R2461, page 917, SOUTH 73°42'15" WEST a distance of 235.33' to an iron pin set with cap;
Thence with the west line of Seventh Street Townhomes, LLC property, SOUTH 05°49'11" WEST a distance of 156.21' to a found angle iron;
Thence with the north line of John and Jane Stephens as recorded in Deed Book R2278, page 518, NORTH 88°40'31" WEST a distance of 241.18' to a found angle iron;
Thence with the same, NORTH 07°01'10" WEST a distance of 23.54' to an iron pin found with RLS #596 cap;
Thence with the same, SOUTH 88°42'28" WEST a distance of 48.40' to a found angle iron;
Thence with the east line of Columbia Properties NO. 2, and IHG Williams, LP as recorded in Deed Book R1565, page 432 and Deed Book R2344, page 286 and shown as Lot 2D and 2C in Plat Book P11, page 137, NORTH 07°00'16" EAST a distance of 209.30' to an iron pin found;
Thence with the north line of Columbia Properties NO. 2, NORTH 88°23'37" WEST a distance of 368.89' to an iron pin found;
Thence with the north line of Hummage Properties, LLC as recorded in Deed Book R2215, page 790, NORTH 24°56'12" WEST a distance of 25.25' to an iron pin found;
Thence with the same, NORTH 89°25'58" WEST a distance of 152.14' to an iron pin found;
Thence with the same, NORTH 84°50'37" WEST a distance of 155.45' to an iron pin found;
Thence with the same, NORTH 87°02'06" WEST a distance of 152.57' to an iron pin found;
Thence with the same, NORTH 09°00'32" EAST a distance of 63.04' to an iron pin found;
Thence with the same, NORTH 78°47'44" WEST a distance of 158.12', which is the point of beginning, having an area of 1,444,014.0 square feet, 33.15 acres.

Easement to Tract 1

A portion of land located in Maury County, Tennessee, being a portion of the White, Kilgore and White, G.P. property as recorded in Deed Book R2469, page 980. The 50' easement (future Recovery Road) for ingress and egress from North James Campbell Boulevard.

Beginning at an iron pin set at the south east west corner of the 50' easement (TN State Plane N:470,450.7, E:1,651,451.8), said point lying NORTH 21°54'26" WEST a distance of 217.26' from the south west corner of White, Kilgore and White, G.P. property as recorded in Deed Book R2469, page 980, and said point lying on the west margin of North James Campbell Boulevard;
Thence with the west margin of North James Campbell Boulevard and with a curve turning to the right with an arc length of 111.88', with a radius of 1,830.82', with a chord bearing of NORTH 16°43'18" WEST, with a chord length of 111.87', to an iron pin set;
Thence severing the property of White, Kilgore and White, G.P. and with a reverse curve turning to the left with an arc length of 48.77', with a radius of 50.00', with a chord bearing of SOUTH 61°34'47" EAST, with a chord length of 43.58', to an iron pin set;
Thence with the same, NORTH 71°50'42" EAST a distance of 26.68' to an iron pin set;
Thence with the same and with a curve turning to the right with an arc length of 76.10', with a radius of 325.00', with a chord bearing of NORTH 78°33'12" EAST, with a chord length of 75.93',to a ;
Thence with the same NORTH 85°15'42" EAST a distance of 336.49' to an iron pin set;
Thence with the same SOUTH 04°16'41" EAST a distance of 50.00' to an iron pin set;
Thence with the same SOUTH 85°15'42" WEST a distance of 336.09' to an iron pin set;
Thence with the same with a curve turning to the left with an arc length of 64.40', with a radius of 275.00', with a chord bearing of SOUTH 78°53'12" WEST, with a chord length of 64.25',to an iron pin set;
Thence with the same SOUTH 71°50'42" WEST a distance of 29.37' to an iron pin set;
Thence with the same with a curve turning to the left with an arc length of 47.31', with a radius of 30.00', with a chord bearing of SOUTH 26°40'11" WEST, with a chord length of 42.56', which is the point of beginning,
having an area of 23,677.3 square feet, 0.54 acres.

A portion of land located in Maury County, Tennessee, being a portion of the White, Kilgore and White, G.P. property as recorded in Deed Book R2469, page 980. Being accessed by a 50' Professional Center Drive for ingress and egress from North James Campbell Boulevard and more particularly described as follows.

North Parcel

Beginning at a ½" iron pin found with RLS #1987 cap at the south east corner of Columbia Professional Centre Partners I, LLC. as recorded in Deed Book R2029, page 208, and shown on plat of record in Plat Book P18, page 41, (TN State Plane N:471,564.5, E:1,651,747.2);
Thence with Columbia Professional Centre Partners I, LLC. as recorded in Deed Book R2029, page 208, and shown on plat of record in Plat Book P18, page 41, NORTH 05°31'06" EAST a distance of 418.77' to an iron pin set;
Thence with the south line of Swarco Industries, LLC. as recorded in Deed Book R2458, page 794, SOUTH 84°54'43" EAST a distance of 470.34' to a ½" iron pin found;
Thence with the same, SOUTH 87°08'19" EAST a distance of 466.48' to metal fence post in a fence line;
Thence with the same, NORTH 89°10'15" EAST a distance of 35.59' to a mag nail found in the west mainline of the railroad tracks;
Thence with the center of aforesaid tracks, SOUTH 18°50'06" EAST a distance of 468.26' to a mag nail found;
Thence with the same, SOUTH 27°12'08" EAST a distance of 194.40' to a mag nail found;
Thence leaving said railroad tracks and with the north line of Columbia BLR Realty, LLC. as recorded in Deed Book R2696, page 863, SOUTH 85°39'33" WEST a distance of 1,123.58' to a ½" iron pin found with RLS #1987 cap;
Thence with the east line of Tristar Maury Behavioral Healthcare, LLC. as recorded in Deed Book R2553, page 371, NORTH 00°00'16" WEST a distance of 265.07' an iron pin found;
Thence with the same and with a curve turning to the left with an arc length of 81.46', with a radius of 264.00', with a chord bearing of NORTH 70°48'56" WEST, with a chord length of 81.14',to an iron pin found with cap;
Thence with the same, NORTH 79°38'37" WEST a distance of 40.69' to an iron pin found;
Thence crossing the terminus of Professional Center Drive, NORTH 07°52'32" EAST a distance of 50.14', which is the point of beginning, having an area of 732,747 square feet, 16.82 acres.

Current Zoning

Current Zoning: CD-4C
According to letter from the City of Columbia dated May 25, 2023.

–For permitted uses see City of Columbia, TN Zoning Ordinance Table 4.3.9.A–1 (pages 223–241)

–Setbacks are listed in Table 4.3.1–E (p. 85–95)

Maximum Density is 24 Units Per Acre

Number of Buildings Per Lot or Building Site
Principal Building – 1 Maximum
Accessory Building – 1 Maximum

Setbacks:
Principal Structure
Front Setback – 6' Minimum, 40' Maximum

Side Setback – 0' Minimum,

Rear Setback – 3' Minimum, or 15' from center of Alley

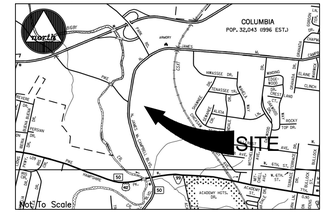
Accessory Structure
Front Setback – 20' Minimum behind Principal Building Frontage

Front Setback (Secondary Frontage) – 5' Minimum

Side Setback – 5' Minimum

Rear Setback – 3' Minimum, or 15' from center of Alley

Location Map



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Surveyor's Notes

1. All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure.
2. The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category 1 as per Standards of Practice adopted by the State Board of Examiners for Land Surveyors for the State of Tennessee, and the precision of the unadjusted survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown hereon is based on visible evidence noted during the survey, information provided by utility representatives or information shown on original construction plans by others. Information and location of service lines on site should be considered approximate and there may be underground utility lines that are not shown on the survey. Owner(s) and contractor(s) should assume responsibility of locating all underground utility service lines prior to any construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown hereon are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and availability of service should be confirmed by local utility agencies.
5. The property shown hereon is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use location of improvements, signage, parking, noise, vibration, emissions, fire hazards, radiation, illumination, setback provisions, etc., are subject to the City of Columbia's Zoning Regulation as interpreted and regulated by the Department of Planning and Codes.
6. The area of the subject parcels are as shown hereon.
7. This property currently identified as a portion of Tax Map No. 089, Parcel No. 41.00 and 41.13, Maury County. For designation shown thus ( ) indicates Parcel Numbers for said map.
8. Plat reference: NA
9. Deed reference: Book R2696, Page 863 and Book R2469, Page 980.
10. Bearings based on: Tennessee State Plane, Fipzone 4100.
11. This drawing was prepared in accordance with our field survey notes. It shows improvements as they exist to the best of our knowledge, but is not guaranteed to be correct in each and every detail.
12. This survey was prepared from current deeds and title commitment provided and noted hereon.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification hereon. Said certificate does not extend to any unnamed person without an express re–certification by the surveyor naming said person.
14. The certification as provided on this survey, is purely a statement of professional opinion based on knowledge, information and belief, based on existing field evidence and documentary evidence provided by others.
15. The certification is not an expressed or implied warranty or guarantee.
16. A portion of this property is located in a Special Flood Hazard Area (Zone AE) as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0280E & 47119C0285E, dated April 16, 2007, and shown hereon graphically.

Fidelity National Title Insurance Company
Commitment Number - 20230308CTN
Effective - March 2, 2023 @ 8:00 A.M.
South Parcel

Schedule B , Section II Items

1. Defects, liens, encumbrances, adverse claims and other matters were not addressed as part of this survey.
2. Rights and claims not of public record were not addressed by the surveyor.
3. Encroachment, encumbrance, violation, or adverse circumstances for the subject property. The landscaping stock from the property at the southwest corner encroaches onto the subject property.
4. Easements, and claims of easements not shown by public records was not addressed as part of this survey.
5. Items not of public record were not addressed as part of this survey.
6. Items not of public record were not addressed as part of this survey.
7. Taxes were not addressed as part of this survey.
8. Taxes were not addressed as part of this survey.
9. Right of way and Sewer Easement to City of Columbia of record in Book R2467, Page 1106 and Book R2463, Page 951 does not affect the subject property, but crosses the easement to the property and is as shown hereon.
10. Reservation of 50 ft wide ingress/egress of record in Book 1329, page 255 and shown on Plat Book P11, page 137 does not affect the subject property.
11. Deed Book 375, page 245 and Book 383, page 28 have the same description with different owners name and is shown hereon.
12. TVA/USA easement of record in Book 232, page 575 is shown hereon.
13. East Tennessee natural Gas Company Easement and right of way in Book 283, Page 386 does affect the subject property.
14. Southern Cities Utility easement of record in Book 149, Page 365 affects the subject property and is blanket in nature and is therefore unplottable.
15. Terms and Provisions of the Easement Agreement of record in Book R2029, Page 211, amended in Book R2085, Page 1354 does affect the subject property.
16. Easement agreement of record in Book R2696, page 869 and Book R2696, page 878 is shown hereon.
17. Possible Right of the Railroad Company to expand its right of way to its full charter width. No information on charter width was provided to the surveyor.
18. Acreage of the property is as shown hereon.
19. Matters as shown on previous ALTA/NSPS Land Title Survey are as shown hereon.

Items addressed on the survey are labeled with the corresponding number circled. (#)

Encroachments

A. Landscaping materials and old tires located at the south west corner of the subject property.

First American Title Insurance Company
Commitment Number - 37194-06-2022
Effective - June 30, 2022 @ 8:00 A.M.
North Parcel

Schedule B , Section II Items

1. Defects, liens, encumbrances, adverse claims and other matters were not addressed as part of this survey.
2. Taxes were not addressed by the surveyor.
3. Items not of Public Record were not addressed as part of this survey.
4. Items not of Public Record were not addressed as part of this survey.
5. Encroachments, encumbrances, or claims thereof .....
6. Lien and lien rights were not addressed as part of this survey.
7. Mineral rights were not addressed as part of this survey.
8. Taxes were not addressed as part of this survey.
9. Taxes were not addressed as part of this survey.
10. Taxes were not addressed as part of this survey.
11. Taxes were not addressed as part of this survey.
12. Application for Greenbelt Assessment–Agricultural of record in Book R2398, Page 486 affects the subject property.
13. Southern Cities Utility easement of record in Book 149, Page 365 affects the subject property and is blanket in nature.
14. Sewer line easement in Book 203, page 597 was unable to be determined the location by the surveyor.
15. Grant of Transmission line easement in Book 232, page 575 affects the subject property.
16. East Tennessee natural Gas Company Easement and right of way in Book 283, Page 386 is as shown hereon.
17. Sewer line easement in Book 375, page 245 does not affect the subject property.
18. Sewer line easement in Book 383, page 28 does not affect the subject property.
19. Reservation of 50 ft wide ingress/egress of record in Book 1329, page 255 and shown on Plat Book P11, page 137 does not affect the subject property.
20. Easement agreement in Book R2029, page 211, as amended in Book R2085, page 1354
21. Right of way easement in Book R2467, page 1106
22. Easement agreement in Book R2696, page 869 does not affect the subject property.
23. Easement agreement in Book R2696, page 878, is as shown at the south west corner.
24. Unrecorded leases were not addressed as part of this survey.
25. 100' Charter right of way for the railroad is as shown hereon.
26. The area of the property is as shown hereon.

Items addressed on the survey are labeled with the corresponding number circled. (B–#)

Legend

●EIP	Angle Iron Found						
○EIP	Iron Rod Found						
●IPS	Iron Rod Set						
●I.P.F.	Iron Pipe Found						
◉AXLE	Axle Found						
⊡FCM	Fence Post Concrete Monument Existing						
○P.K.F.	PK Nail Found						
●P.K.S.	PK Nail Set						
◉R.R.S.F.	Railroad Spike Found						
◉R.R.S.S.	Railroad Spike Set						
	Bench Mark		Catch Basin	E	Electric Riser		Power Pole
	Stake Found		Curb Inlet	◇	Telephone Riser		Flag Pole
	Fire Hydrant		Storm Pipe	TB	Telephone Booth		Guy Wire
	Water Meter		Cable Manhole		Gas Meter		Mailbox
	Water Valve		Electric Manhole		Gas Valve		Parking Block
	Water Reducer		Telephone Manhole		Power Pole		Satellite Dish
	Clean Out		Water Manhole		Light Pole		Handicap Parking
	Sanitary Sewer Manhole		Electric Meter		Telephone Pole		Water Spigot
	Storm Sewer Manhole		Cable Riser		Guy Pole		Ballard
	Water Irrigation		Adjoining Property Line		Edge of Water		Overhead Electric Line
	Evergreen Tree		Subject Property Line		Ditch / Creek Centerline		Overhead Telephone Line
	Deciduous Tree		Easement Line		Minor Contour Line		Underground Utility Line
	Bush		Building Setback Line		Index Contour Line		Underground Cable Line
	Sign		Centerline		Gas Line		Underground Electric Line
			Edge of Pavement		Sanitary Sewer Line		Underground Telephone Line
			Edge of Gravel		Water Line		Forced Main Line
			Fence Line		Storm Sewer Line		Rail–Road Track
			Landscape		Overhead Utility Line		
			Woods / Tree line		Overhead Cable Line		

ALTA/NSPS Surveyor's Certification

To: Fidelity National Title Insurance Company, Columbia BLR Realty, LLC, HRP Services, LLC, a Kentucky limited liability company, and Bass, Berry & Sims, PLC:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 8, 7c, 8, 9, 10, 13, 14, 16, 17, 18, and 19 of Table A thereof. The field work was completed on April 2023.

ALLEN B. O'LEARY — REGISTERED LAND SURVEYOR — AGRICULTURE — TENNESSEE NO. 1987

Allen B. O'Leary
Allen B. O'Leary, TN RLS #1987

3-14-24
Date

WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2486 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE: (931) 388-2329
www.wesengineers.com

ENGINEERS & SURVEYORS

Client
HPR Residential
5100 Maryland Way
Brentwood, TN 37027
615-305-5645

DATE	REVISIONS
5-1-23	Updated R.R. R/W
5-26-23	Updated Zoning Letter
2-6-24	Updated North Parcel

ALTA/ACSM LAND TITLE SURVEY

NORTH JAMES M CAMPBEEL BLVD
CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

Drawn: EB
Checked: AO
Approved: AO
Date: 04-12-23

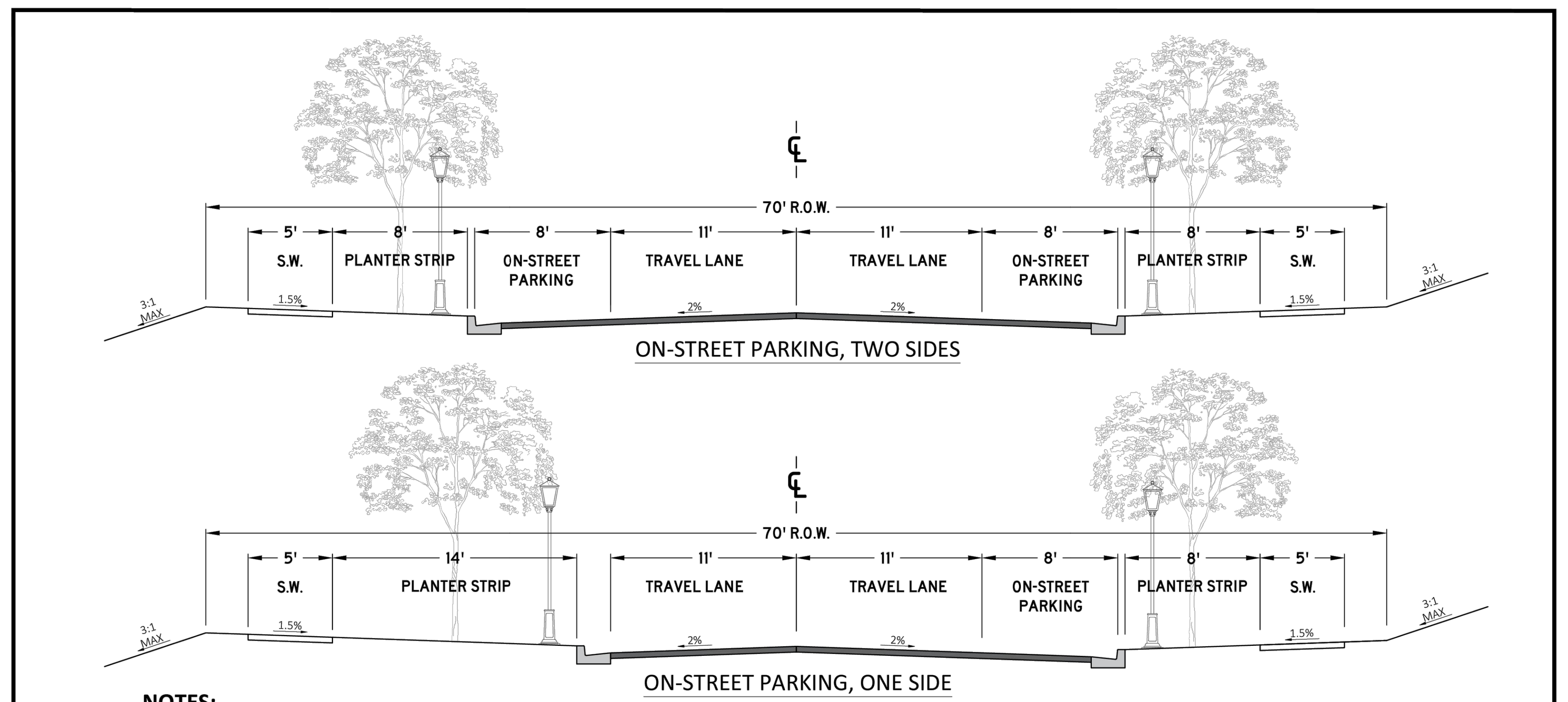
Job. no. 19641-20
Scale: Vertical: 1" = 100'
Horizontal:

2 of 2

FILE: J:\ WES_Engineers_Surveyors 2019\19641 – James Campbell – Witherow\19641–20 – HRP South Area\Dwg\Survey\19641–20 JAMES CAMPBELL SURVEY rev1.dwg

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.





NOTES:

1. ONLY PERMITTED WITHIN THE APPLICABLE ZONING DISTRICTS.
2. ONLY PERMITTED ON MINOR LOCAL AND MAJOR LOCAL ROADWAY CLASSIFICATIONS.
3. PAVEMENT SECTION SHALL FOLLOW APPLICABLE ROADWAY CLASSIFICATION.
4. CURB AND GUTTER, SEE SD-01
5. TREES SHALL BE CENTERED WITHIN THE PLANTING STRIP, OFFSET A MINIMUM OF 20 FEET ALONG THE CENTERLINE OF THE ROAD FROM ANY STREET LIGHTING.
6. DECORATIVE LIGHT BASES SHALL BE BETWEEN 18" AND 24" BEHIND THE BACK OF CURB.
7. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED.
8. DIMENSIONS REFLECT A MINIMUM STANDARD.
9. ELEMENTS OF THIS DETAIL MAY BE ALTERED AND APPROVED BY THE CITY ENGINEER.

CITY OF COLUMBIA TENNESSEE
CITY OF COLUMBIA DEVELOPMENT SERVICES DEPARTMENT ENGINEERING DIVISION
STANDARD DETAILS

CHARACTER DISTRICT STREET URBAN NEIGHBORHOOD
(NTS)

DATE 6/9/2022
DS-03

PARCEL AREA TABLE

Parcel #	DESCRIPTION	Area (SF)
1	OPEN SPACE	1056513.26
2	LOT 2	15740.64
3	LOT 3	52632.42
4	LOT 4	52064.95
5	LOT 5	13814.23
6	OPEN SPACE	137941.96
7	LOT 7	38030.59
8	LOT 8	10873.52
9	LOT 9	7492.75
10	LOT 10	7633.00
11	LOT 11	8092.97
12	LOT 12	6928.20
13	LOT 13	6751.36
14	LOT 14	8358.74
15	LOT 15	6126.31
16	LOT 16	7684.15
17	LOT 17	7747.40
18	LOT 18	10551.51
19	LOT 19	8378.00
20	LOT 20	6993.49
21	LOT 21	7041.73

PARCEL AREA TABLE

Parcel #	DESCRIPTION	Area (SF)
22	LOT 22	14281.20
23	OPEN SPACE	81600.47
24	LOT 24	14352.55
25	LOT 25	14352.55
26	LOT 26	14603.82
27	OPEN SPACE	149716.52
28	LOT 28	13347.66
29	LOT 29	13771.60
30	LOT 30	8085.56
31	LOT 31	8477.49
32	LOT 32	7981.09
33	LOT 33	7909.98
34	LOT 34	7418.34
35	LOT 35	6557.93
36	LOT 36	6444.89
37	LOT 37	6522.06
38	LOT 38	6447.61
39	LOT 39	6519.34
40	LOT 40	6444.89
41	LOT 41	6890.23
42	LOT 42	8069.90

NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN THE 100 YEAR FLOODPLAIN, PER THE FEMA FIRM MAPS NUMBERED 47119C0280E AND 47119C0285E EFFECTIVE APRIL 16, 2007.

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

Kimley»Horn
4031 Aspen Grove Drive, Suite 200, Franklin, TN 37067
Main: 615.564.2701 | www.kimley-horn.com
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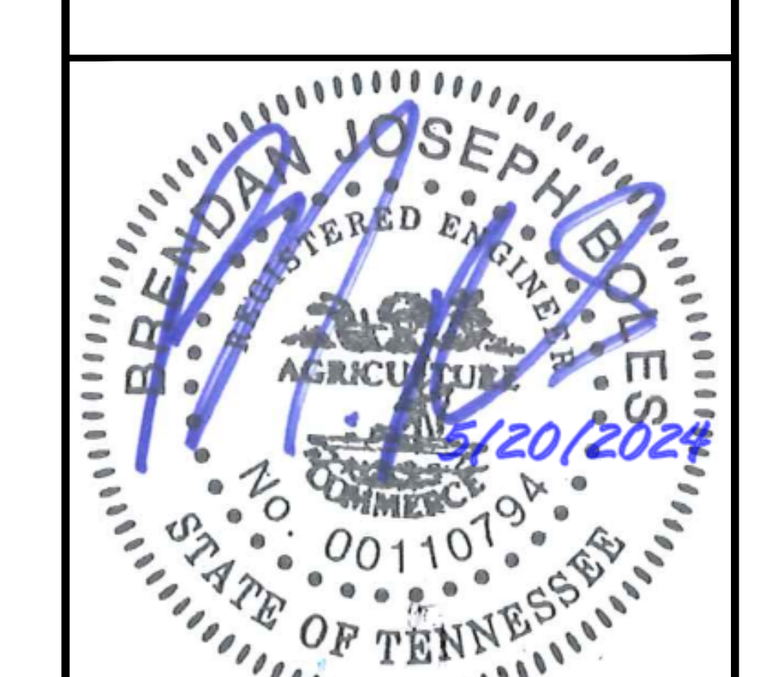
HRP- COLUMBIA
COLUMBIA, TENNESSEE



No.	DATE	BY
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

REVISIONS

DESIGNED BY: LJA
DRAWN BY: LJA
CHECKED BY: BJB
DATE: 05-20-2024
KIMLEY-HORN PROJECT NO. 118517000

PRELIMINARY PLAT

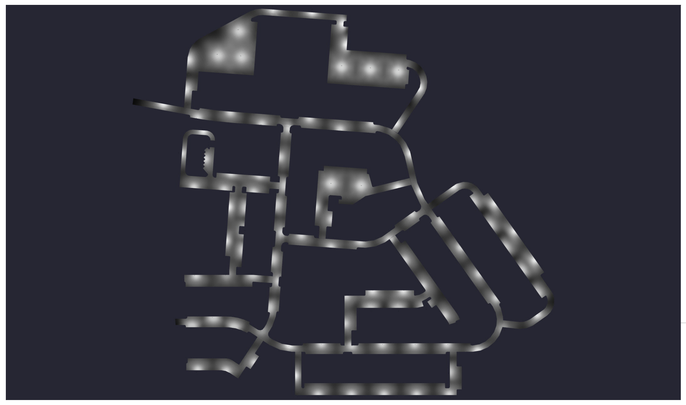
SHEET NUMBER
C2.1

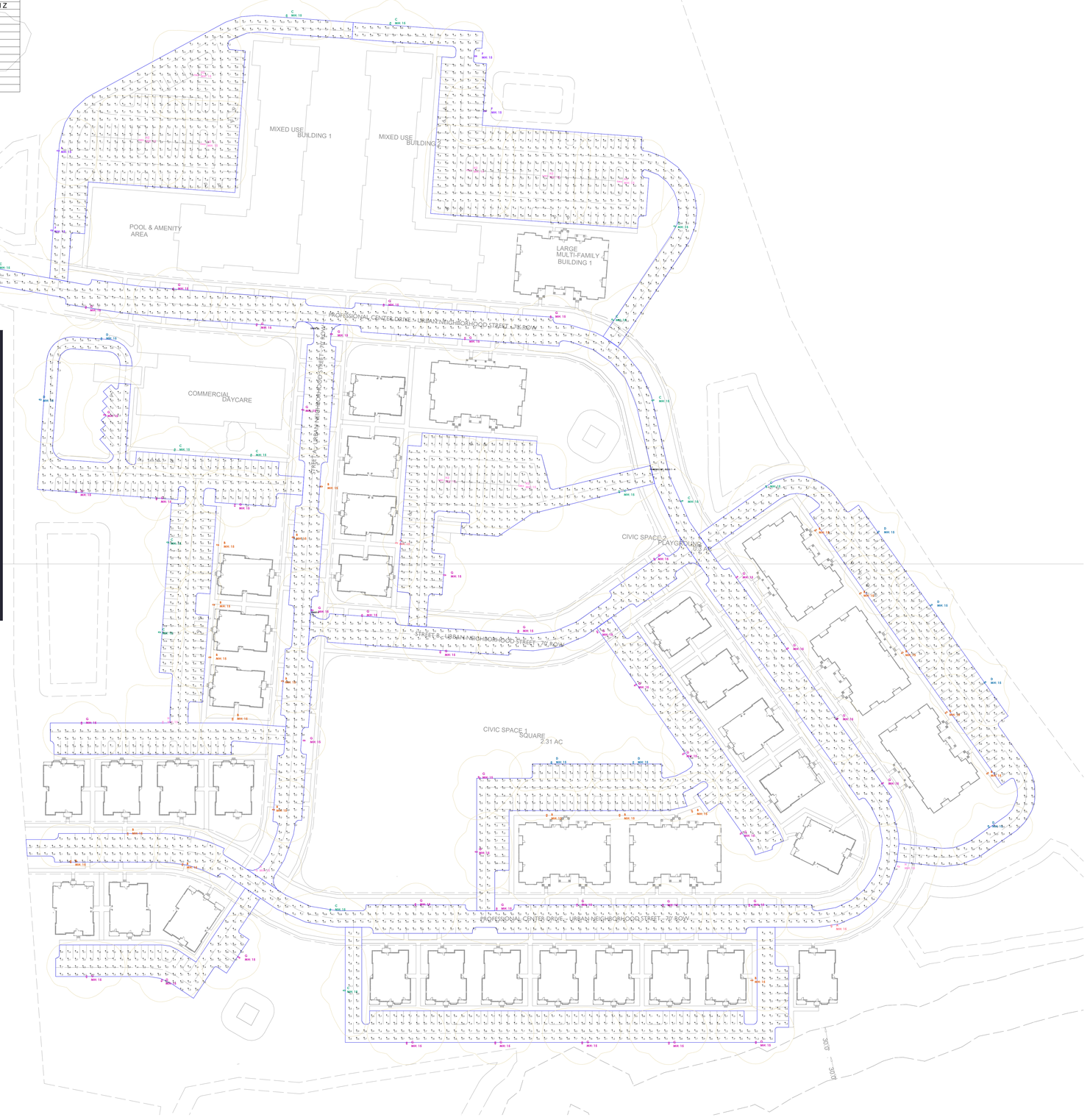
Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Luminaire Watts	Total Watts	Description
	2	A	Single	13587	1.000	136.2	272.4	OPF-S-A07-830-T2M-HIS
	20	B	Single	12370	1.000	136.2	2724	OPF-S-A07-830-BLC
	15	C	Single	17741	1.000	136.2	2043	OPF-S-A07-830-T2M
	8	D	Single	17600	1.000	136.2	1089.6	OPF-S-A07-830-T3M
	4	F	Single	17836	1.000	136.2	544.8	OPF-S-A07-830-T4M
	43	G	Single	16983	1.000	136.2	5856.6	OPF-S-A07-830-T4W
	3	H	Single	17576	1.000	136.2	408.6	OPF-S-A07-830-T5W
	8	H2	Back-Back	17576	1.000	136.2	2179.2	OPF-S-A07-830-T5W

TARGETING: 0.2 FC MINIMUM

Calculation Summary									
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
PARKING LOT - BLDG 1 - 4_Planar	Illuminance	Fc	2.85	14.0	0.3	9.50	46.67	0
PARKING LOT - BLDG 1_Planar	Illuminance	Fc	2.82	14.6	0.1	28.20	146.00	0
PARKING LOT - BLDG 12 - 14_Planar	Illuminance	Fc	2.69	10.4	0.6	4.48	17.33	0
PARKING LOT - BLDG 15 - 22_Planar	Illuminance	Fc	2.36	13.1	0.4	5.90	32.75	0
PARKING LOT - BLDG 2_Planar	Illuminance	Fc	2.93	14.3	0.1	29.30	143.00	0
PARKING LOT - BLDG 3-4-23 - 27_Planar	Illuminance	Fc	2.86	13.1	0.3	9.53	43.67	0
PARKING LOT - BLDG 5 - 11_Planar	Illuminance	Fc	2.75	14.1	0.3	9.17	47.00	0
PARKING LOT - BLDG 5-6-7_Planar	Illuminance	Fc	2.79	14.1	0.2	13.95	70.50	0
PROFESSIONAL CENTER DRIVE_Planar	Illuminance	Fc	2.70	14.1	0.0	N.A.	N.A.	0
STREET A_Planar	Illuminance	Fc	3.15	10.3	0.4	7.88	25.75	0
STREET B_Planar	Illuminance	Fc	2.77	10.7	0.5	5.54	21.40	0

NOTES:
- WHEN THE LLF IS NOT .9 OR 1.0 THE WATTAGE INFORMATION WILL NOT BE CORRECT
- ROOM WERE MODELED WITH STANDARD REFLECTANCES OF 80/50/20 U.N.O.





PHOTOMETRY - SITE
Scale: 1 inch= 60 Ft.

SESCO LIGHTING

Disclaimer
SESCO Lighting provides this photometric report for purposes of comparison within the SESCO Lighting product line only. The information provided is based on standardized industry procedures.

This laboratory performance will always differ from that observed in the field due to a great number of variables, both known and unknown (installation methods, power quality, lamping, recoverable and non-recoverable light loss factors, etc.)

In general, SESCO Lighting considers numerical studies to be predictive in that they cannot characterize the visual performance of any luminaire, single or grouped. As such, specification decisions must be thoroughly based upon experience, consultation with the manufacturer, and, above all, common sense.

Sales Rep: SHAD ASEBROOK
Office: NASHVILLE
Contact: 615-383-2030
Processed By: S.OAKLEY
Filename: 05-17-2024_HPR COLUMBIA_SITE.AGI

HPR COLUMBIA

Date:5/20/2024

PHOTOMETRY - SITE - ENLARGED PLAN NORTH

Scale: 1 inch= 40 Ft.



Page 2 of 3	Date:5/20/2024	HPR COLUMBIA	Sales Rep: SHAD ASEBROOK Office: NASHVILLE Contact: 615-383-2030 Processed By: S.OAKLEY Filename: 05-17-2024_HPR COLUMBIA_SITE.AGI

Disclaimer:
SESCO Lighting provides this photometric report for purposes of comparison within the SESCO Lighting product line only. The information provided is based on standardized industry procedures.

This laboratory performance will always differ from that observed in the field due to a great number of variables, both known and unknown (installation methods, power quality, lamping, recoverable and non-recoverable light loss factors, etc.)

In general, SESCO Lighting considers numerical studies to be predictive in that they cannot characterize the visual performance of any luminaire, single or grouped. As such, specification decisions must be thoroughly based upon experience, consultation with the manufacturer, and, above all, common sense.

SESCO LIGHTING

PHOTOMETRY - SITE - ENLARGED PLAN SOUTH
Scale: 1 inch= 40 Ft.



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This laboratory performance will always differ from that observed in the field due to a great number of variables, both known and unknown (installation methods, power quality, lamping, recoverable and non-recoverable light loss factors, etc.)

In general, SESCO Lighting considers numerical studies to be predictive in that they cannot characterize the visual performance of any luminaire, single or grouped. As such, specification decisions must be thoroughly based upon experience, consultation with the manufacturer, and, above all, common sense.

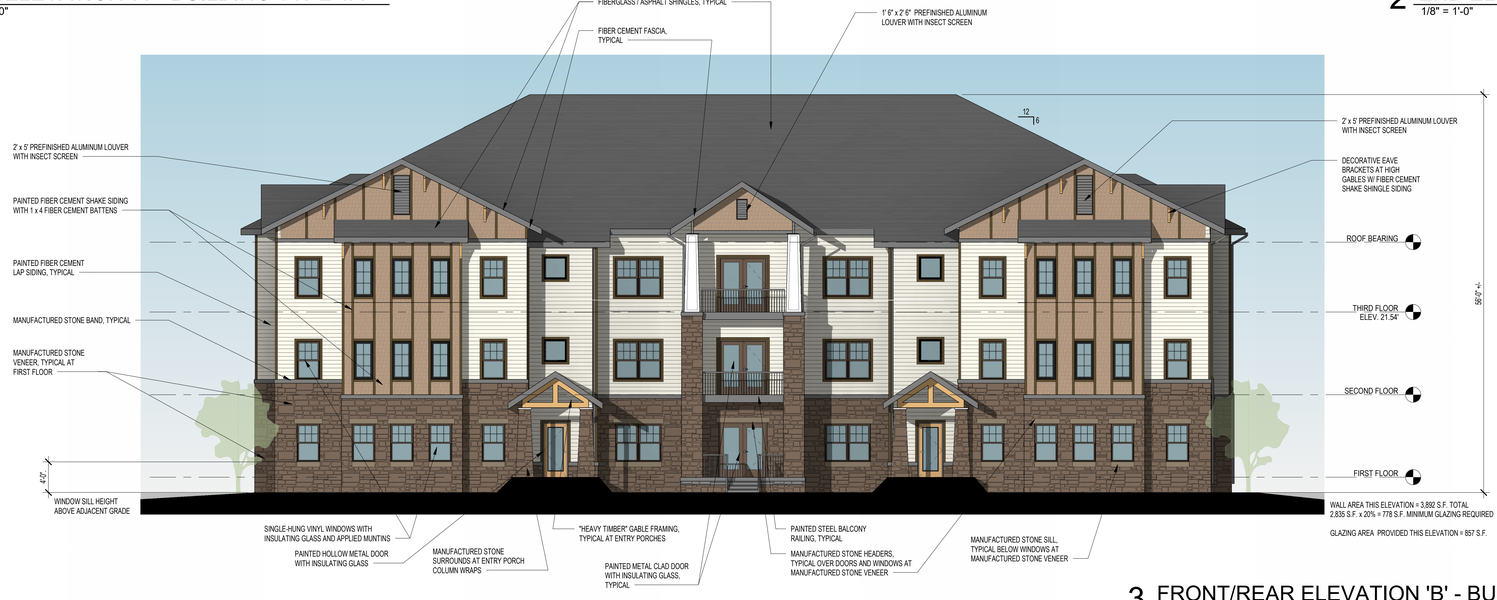
SESCO LIGHTING



1 END ELEVATION 'A' - BUILDING TYPE 1A
1/8" = 1'-0"



2 END ELEVATION 'C' - BUILDING TYPE 1A
1/8" = 1'-0"



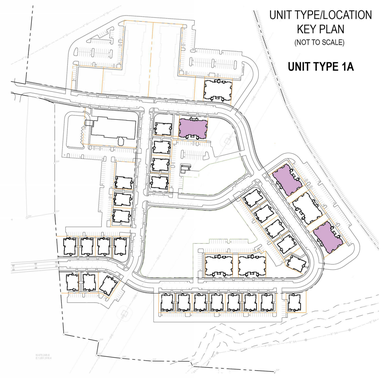
3 FRONT/REAR ELEVATION 'B' - BUILDING TYPE 1A
1/8" = 1'-0"



4 FRONT/REAR ELEVATION 'D' - BUILDING TYPE 1A
1/8" = 1'-0"

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.
3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).
4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)



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EXTERIOR ELEVATIONS - BUILDING TYPE 1A

COLUMBIA MIXED USE DEVELOPMENT

COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO. 2138

DATE 4/11/2024

SHEET NO. 1A5.01

5/17/2024 8:23:53 AM



1 END ELEVATION 'A' - BUILDING TYPE 1B
1/8" = 1'-0"



2 END ELEVATION 'C' - BUILDING TYPE 1B
1/8" = 1'-0"



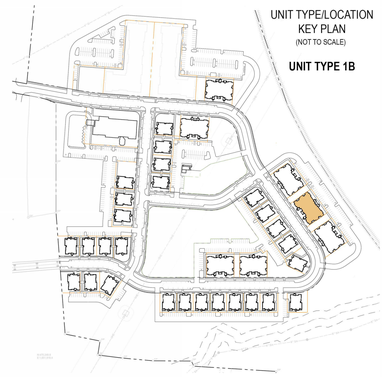
3 FRONT/REAR ELEVATION 'B' - BUILDING TYPE 1B
1/8" = 1'-0"



4 FRONT/REAR ELEVATION 'D' - BUILDING TYPE 1B
1/8" = 1'-0"

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.
3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).
4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)



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EXTERIOR ELEVATIONS - BUILDING TYPE 1B

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COLUMBIA, TENNESSEE

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1 END ELEVATION 'A' - BUILDING TYPE 2A
1/8" = 1'-0"



2 END ELEVATION 'C' - BUILDING TYPE 2A
1/8" = 1'-0"



3 FRONT/REAR ELEVATION 'B' - BUILDING TYPE 2A
1/8" = 1'-0"



4 FRONT/REAR ELEVATION 'D' - BUILDING TYPE 2A
1/8" = 1'-0"

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

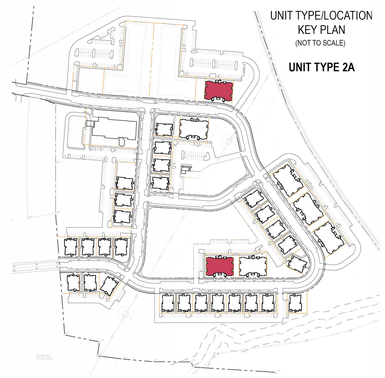
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)

UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 2A



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EXTERIOR ELEVATIONS - BUILDING TYPE 2A

COLUMBIA MIXED USE DEVELOPMENT

COLUMBIA, TENNESSEE

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1 END ELEVATION 'A' - BUILDING TYPE 2B
1/8" = 1'-0"



2 END ELEVATION 'C' - BUILDING TYPE 2B
1/8" = 1'-0"



3 SIDE ELEVATION 'B' - BUILDING TYPE 2B
1/8" = 1'-0"



4 SIDE ELEVATION 'D' - BUILDING TYPE 2B
1/8" = 1'-0"

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

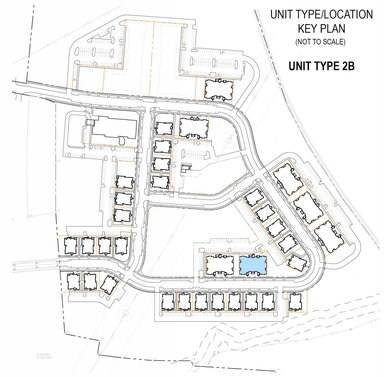
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)

UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 2B



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EXTERIOR ELEVATIONS - BUILDING TYPE 2B

COLUMBIA MIXED USE DEVELOPMENT

COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO. 2138

DATE 4/11/2024

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5/17/2024 8:19:06 AM



2 SIDE ELEVATION
3/16" = 1'-0"



1 3B FRONT ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 1,280 S.F. TOTAL
1,280 S.F. x 20% = 256 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 294 S.F.



4 SIDE ELEVATION
3/16" = 1'-0"



3 3B REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 1,136 S.F. TOTAL
1,136 S.F. x 20% = 227 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 232 S.F.

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

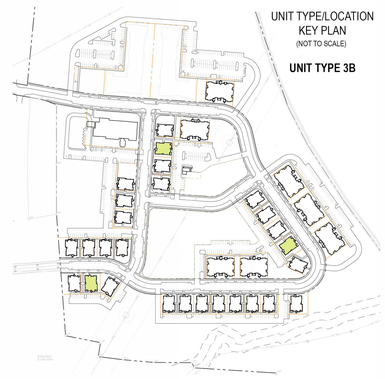
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)

UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 3B



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3B EXTERIOR ELEVATIONS

COLUMBIA MIXED USE
COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO.
Project Number

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A1.00

5/17/2024 8:26:49 AM



2 SIDE ELEVATION
3/16" = 1'-0"



1 3A FRONT/3C REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 1,226 S.F. TOTAL
1,226 S.F. x 20% = 245 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 273 S.F.

4 SIDE ELEVATION
3/16" = 1'-0"

3 3C FRONT/3A REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 1,114 S.F. TOTAL
1,114 S.F. x 20% = 223 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 250 S.F.

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

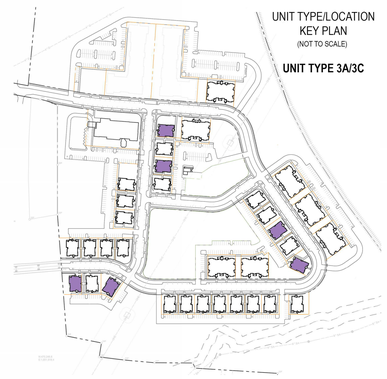
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)

UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 3A/3C



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3A/3C EXTERIOR ELEVATIONS

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COLUMBIA, TENNESSEE

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A5.01

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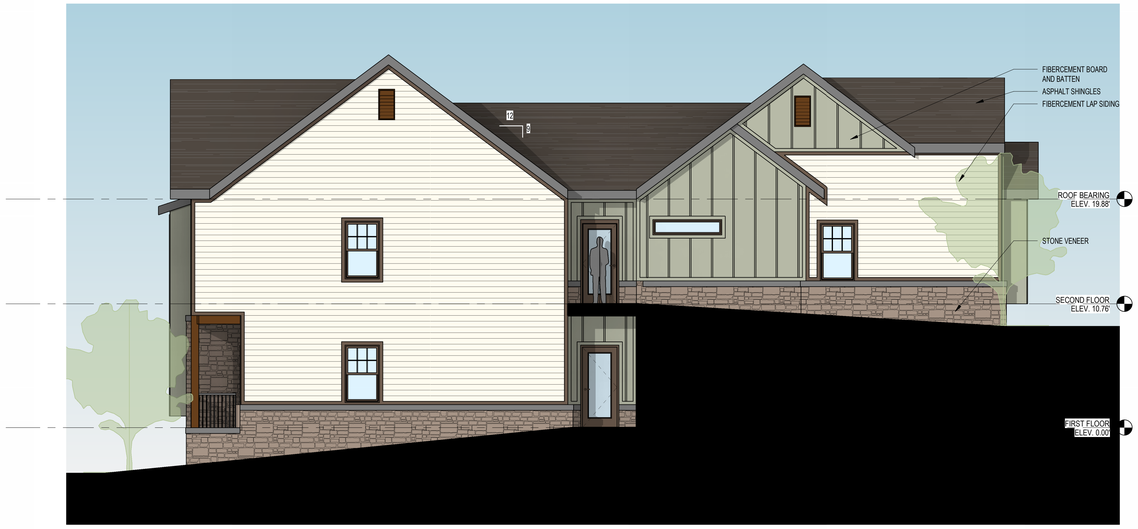


2 SIDE ELEVATION
3/16" = 1'-0"



1 4A FRONT/REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 1,094 S.F. TOTAL
1,094 S.F. x 20% = 219 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 300 S.F.

4 SIDE ELEVATION
3/16" = 1'-0"

3 4A FRONT/REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 540 S.F. TOTAL
540 S.F. x 20% = 108 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 124 S.F.

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

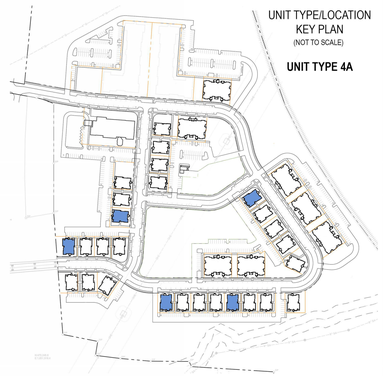
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)

UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 4A



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4A EXTERIOR ELEVATIONS

COLUMBIA MIXED USE
COLUMBIA, TENNESSEE

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Project Number

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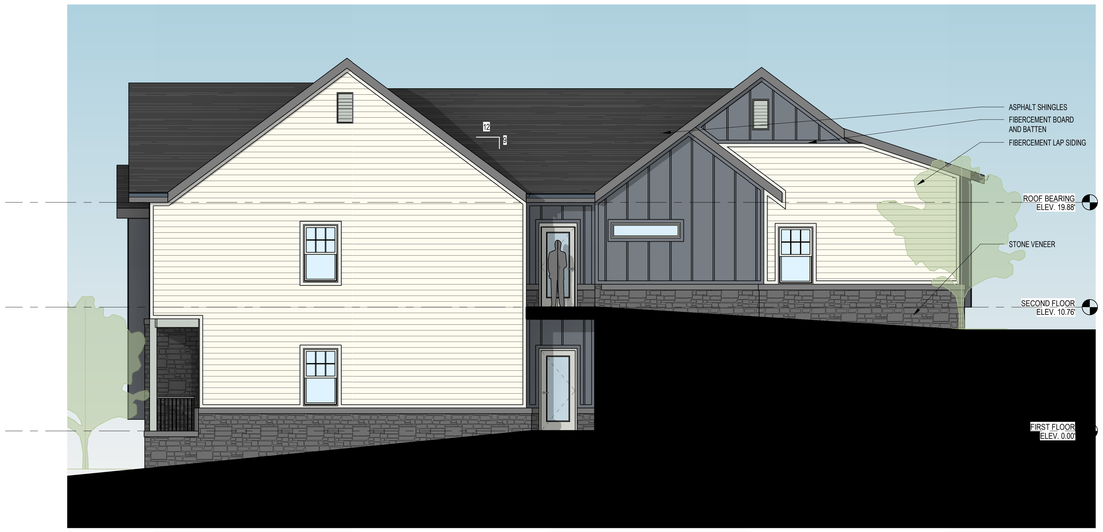
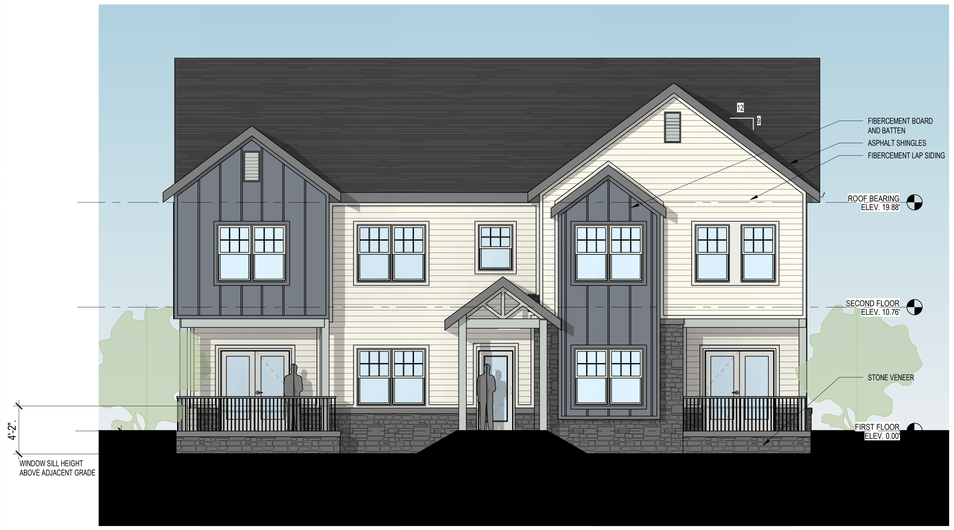


2 SIDE ELEVATION
3/16" = 1'-0"



1 4B FRONT/REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 1,204 S.F. TOTAL
1,204 S.F. x 20% = 241 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 292 S.F.

4 SIDE ELEVATION
3/16" = 1'-0"

3 4B FRONT/REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 606 S.F. TOTAL
606 S.F. x 20% = 121 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 130 S.F.

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

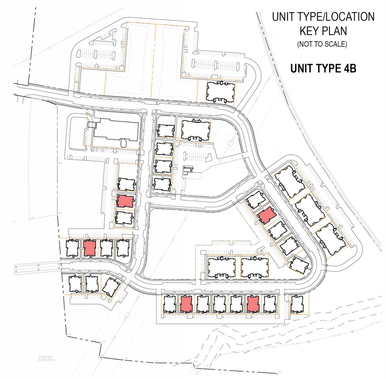
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)

UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 4B



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4B EXTERIOR ELEVATIONS

COLUMBIA MIXED USE
COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO. Project Number
DATE Issue Date
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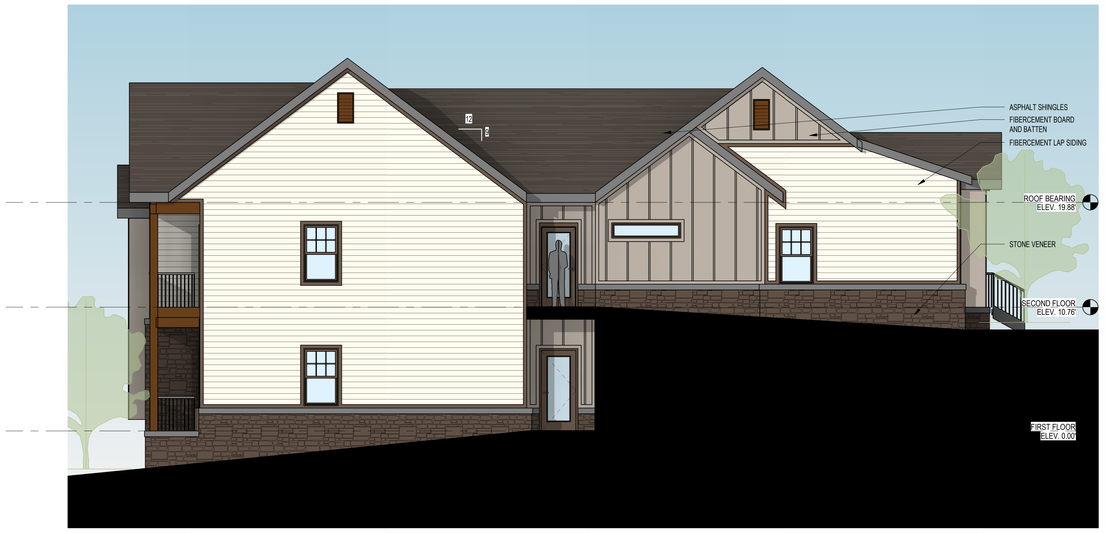
5/17/2024 8:14:58 AM



2 SIDE ELEVATION
3/16" = 1'-0"



1 4C FRONT/REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 1,202 S.F. TOTAL
1,202 S.F. x 20% = 241 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 300 S.F.



4 SIDE ELEVATION
3/16" = 1'-0"



3 4C FRONT/REAR ELEVATION
3/16" = 1'-0"

WALL AREA THIS ELEVATION = 614 S.F. TOTAL
614 S.F. x 20% = 123 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 125 S.F.

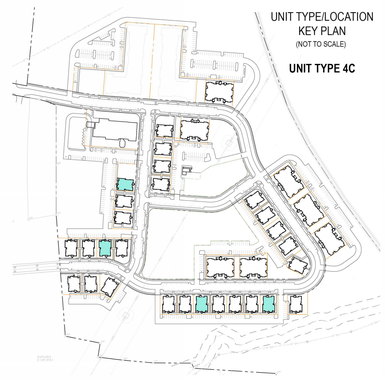
GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)



UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 4C

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4C EXTERIOR ELEVATIONS

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COLUMBIA, TENNESSEE

REVISIONS

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Project Number

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Issue Date

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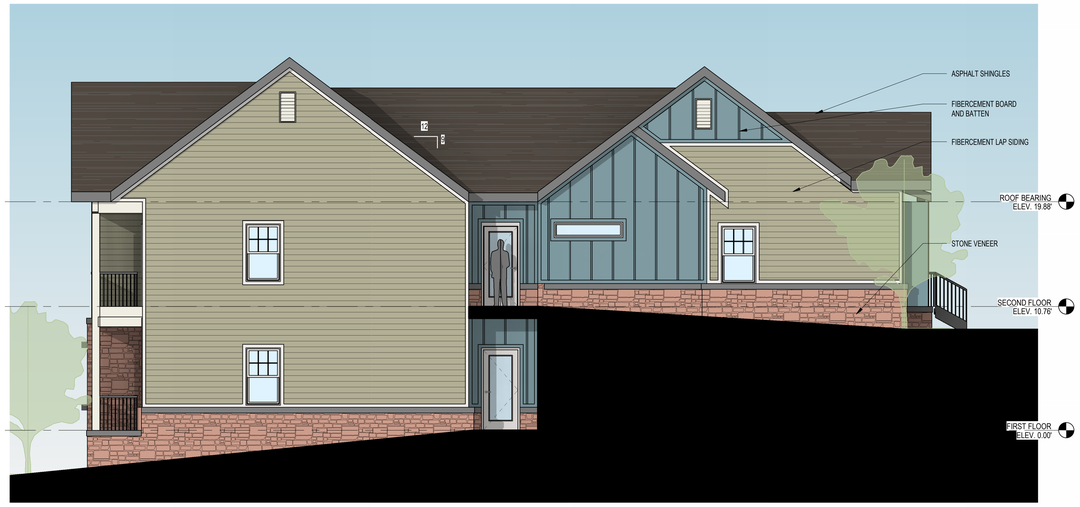


2 SIDE ELEVATION
3/16" = 1'-0"



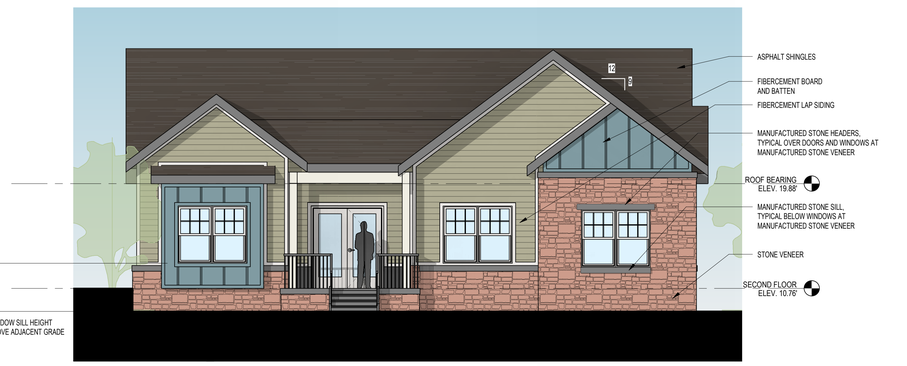
WALL AREA THIS ELEVATION = 1,200 S.F. TOTAL
1,200 S.F. x 20% = 240 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 300 S.F.

1 4D FRONT/REAR ELEVATION
3/16" = 1'-0"



4 SIDE ELEVATION
3/16" = 1'-0"



WALL AREA THIS ELEVATION = 583 S.F. TOTAL
583 S.F. x 20% = 117 S.F. MINIMUM GLAZING REQUIRED

GLAZING AREA PROVIDED THIS ELEVATION = 126 S.F.

3 4D FRONT/REAR ELEVATION
3/16" = 1'-0"

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

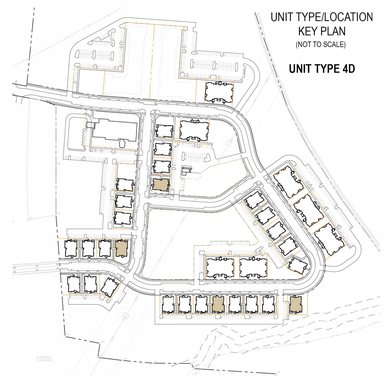
2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)

UNIT TYPE/LOCATION KEY PLAN
(NOT TO SCALE)

UNIT TYPE 4D



NOTE: MIRRORED VERSION OF THIS BUILDING MAY BE USED

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4D EXTERIOR ELEVATIONS

COLUMBIA MIXED USE
COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO.
Project Number

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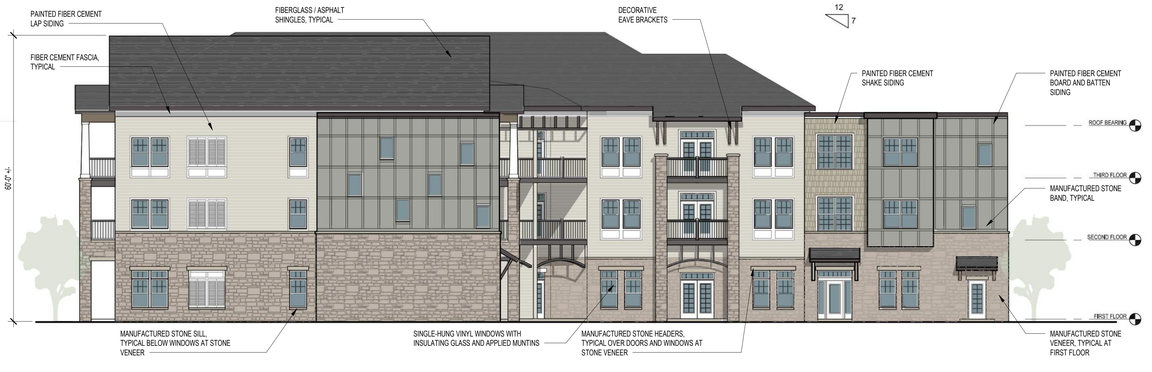
1 MIXED USE BUILDING #1 - EAST/FRONT ELEVATION

3/32" = 1'-0"



2 MIXED USE BUILDING #1 - SOUTH/FRONT ELEVATION

3/32" = 1'-0"



3 MIXED USE BUILDING #1 - NORTH ELEVATION

3/32" = 1'-0"



4 MIXED USE BUILDING #1 - WEST ELEVATION

3/32" = 1'-0"

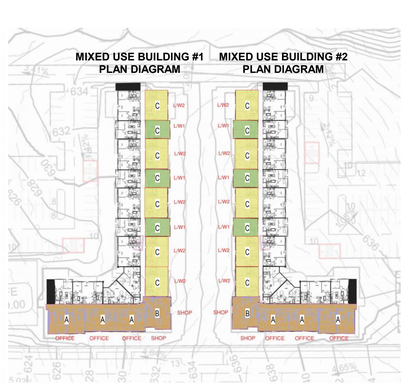
GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

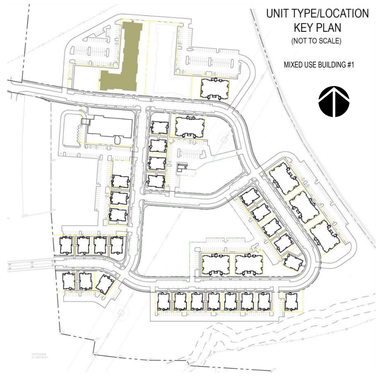
3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)



OCCUPANCY LEGEND

A. OFFICE
B. SHOP
C. L / W 1 (LIVE / WORK 1 BDRM OR 2 BDRM)



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EXTERIOR ELEVATIONS - MIXED USE BUILDING #11

COLUMBIA MIXED USE DEVELOPMENT - BUILDING TYPE 2A

COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO. 2138

DATE 4/11/2024 22

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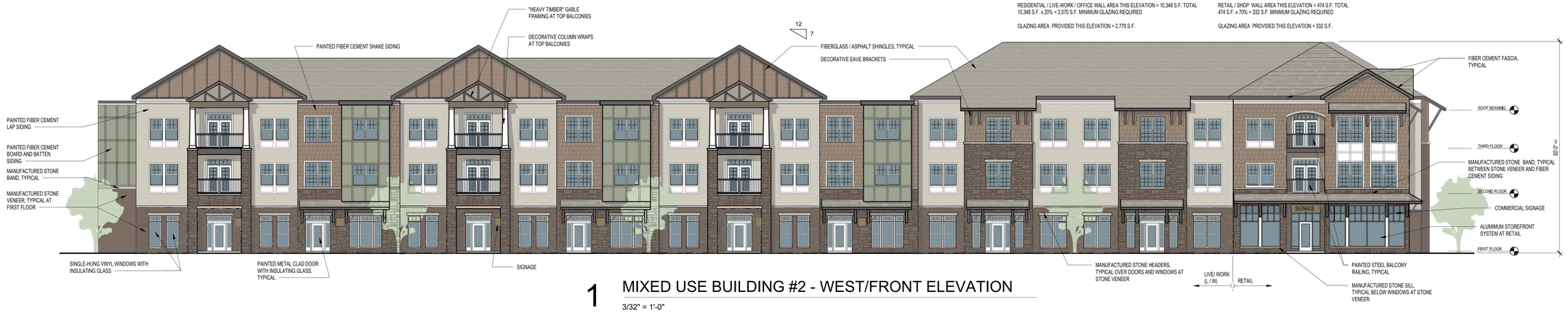


1 MIXED USE BUILDING #2 - WEST/FRONT ELEVATION

3/32" = 1'-0"



2 MIXED USE BUILDING #2 - SOUTH/FRONT ELEVATION

3/32" = 1'-0"



3 MIXED USE BUILDING #2 - NORTH ELEVATION

3/32" = 1'-0"



4 MIXED USE BUILDING #2 - EAST ELEVATION

3/32" = 1'-0"

GENERAL BUILDING ELEVATION NOTES:

1. ALL STANDARDS OF THE CD-4C CHARACTER DISTRICT WILL BE ADHERED TO AT TIME OF BUILDING PERMIT SUBMITTAL.

2. ALL WINDOW GLASS TO BE CLEAR GLAZING.

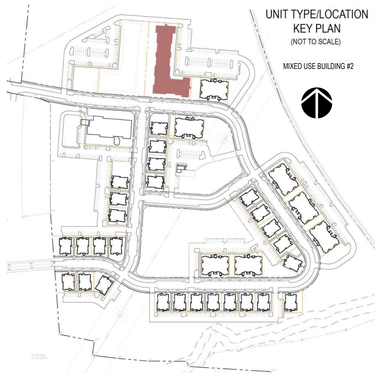
3. ALL WINDOWS TO RECEIVE TRIM ALL FOUR (4) SIDES OF WINDOW (AT ADJACENT WALLS TO RECEIVE SIDING) AND HEADER LINTELS AND SILLS OF EITHER BRICK SOLDIER/ROW LOCK OR STONE (AT BRICK AND STONE WINDOW WALLS).

4. FRONT PORCH DEPTHS TO BE A MINIMUM 6'-0" DEPTH FROM FRONT FACE OF ADJACENT EXTERIOR BUILDING WALL (EXCLUDING COLUMNS AND RAILINGS, TYPICAL)



OCCUPANCY LEGEND

A. OFFICE
B. SHOP
C. L / W 1 (LIVE / WORK 1 BDRM OR 2 BDRM)



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EXTERIOR ELEVATIONS - MIXED USE BUILDING #21

COLUMBIA MIXED USE DEVELOPMENT - BUILDING TYPE 2A

COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO. 2138

DATE 4/11/2024 22

SHEET NO. **2A5.03**

Traffic Impact Study

HRP - Columbia

May 2024

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

HRP Residential

Kimley»Horn

Traffic Impact Study

HRP - Columbia

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

HRP Residential

PREPARED BY:

Kimley»Horn
4031 Aspen Grove Drive, Suite 200
Franklin, Tennessee 37067
615.564.2701

May 2024

Project Number 118517000



05/17/2024

Kimley»Horn

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1.0 EXECUTIVE SUMMARY

This traffic study evaluated the anticipated traffic impacts associated with the *HRP - Columbia* development, which is expected to be completed in 2026 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 444 multifamily units, a 15,150 square foot daycare center, and 15,000 square feet of commercial retail. The approximate 50.39-acre site is located north of Hampshire Pike and east of James Campbell Boulevard within the City of Columbia, Tennessee.

This following scenarios were considered in this analysis:

- Existing 2023 Conditions
- Projected 2026 No-Build Conditions
- Projected 2026 Build Conditions

The study network for this analysis includes the following intersections:

1. Highway 43 Westbound Ramps at Industrial Park Road
2. Highway 43 Eastbound Ramps at Industrial Park Road
3. James Campbell Boulevard at Industrial Park Road
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2
6. James Campbell Boulevard at Hampshire Pike

The proposed development will be served by two full-movement driveways that will operate under two-way stop control (TWSC). Both driveways will be along James Campbell Boulevard as an extension of existing driveways.

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours with the exception of Industrial Park Road at Highway 43 Eastbound Ramps (Intersection 2). Under the projected 2026 No-Build and Build conditions, all study intersections are projected to operate at an acceptable overall LOS during the AM and PM peak hours with planned improvements.

1.1 NO-BUILD IMPROVEMENT RECOMMENDATIONS

The following development improvements are recommended to serve the Projected 2026 No-Build traffic conditions (Note: this would be the improvements needed to serve the background traffic and is unrelated to the *HRP - Columbia* development).

- Intersection 2 – Highway 43 EB Ramps at Industrial Park Road
  - Install a traffic signal (Columbia Fueling Center)
- Intersection 3 – James Campbell Boulevard at Industrial Park Road
  - Southbound shared through/left-turn lane along Industrial Park Road is to be restriped to provide a shared left/through/right-turn lane and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)
- Intersection 4 – James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
  - Add one (1) northbound left-turn lane along James Campbell Boulevard (Steadfast Hampshire Pike)
- Intersection 6 – James Campbell Boulevard at Hampshire Pike
  - Add one (1) southbound right-turn lane along James Campbell Boulevard and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)

1.2 BUILD IMPROVEMENT RECOMMENDATIONS

The following development improvements are recommended to serve the Projected 2026 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *HRP - Columbia* development).

- Intersection 4 – James Campbell Boulevard at Site Driveway 1
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 5 – James Campbell Boulevard at Site Driveway 2
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site
  - Construct one (1) southbound left-turn lane
  - Construct one (1) northbound right-turn lane

2.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *HRP - Columbia* development, which is expected to be completed in 2026 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 444 multifamily units, a 15,150 square foot daycare center, and 15,000 square feet of commercial retail. The approximate 50.39-acre site is located north of Hampshire Pike and east of James Campbell Boulevard within the City of Columbia, Tennessee.

This report will summarize the analyses of the following scenarios:

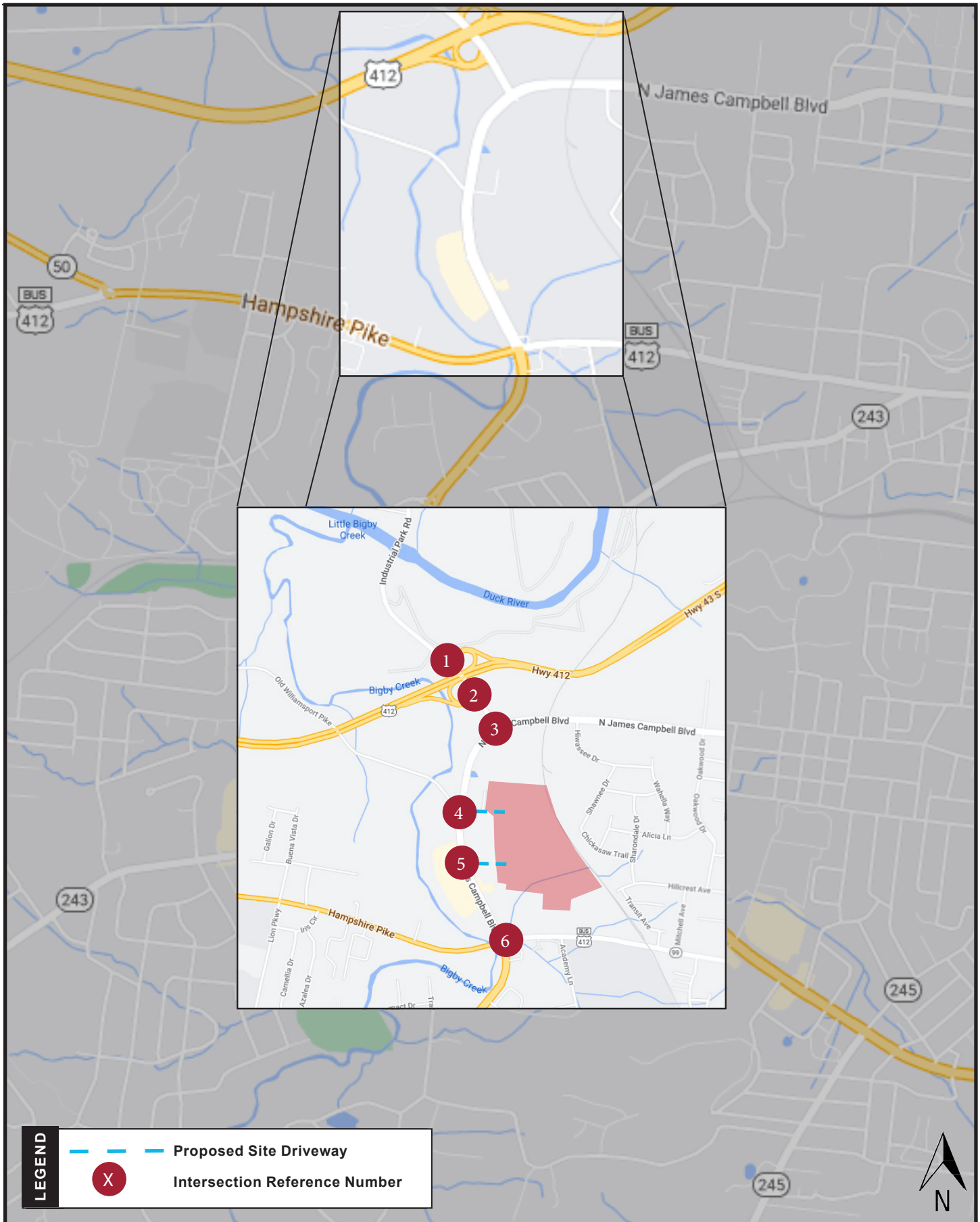
- Existing 2023 Conditions
- Projected 2026 No-Build Conditions
- Projected 2026 Build Conditions

The study network for this analysis includes the following intersections:

1. Highway 43 Westbound Ramps at Industrial Park Road
2. Highway 43 Eastbound Ramps at Industrial Park Road
3. James Campbell Boulevard at Industrial Park Road
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2
6. James Campbell Boulevard at Hampshire Pike

For the purposes of this traffic impact study, Highway 43 Ramps, James Campbell Boulevard (at Intersection 3), Old Williamsport Pike, Medical Plaza Driveway, Site Driveway 1, Site Driveway 2, and Hampshire Pike are considered to have an east-west orientation. James Campbell Boulevard (at all other intersections) and Industrial Park Road are considered to have a north-south orientation.

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial image of the project site. A site plan is also included in **Appendix A**.



Kimley»Horn	HRP - Columbia Traffic Impact Study	Site Location Map	Figure 1

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Kimley»Horn	HRP - Columbia Traffic Impact Study	Site Aerial	Figure 2

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3.0 EXISTING CONDITIONS

3.1 VEHICULAR NETWORK

Characteristics for the roadways within the study are summarized in **Table 1**.

Table 1: Roadway Network				
Roadway	**Number of Lanes**	**Posted Speed Limit (MPH)**	**City of Columbia Classification**	**2023 TDOT AADT**
Highway 43	4	65	Freeway	26,421
Industrial Park Road	2+TWTL	45	Principle Arterial	13,360
James Campbell Boulevard	4	45	Principal Arterial	16,977
Old Williamsport Pike	2	35	Major Local	1,151
Hampshire Pike	2	45	Principle Arterial / Minor Arterial	11,705 / 6,601

The existing road geometry is illustrated in **Figure 3.**

3.2 VEHICULAR VOLUMES

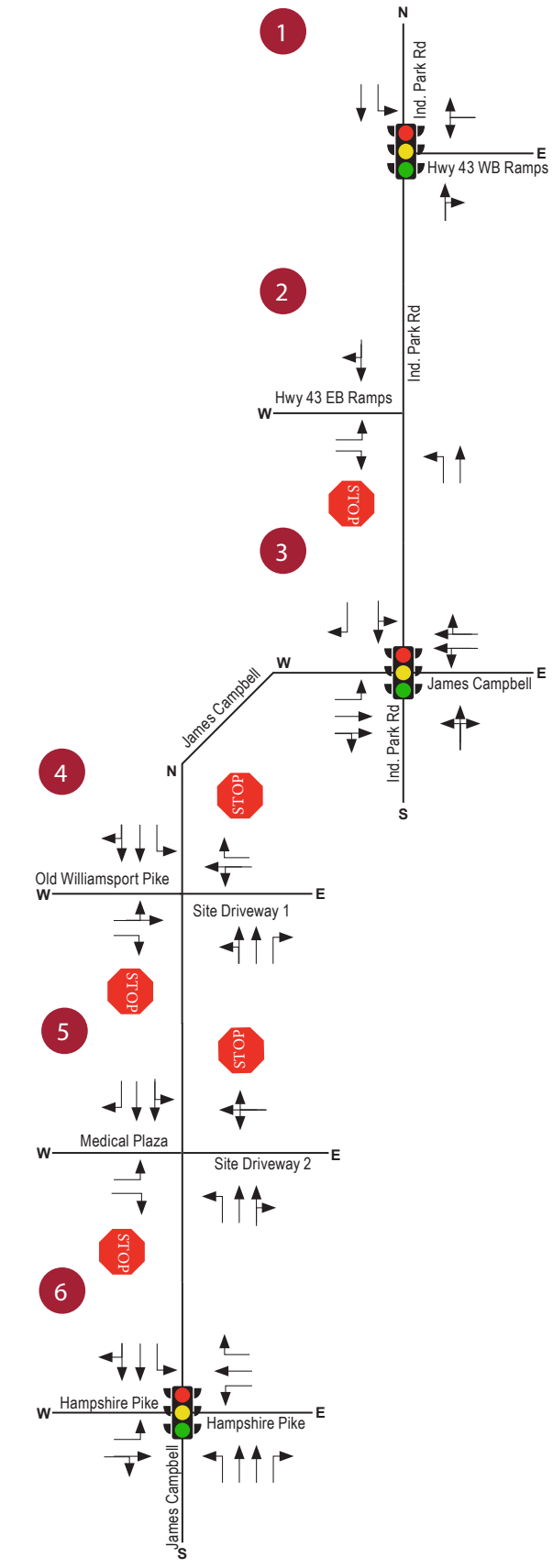
Vehicle peak hour turning movement counts (TMCs) were performed at each study intersection. The TMCs were collected during the AM period (6:00 AM – 9:00 AM) and the PM period (2:00 PM – 6:00 PM) on Wednesday, August 30, 2023. Peak hours for the study intersection are shown in **Table 2**.

Table 2: Intersection Peak Hours		
Intersection	**AM Peak Hour**	**PM Peak Hour**
1. Highway 43 Westbound Ramps at Industrial Park Road	7:00 AM – 8:00 AM	4:00 PM – 5:00 PM
2. Highway 43 Eastbound Ramps at Industrial Park Road	7:15 AM – 8:15 AM	3:30 PM – 4:30 PM
3. James Campbell Boulevard at Industrial Park Road	7:15 AM – 8:15 AM	3:30 PM – 4:30 PM
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1	7:00 AM – 8:00 AM	3:30 PM – 4:30 PM
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2	7:00 AM – 8:00 AM	3:30 PM – 4:30 PM
6. James Campbell Boulevard at Hampshire Pike	7:15 AM – 8:15 AM	2:45 PM – 3:45 PM

In addition to the TMCs, a 24-hour average daily traffic (ADT) count was also collected at the following location:

- James Campbell Boulevard south of Old Williamsport Pike (18,966 daily vehicles – 9,355 NB, 9,611 SB)

The Existing 2023 peak hour traffic volumes are shown in **Figure 4**. The complete traffic count data is provided in **Appendix B**.



Kimley»Horn	HRP - Columbia Traffic Impact Study	Existing 2023 Geometry	Figure 3

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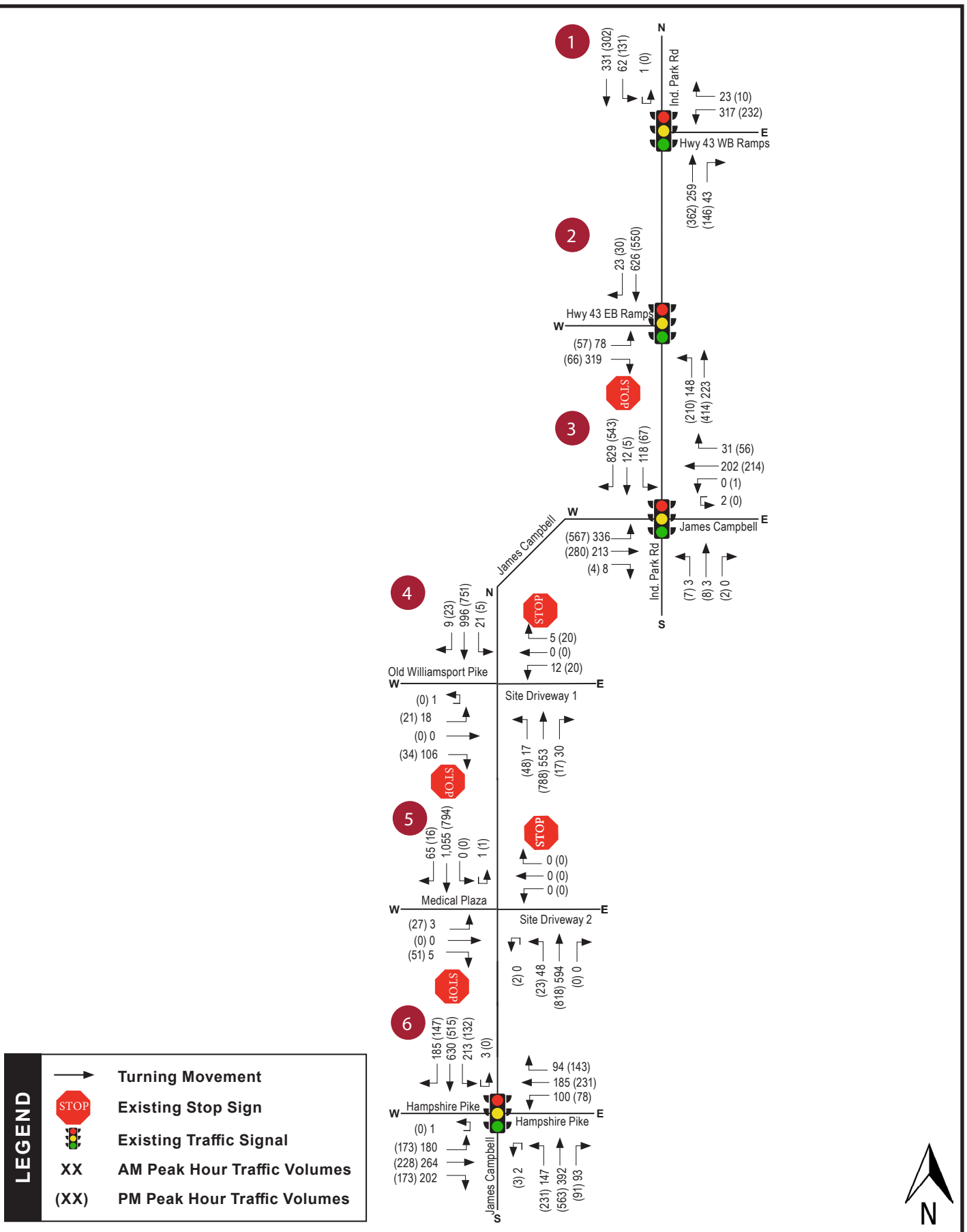

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HRP - Columbia Traffic Impact Study

Existing 2023 Traffic Volumes

Figure 4

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4.0 NO-BUILD CONDITIONS

Background traffic is defined as expected traffic on the roadway in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates.

To account for background traffic, the Existing 2023 traffic volumes were increased by 2.5% per year for three years to account for the expected background growth through year 2026. Additionally, project trips associated with the following developments were included in the Projected 2026 No-Build Traffic volumes:

- Williamsport Pike Development
  - Project trips added from TIA dated December 2020.
- Steadfast Hampshire Pike
  - Project trips added from TIA dated October 2021.
- Columbia Fueling Center
  - Project trips added from TIS dated August 5, 2022.

4.1 NO-BUILD IMPROVEMENTS BY OTHERS

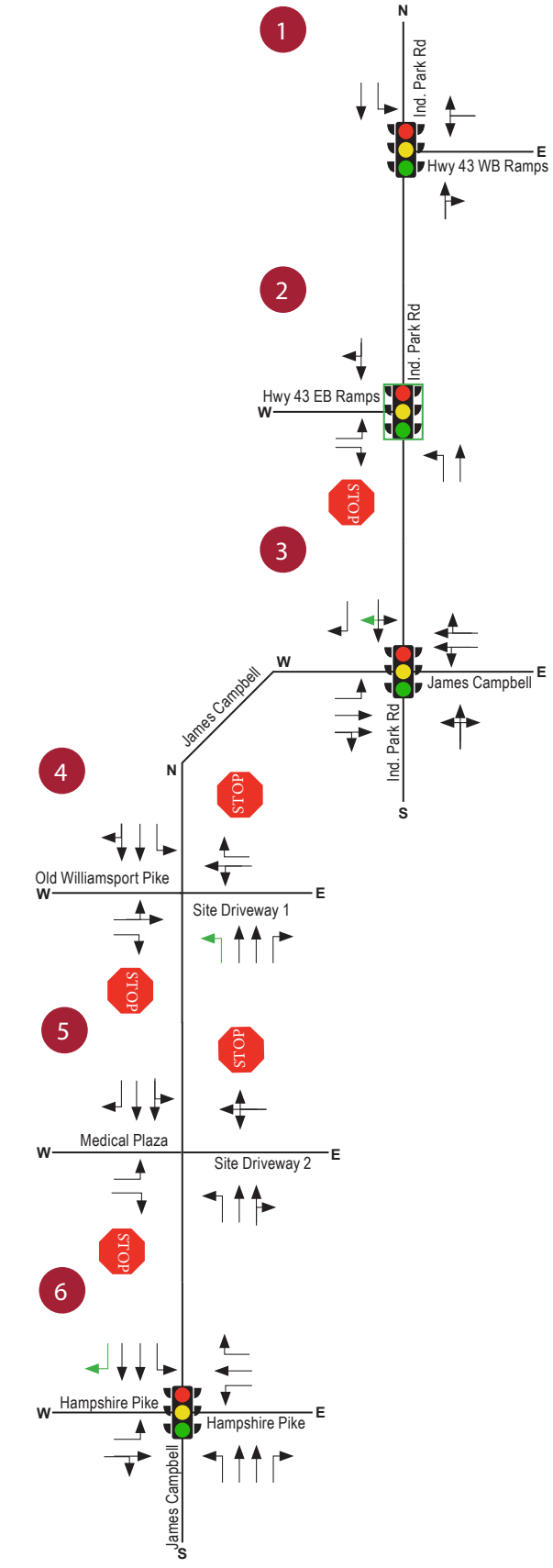
The following development improvements have been identified in traffic studies for nearby developments to serve the Projected 2026 No-Build traffic conditions.

- Intersection 2 – Highway 43 EB Ramps at Industrial Park Road
  - Install a traffic signal (Columbia Fueling Center)
- Intersection 3 – James Campbell Boulevard at Industrial Park Road
  - Southbound shared through/left-turn lane along Industrial Park Road is to be restriped to provide a shared left/through/right-turn lane and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)
- Intersection 4 – James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
  - Add one (1) northbound left-turn lane along James Campbell Boulevard (Steadfast Hampshire Pike)
- Intersection 6 – James Campbell Boulevard at Hampshire Pike
  - Add one (1) southbound right-turn lane along James Campbell Boulevard and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)

4.2 FUTURE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

Tennessee Department of Transportation (TDOT) transportation projects were researched for currently planned/programmed transportation projects within the vicinity of the study area.

No other improvements were identified to be included in the capacity analyses. **Figure 5** shows the Projected 2026 No-Build intersection geometry and **Figure 6** illustrates the Projected 2026 No-Build traffic volumes.



Kimley»Horn	HRP - Columbia Traffic Impact Study	No-Build 2026 Geometry	Figure 5

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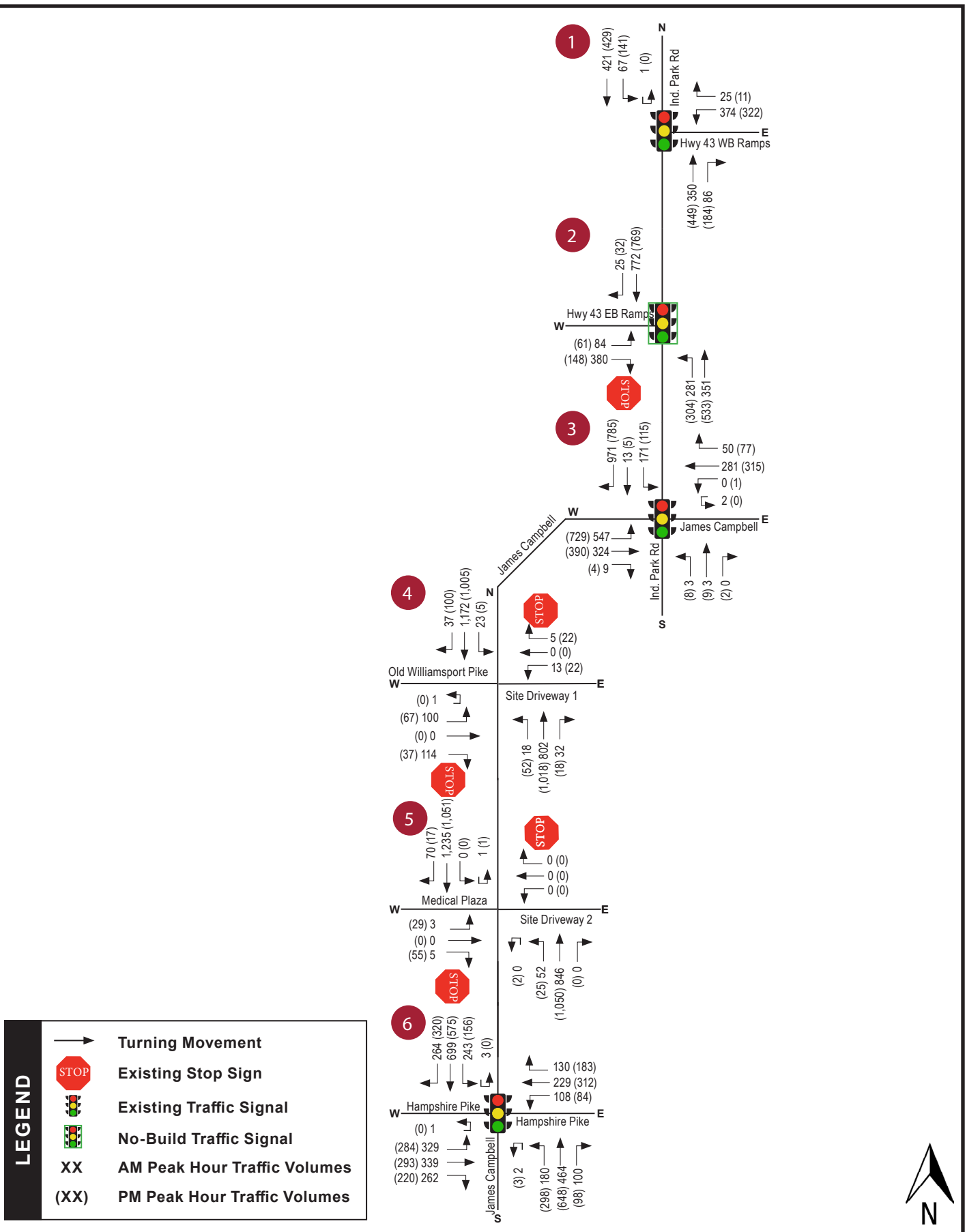

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HRP - Columbia Traffic Impact Study

No-Build 2026 Traffic Volumes

Figure 6

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5.0 BUILD CONDITIONS

5.1 SITE ACCESS AND CIRCULATION

A brief description of the site access is as follows:

- Site Driveway 1
  - Existing full-movement, unsignalized driveway along James Campbell Boulevard aligned with Old Williamsport Pike. The intersection currently operates under side street stop control and has one (1) ingress lane entering the site and two (2) egress lane exiting the site.
- Site Driveway 2
  - Proposed full-movement, unsignalized driveway along James Campbell Boulevard aligned with a business driveway approximately 1350' north of Hampshire Pike. The intersection is proposed to operate under side street stop control and has one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Intersection sight distance measurements and calculations were performed for all site access points using methodology provided in *A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)*, published by the American Association of State Highways and Transportation Officials (AASHTO).

Table 3: Intersection Sight Distance

Intersection	Direction	Required	Available
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1	WBL	500' – AASHTO	550'+
	WBR	430' – AASHTO	Approx 450'
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2	WBL	500' – AASHTO	550'+
	WBR	430' – AASHTO	500'+

Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*, using equations where available.

Internal capture (or mixed-use) reductions represent the concept that trips generated by individual land uses within a site may remain internal to the site. Mixed-use vehicle trip reductions are calculated using guidance from the *ITE Trip Generation Handbook, 3rd Edition*.

Alternative modes of transportation include pedestrians, bicyclists, and transit users. Alternate mode reductions account for the notion that some site-generated trips will occur by a means other than automobile.

A pass-by trip occurs when a proposed development diverts traffic that is already traveling on a street adjacent to the site. Pass-by reductions are calculated using guidance from the *ITE Trip Generation Handbook, 3rd Edition*.

The trip generation for the site was performed with no reductions to gross trips to present a more conservative analysis.

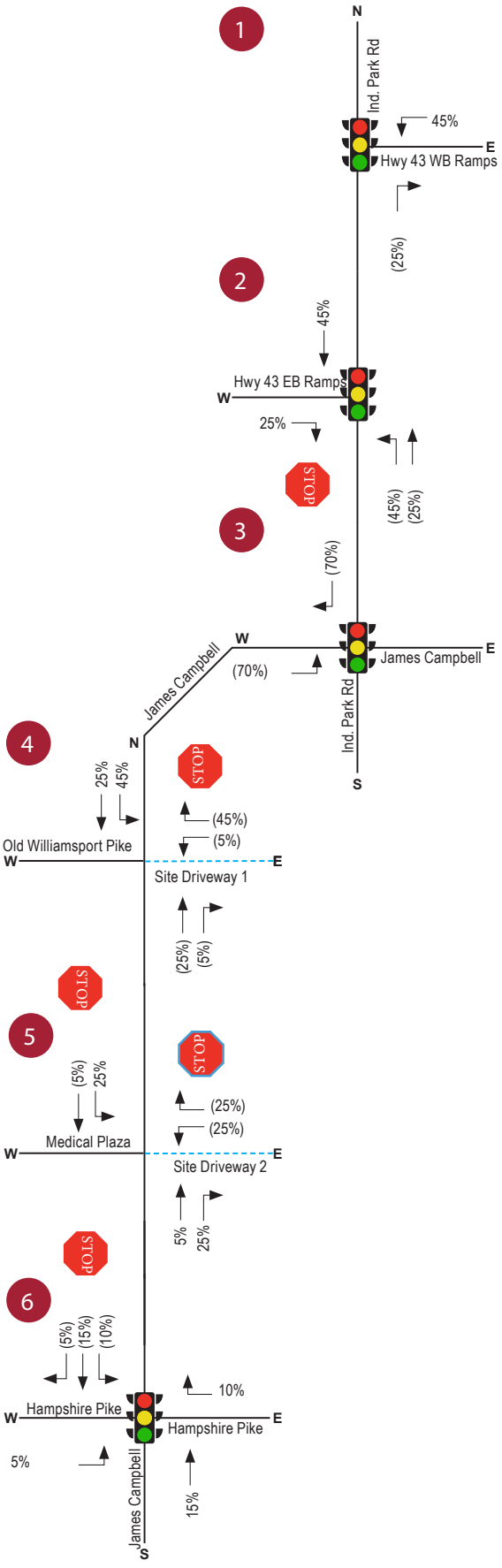
Table 4 summarizes the project trip generation. **Appendix C** provides a detailed trip generation worksheet for the proposed development.

Table 4: Trip Generation

ITE Code	Land Use	Density	Daily		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
220	Multifamily Housing (Low-Rise)	444 units	1,461	1,461	38	122	133	78
565	Day Care Center	15,150 s.f.	361	361	89	78	79	89
822	Strip Retail Plaza (<40K)	15,000 s.f.	431	431	23	15	52	52
Gross Trips			**2,253**	**2,253**	**150**	**215**	**264**	**219**

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts. **Figure 7** provides the directional distribution and assignment of new project trips. **Figure 8** illustrates the assignment of project trips to the study network. The Projected 2026 Build peak hour volumes are shown in **Figure 9**. **Appendix C** provides intersection volume worksheets for all intersections and driveways within the study network.



LEGEND

→	Turning Movement
XX%	% Entering Trips
(XX%)	% Exiting Trips

N

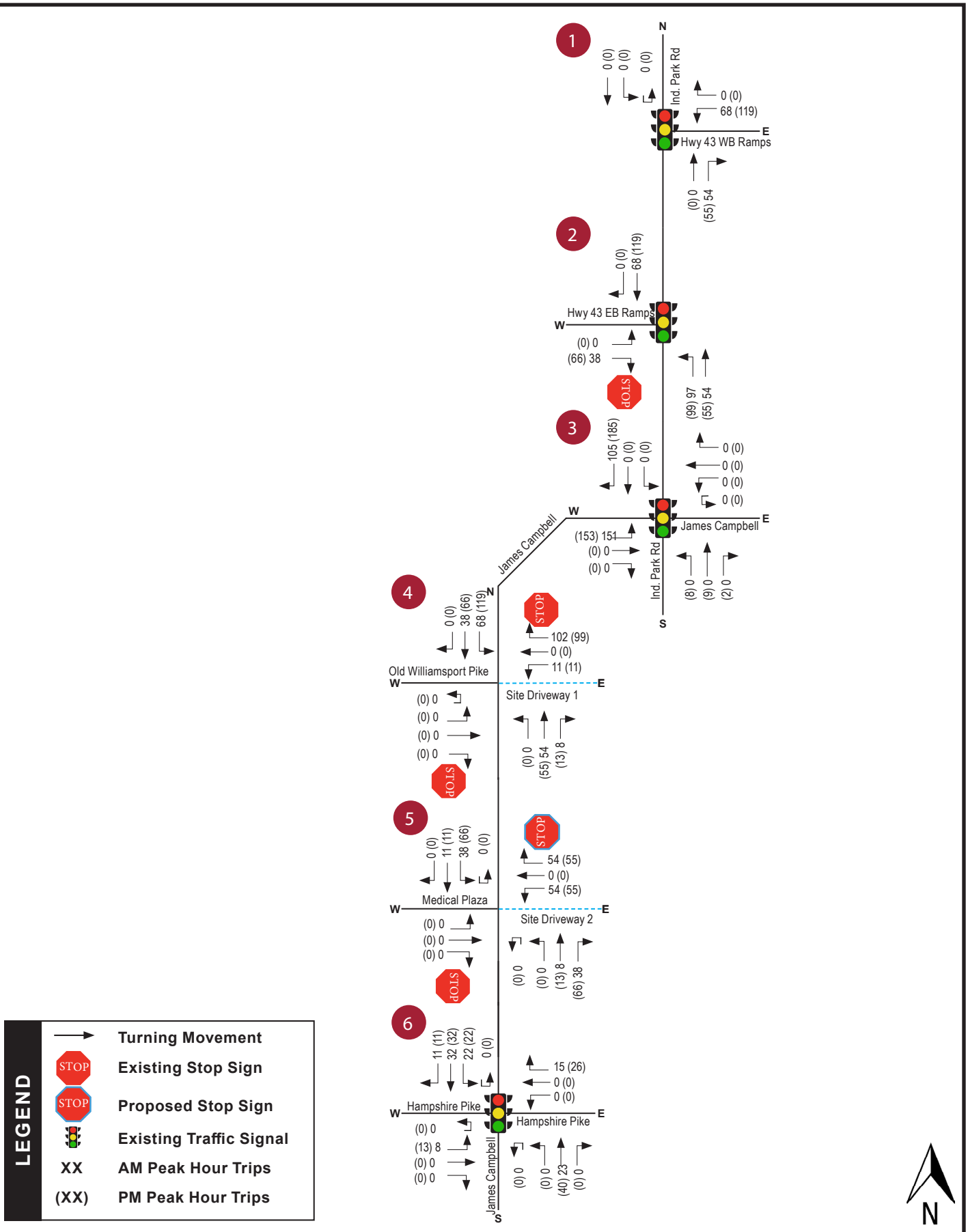
Kimley»Horn

HRP - Columbia Traffic Impact Study

Trip Distribution & Assignment

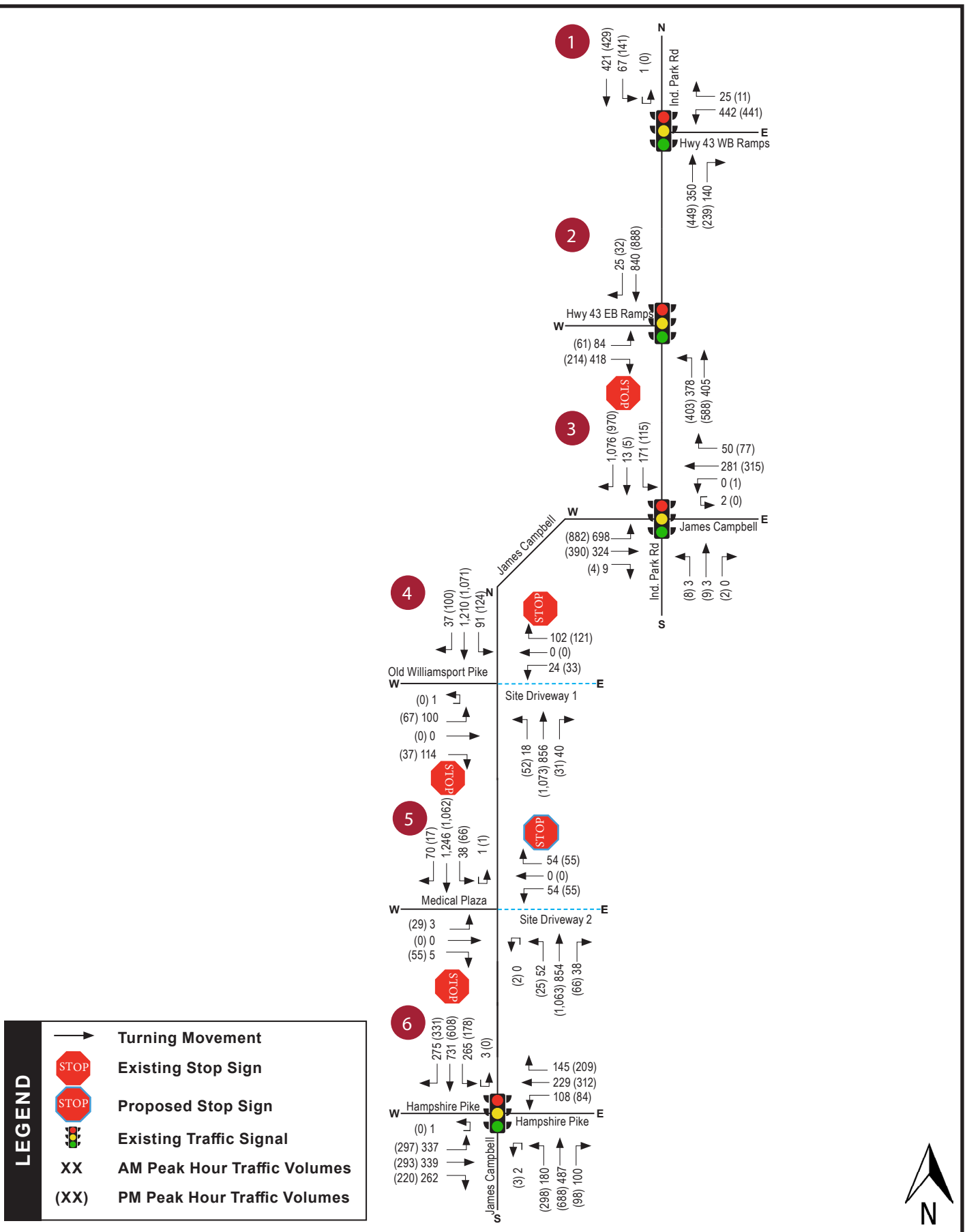
Figure 7

K:\NSH_LDEV\118517000 - HRP James Campbell\5-Traffic\4-Report



Kimley»Horn	HRP - Columbia Traffic Impact Study	Project Trips	Figure 8

K:\NSH_LDEV\118517000 - HRP James Campbell\5-Traffic\4-Report



Kimley»Horn	HRP - Columbia Traffic Impact Study	Build 2026 Traffic Volumes	Figure 9

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6.0 TURN LANE EVALUATION

TDOT HSAM Vol 3 Geometric Design Criteria was used to evaluate if turn lanes should be implemented along the major road at the unsignalized site driveways. From the TDOT HSAM, the following methodologies were applied to perform these evaluations:

- Figure 3-17 (“Left-Turn Warrant Along Four-Lane Rural Roadways (Unsignalized)
- Figure 3-18 (“Right-Turn Lane Warrant Along Four-Lane Roadway (Unsignalized Intersection with Two-Way Stop-Control”)

The results of the turn lane warrants are summarized in **Table 6**. **Appendix E** provides the TDOT Turn Lane Warrant charts used for the analysis.

Table 5: Turn Lane Warrants

Intersection	Movement	Analysis Scenario	AM Peak Hour	PM Peak Hour
5. James Campbell Boulevard at Medical Plaza Driveway / Driveway 2	NBR	Build 2026	Not Warranted	Warranted
	SBL	Build 2026	Warranted	Warranted

Per the TDOT HSAM, "The volume-based warrants indicate situations where turn lanes would help to mitigate traffic conflicts, not necessarily situations where a turn lane is required or must be constructed. Turn lanes can have an adverse safety and operational effect for pedestrians and bicyclists. All existing and future users of the roadway should be considered when determining turn lane needs."

A northbound right-turn lane is warranted at the intersection of James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2 (Intersection 5) during the PM peak hour but not during the AM peak hour.

A southbound left-turn lane is warranted at the intersection of James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2 (Intersection 5) during both the AM and PM peak hours.

7.0 CAPACITY ANALYSES

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 11.0. Synchro* software uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Levels-of-service for signalized and all-way stop controlled (AWSC) intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

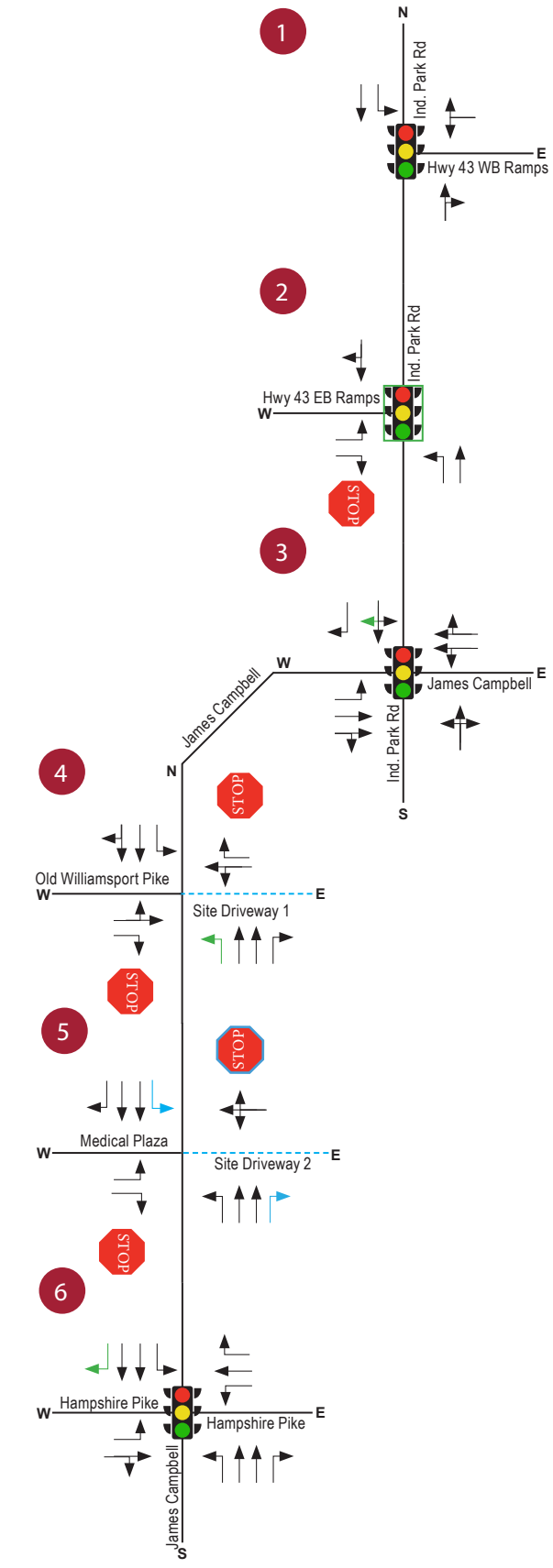
Capacity analyses were performed for the AM and PM peak hours under the Existing 2023, Projected 2026 No-Build, and Projected 2026 Build traffic conditions. The results of the capacity analyses are summarized in **Table 5**. The *Synchro* analyses reports are included in **Appendix D**.

The peak hour results for the existing scenario consist of the existing lane configuration/geometry at the intersections today. The No-Build scenario includes improvements made by other developments as outlined in Section 4.1. The Build scenario is consistent with the No-Build lane geometry with the addition of the turn lanes that were shown as warranted in section 7.0 at intersection 5.

Table 6: Level-of-Service Summary *LOS (Delay in Seconds)*							
Intersection	**Approach/ Movement**	**Existing 2023**		**Projected 2026 No-Build**		**Projected 2026 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Highway 43 Westbound Ramps at Industrial Park Road (signalized)	Overall	C (28.3)	B (18.4)	D (36.2)	C (26.8)	D (44.9)	D (42.8)
2. Highway 43 Eastbound Ramps at Industrial Park Road (unsignalized/ signalized)	EB	F (60.6)	E (44.4)	--	--	--	--
	NBL	B (10.5)	A (9.8)	--	--	--	--
	Overall	--	--	B (19.7)	A (7.6)	D (51.7)	B (11.8)
3. James Campbell Boulevard at Industrial Park Road (signalized)	Overall	D (43.5)	B (15.0)	C (28.2)	C (22.0)	D (53.9)	C (33.2)
4. James Campbell Boulevard at Old Williamsport Pike / Site Driveway 1 (unsignalized)	EB	C (18.9)	C (17.5)	F (115.6)	E (48.6)	F (239.3)	F (222.0)
	WB	C (21.1)	C (20.3)	D (30.3)	D (27.9)	C (23.0)	D (31.3)
	NBL	B (11.4)	B (10.1)	B (13.0)	B (12.3)	B (13.4)	B (12.9)
	SBL	A (9.0)	A (9.8)	B (10.2)	B (11.0)	B (11.4)	B (13.3)
5. James Campbell Boulevard at Medical Plaza Driveway / Site Driveway 2 (unsignalized)	EB	C (20.4)	C (16.5)	D (25.8)	C (22.6)	D (29.0)	D (28.4)
	WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	F (53.9)	F (62.0)
	NBL	B (12.5)	B (10.0)	B (14.4)	B (11.5)	B (14.5)	B (11.6)
	SBL	A (9.0)	A (9.8)	B (10.1)	B (11.0)	B (10.7)	B (12.4)
6. James Campbell Boulevard at Hampshire Pike (signalized)	Overall	D (36.6)	C (32.5)	E (59.6)	D (46.9)	E (62.2)	D (48.9)

All of the study intersections currently operate and are projected to operate at an acceptable overall LOS during both the AM and PM peak hours, with the exception of the unsignalized intersections. Low levels-of-service for unsignalized side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

The recommended lane configuration with the No-Build improvements as well as the site driveways is shown visually in **Figure 10.**



Kimley»Horn	HRP - Columbia Traffic Impact Study	Build 2026 Geometry	Figure 10

K:\NSH_LDEV\118517000 - HRP James Campbell\5-Traffic\4-Report

8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *HRP - Columbia* development located north of Hampshire Pike and east of James Campbell Boulevard within City of Columbia, Tennessee. The development, which is approximately 50.39-acres in size, will include 444 multifamily units, a 15,150 square foot daycare center, and 15,000 square feet of commercial retail.

The study network was analyzed for the weekday AM and PM peak hours under Existing 2023 conditions, Projected 2026 No-Build conditions (three years of background traffic growth plus project traffic associated with *Steadfast Hampshire Pike, Williamsport Pike,* and *Columbia Fueling Center* developments), and Projected 2026 Build conditions (Projected 2026 No-Build conditions plus traffic generated by the proposed *HRP - Columbia* development).

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours with the exception of Industrial Park Road at Highway 43 Eastbound Ramps (Intersection 2). Under the projected 2026 No-Build and Build conditions, all study intersections are projected to operate at an acceptable overall LOS during the AM and PM peak hours with planned improvements.

8.1 NO-BUILD DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

The following development improvements are recommended to serve the Projected 2026 No-Build traffic conditions (Note: this would be the improvements needed to serve the background traffic and is unrelated to the *HRP - Columbia* development).

- Intersection 2 – Highway 43 EB Ramps at Industrial Park Road
    - Install a traffic signal (Columbia Fueling Center)
    - Intersection 3 – James Campbell Boulevard at Industrial Park Road
- Southbound shared through/left-turn lane along Industrial Park Road is to be restriped to provide a shared left/through/right-turn lane and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)
    - Intersection 4 – James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
    - Add one (1) northbound left-turn lane along James Campbell Boulevard (Steadfast Hampshire Pike)
    - Intersection 6 – James Campbell Boulevard at Hampshire Pike
- Add one (1) southbound right-turn lane along James Campbell Boulevard and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)

8.2 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following development improvements to serve the Projected 2026 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *HRP - Columbia* development).

- Intersection 4 – James Campbell Boulevard at Site Driveway 1
    - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 5 – James Campbell Boulevard at Site Driveway 2
    - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site
    - Construct one (1) southbound left-turn lane
    - Construct one (1) northbound right-turn lane

APPENDIX A

Site Plan



Kimley»Horn

JAMES CAMPBELL BOULEVARD PROPERTY

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

APPENDIX B

Traffic Count Data

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

Columbia TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
N James Campbell Blvd,
south of Old Williamsport Pike

Date
Wednesday, August 30, 2023

Lat/Long
35.622168°, -87.067233°

Weather
Partly Cloudy
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (08-30-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	1	71	12	2	1	0	0	0	1	0	0	0	0	**88**
0100 - 0200	0	67	12	0	2	1	0	0	1	0	0	0	0	**83**
0200 - 0300	0	46	4	0	2	0	0	0	0	0	0	0	0	**52**
0300 - 0400	0	53	15	0	4	1	0	0	4	0	0	0	0	**77**
0400 - 0500	0	112	25	0	2	1	0	0	1	0	0	0	0	**141**
0500 - 0600	0	331	87	0	8	0	0	0	6	0	0	0	0	**432**
0600 - 0700	1	654	211	18	6	15	0	7	2	0	0	0	0	**914**
0700 - 0800	3	1276	361	33	27	4	0	4	11	0	0	0	0	**1719**
0800 - 0900	1	753	273	8	26	2	0	5	10	1	0	0	0	**1079**
0900 - 1000	0	688	247	3	25	2	0	4	8	0	0	0	0	**977**
1000 - 1100	3	720	260	3	19	0	0	3	7	0	0	0	0	**1015**
1100 - 1200	2	800	273	1	32	10	0	6	4	0	0	0	0	**1128**
1200 - 1300	5	764	262	4	20	8	0	13	8	1	0	0	0	**1085**
1300 - 1400	8	799	241	3	27	1	0	14	8	1	0	0	0	**1102**
1400 - 1500	4	1022	312	33	24	8	0	4	9	0	0	0	0	**1416**
1500 - 1600	4	1190	337	12	15	9	0	6	9	0	0	0	0	**1582**
1600 - 1700	11	1311	295	10	11	3	0	0	7	1	0	0	0	**1649**
1700 - 1800	2	1066	318	1	4	6	0	1	2	0	0	0	0	**1400**
1800 - 1900	3	803	179	0	6	0	0	1	1	0	0	0	0	**993**
1900 - 2000	4	646	139	0	1	0	0	3	2	0	0	0	0	**795**
2000 - 2100	4	431	83	0	3	1	0	0	1	0	0	0	0	**523**
2100 - 2200	5	303	41	0	2	1	0	0	1	0	0	0	0	**353**
2200 - 2300	1	192	24	0	2	0	0	0	0	0	0	0	0	**219**
2300 - 2400	0	117	21	0	5	0	0	0	1	0	0	0	0	**144**

Session Total	62	14215	4032	131	274	73	0	71	104	4	0	0	0	**18966**
Session Average	2.58	592.29	168.00	5.46	11.42	3.04	0.00	2.96	4.33	0.17	0.00	0.00	0.00	**790.25**
Session Percentage	0.33	74.95	21.26	0.69	1.44	0.38	0.00	0.37	0.55	0.02	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	-	0600 - 0700	0700 - 0800	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	3	1276	361	33	27	15	0	7	11	1	0	0	0	**1719**

Noon Peak Hour	1300 - 1400	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1100 - 1200	-	1300 - 1400	1400 - 1500	1200 - 1300	-	-	-	**1400 - 1500**
Noon Peak Volume	8	1022	312	33	32	10	0	14	9	1	0	0	0	**1416**

PM Peak Hour	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	-	1500 - 1600	1500 - 1600	1600 - 1700	-	-	-	**1600 - 1700**
PM Peak Volume	11	1311	337	12	15	9	0	6	9	1	0	0	0	**1649**

Bi-Directional Class Count || Volume Summary 60min

Columbia TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
N James Campbell Blvd,
south of Old Williamsport Pike

Date
Wednesday, August 30, 2023

Lat/Long
35.622168°, -87.067233°

Weather
Partly Cloudy
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (08-30-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	40	48	**88**
0100 - 0200	27	56	**83**
0200 - 0300	26	26	**52**
0300 - 0400	41	36	**77**
0400 - 0500	83	58	**141**
0500 - 0600	265	167	**432**
0600 - 0700	425	489	**914**
0700 - 0800	602	1117	**1719**
0800 - 0900	425	654	**1079**
0900 - 1000	478	499	**977**
1000 - 1100	486	529	**1015**
1100 - 1200	589	539	**1128**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	532	553	**1085**
1300 - 1400	546	556	**1102**
1400 - 1500	707	709	**1416**
1500 - 1600	824	758	**1582**
1600 - 1700	906	743	**1649**
1700 - 1800	698	702	**1400**
1800 - 1900	520	473	**993**
1900 - 2000	449	346	**795**
2000 - 2100	288	235	**523**
2100 - 2200	209	144	**353**
2200 - 2300	112	107	**219**
2300 - 2400	77	67	**144**

Session Total	9355	9611	**18966**
Session Average	389.79	400.46	**790.25**
Session Percentage	49.33	50.67	

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	2	0	-	0	2	25	1	195	-	0	221	77	38	1	-	0	116	0	64	8	-	0	72	411
0730 - 0745	1	0	0	-	0	1	30	3	236	-	0	269	89	63	1	-	0	153	0	47	5	-	1	53	476
0745 - 0800	0	1	0	-	0	1	43	5	241	-	0	289	95	77	5	-	0	177	0	66	10	-	0	76	543
0800 - 0815	2	0	0	-	0	2	20	3	157	-	0	180	75	35	1	-	0	111	0	25	8	-	1	34	327
Total	3	3	0	0	0	6	118	12	829	0	0	959	336	213	8	0	0	557	0	202	31	0	2	235	1757
Approach %	50.00	50.00	0.00	0.00	0.00	-	12.30	1.25	86.44	0.00	0.00	-	60.32	38.24	1.44	0.00	0.00	-	0.00	85.96	13.19	0.00	0.85	-	
PHF	0.38	0.38	0.00	0.00	0.00	**0.75**	0.69	0.60	0.86	0.00	0.00	**0.83**	0.88	0.69	0.40	0.00	0.00	**0.79**	0.00	0.77	0.78	0.00	0.50	**0.77**	**0.81**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	25	1	192	-	0	218	72	36	1	-	0	109	0	62	8	-	0	70	397
0730 - 0745	1	0	0	-	0	1	29	3	228	-	0	260	77	59	1	-	0	137	0	44	4	-	1	49	447
0745 - 0800	0	0	0	-	0	0	41	5	231	-	0	277	88	74	5	-	0	167	0	63	9	-	0	72	516
0800 - 0815	2	0	0	-	0	2	19	2	152	-	0	173	65	32	1	-	0	98	0	24	7	-	1	32	305
Total	3	0	0	0	0	3	114	11	803	0	0	928	302	201	8	0	0	511	0	193	28	0	2	223	1665
Approach %	100.00	0.00	0.00	0.00	0.00	-	12.28	1.19	86.53	0.00	0.00	-	59.10	39.33	1.57	0.00	0.00	-	0.00	86.55	12.56	0.00	0.90	-	
PHF	0.38	0.00	0.00	0.00	0.00	**0.38**	0.70	0.55	0.87	0.00	0.00	**0.84**	0.86	0.68	0.40	0.00	0.00	**0.76**	0.00	0.77	0.78	0.00	0.50	**0.77**	**0.81**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	0	1	-	0	1	3	2	0	-	0	5	0	2	0	-	0	2	9
0730 - 0745	0	0	0	-	0	0	1	0	6	-	0	7	9	3	0	-	0	12	0	3	1	-	0	4	23
0745 - 0800	0	1	0	-	0	1	2	0	9	-	0	11	7	3	0	-	0	10	0	3	1	-	0	4	26
0800 - 0815	0	0	0	-	0	0	1	1	3	-	0	5	9	1	0	-	0	10	0	1	1	-	0	2	17
Total	0	2	0	0	0	2	4	1	19	0	0	24	28	9	0	0	0	37	0	9	3	0	0	12	75
Approach %	0.00	100.00	0.00	0.00	0.00	-	16.67	4.17	79.17	0.00	0.00	-	75.68	24.32	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.50	0.25	0.53	0.00	0.00	**0.55**	0.78	0.75	0.00	0.00	0.00	**0.77**	0.00	0.75	0.75	0.00	0.00	**0.75**	**0.72**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	0	2	-	0	2	2	0	0	-	0	2	0	0	0	-	0	0	5
0730 - 0745	0	0	0	-	0	0	0	0	2	-	0	2	3	1	0	-	0	4	0	0	0	-	0	0	6
0745 - 0800	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0800 - 0815	0	0	0	-	0	0	0	0	2	-	0	2	1	2	0	-	0	3	0	0	0	-	0	0	5
Total	0	1	0	0	0	1	0	0	7	0	0	7	6	3	0	0	0	9	0	0	0	0	0	0	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	66.67	33.33	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.88	0.00	0.00	**0.88**	0.50	0.38	0.00	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	2	2	1	-	0	5	23	2	135	-	0	160	132	77	2	-	0	211	1	45	17	-	0	63	439
1545 - 1600	1	1	1	-	0	3	11	0	141	-	0	152	118	63	2	-	0	183	0	58	15	-	0	73	411
1600 - 1615	4	2	0	-	0	6	14	1	141	-	0	156	161	67	0	-	0	228	0	53	16	-	0	69	459
1615 - 1630	0	3	0	-	0	3	19	2	126	-	0	147	156	73	0	-	0	229	0	58	8	-	0	66	445
Total	7	8	2	0	0	17	67	5	543	0	0	615	567	280	4	0	0	851	1	214	56	0	0	271	1754
Approach %	41.18	47.06	11.76	0.00	0.00	-	10.89	0.81	88.29	0.00	0.00	-	66.63	32.90	0.47	0.00	0.00	-	0.37	78.97	20.66	0.00	0.00	-	
PHF	0.44	0.67	0.50	0.00	0.00	**0.71**	0.73	0.63	0.96	0.00	0.00	**0.96**	0.88	0.91	0.50	0.00	0.00	**0.93**	0.25	0.92	0.82	0.00	0.00	**0.93**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	2	2	1	-	0	5	23	1	131	-	0	155	128	75	2	-	0	205	1	42	17	-	0	60	425
1545 - 1600	1	1	1	-	0	3	11	0	135	-	0	146	114	62	2	-	0	178	0	57	13	-	0	70	397
1600 - 1615	4	2	0	-	0	6	14	0	139	-	0	153	154	67	0	-	0	221	0	52	14	-	0	66	446
1615 - 1630	0	1	0	-	0	1	18	1	124	-	0	143	151	71	0	-	0	222	0	58	8	-	0	66	432
Total	7	6	2	0	0	15	66	2	529	0	0	597	547	275	4	0	0	826	1	209	52	0	0	262	1700
Approach %	46.67	40.00	13.33	0.00	0.00	-	11.06	0.34	88.61	0.00	0.00	-	66.22	33.29	0.48	0.00	0.00	-	0.38	79.77	19.85	0.00	0.00	-	
PHF	0.44	0.75	0.50	0.00	0.00	**0.63**	0.72	0.50	0.95	0.00	0.00	**0.96**	0.89	0.92	0.50	0.00	0.00	**0.93**	0.25	0.90	0.76	0.00	0.00	**0.94**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	3	-	0	3	3	1	0	-	0	4	0	1	0	-	0	1	8
1545 - 1600	0	0	0	-	0	0	0	0	3	-	0	3	3	1	0	-	0	4	0	1	1	-	0	2	9
1600 - 1615	0	0	0	-	0	0	0	1	1	-	0	2	7	0	0	-	0	7	0	1	2	-	0	3	12
1615 - 1630	0	1	0	-	0	1	0	1	0	-	0	1	4	2	0	-	0	6	0	0	0	-	0	0	8
Total	0	1	0	0	0	1	0	2	7	0	0	9	17	4	0	0	0	21	0	3	3	0	0	6	37
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	22.22	77.78	0.00	0.00	-	80.95	19.05	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.58	0.00	0.00	**0.75**	0.61	0.50	0.00	0.00	0.00	**0.75**	0.00	0.75	0.38	0.00	0.00	**0.50**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	1	1	-	0	2	1	1	0	-	0	2	0	2	0	-	0	2	6
1545 - 1600	0	0	0	-	0	0	0	0	3	-	0	3	1	0	0	-	0	1	0	0	1	-	0	1	5
1600 - 1615	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1615 - 1630	0	1	0	-	0	1	1	0	2	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	5
Total	0	1	0	0	0	1	1	1	7	0	0	9	3	1	0	0	0	4	0	2	1	0	0	3	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	11.11	11.11	77.78	0.00	0.00	-	75.00	25.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.25	0.25	0.58	0.00	0.00	**0.75**	0.75	0.25	0.00	0.00	0.00	**0.50**	0.00	0.25	0.25	0.00	0.00	**0.38**	**0.71**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	5	117	4	-	0	126	2	181	2	-	0	185	4	0	13	-	1	18	8	0	2	-	0	10	339
0715 - 0730	6	117	1	-	0	124	3	249	3	-	0	255	0	0	33	-	0	33	4	0	2	-	0	6	418
0730 - 0745	1	160	12	-	0	173	6	278	0	-	0	284	8	0	35	-	0	43	0	0	1	-	0	1	501
0745 - 0800	5	159	13	-	0	177	10	288	4	-	0	302	6	0	25	-	0	31	0	0	0	-	0	0	510
Total	17	553	30	0	0	600	21	996	9	0	0	1026	18	0	106	0	1	125	12	0	5	0	0	17	1768
Approach %	2.83	92.17	5.00	0.00	0.00	-	2.05	97.08	0.88	0.00	0.00	-	14.40	0.00	84.80	0.00	0.80	-	70.59	0.00	29.41	0.00	0.00	-	
PHF	0.71	0.86	0.58	0.00	0.00	**0.85**	0.53	0.86	0.56	0.00	0.00	**0.85**	0.56	0.00	0.76	0.00	0.25	**0.73**	0.38	0.00	0.63	0.00	0.00	**0.43**	**0.87**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	4	109	4	-	0	117	2	176	2	-	0	180	4	0	11	-	1	16	8	0	2	-	0	10	323
0715 - 0730	6	110	1	-	0	117	3	244	3	-	0	250	0	0	33	-	0	33	4	0	2	-	0	6	406
0730 - 0745	1	145	12	-	0	158	6	267	0	-	0	273	7	0	32	-	0	39	0	0	1	-	0	1	471
0745 - 0800	5	150	13	-	0	168	10	275	4	-	0	289	5	0	25	-	0	30	0	0	0	-	0	0	487
Total	16	514	30	0	0	560	21	962	9	0	0	992	16	0	101	0	1	118	12	0	5	0	0	17	1687
Approach %	2.86	91.79	5.36	0.00	0.00	-	2.12	96.98	0.91	0.00	0.00	-	13.56	0.00	85.59	0.00	0.85	-	70.59	0.00	29.41	0.00	0.00	-	
PHF	0.67	0.86	0.58	0.00	0.00	**0.83**	0.53	0.87	0.56	0.00	0.00	**0.86**	0.57	0.00	0.77	0.00	0.25	**0.76**	0.38	0.00	0.63	0.00	0.00	**0.43**	**0.87**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	1	5	0	-	0	6	0	4	0	-	0	4	0	0	2	-	0	2	0	0	0	-	0	0	12
0715 - 0730	0	5	0	-	0	5	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	8
0730 - 0745	0	11	0	-	0	11	0	9	0	-	0	9	1	0	3	-	0	4	0	0	0	-	0	0	24
0745 - 0800	0	9	0	-	0	9	0	12	0	-	0	12	1	0	0	-	0	1	0	0	0	-	0	0	22
Total	1	30	0	0	0	31	0	28	0	0	0	28	2	0	5	0	0	7	0	0	0	0	0	0	66
Approach %	3.23	96.77	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	28.57	0.00	71.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.68	0.00	0.00	0.00	**0.70**	0.00	0.58	0.00	0.00	0.00	**0.58**	0.50	0.00	0.42	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
0730 - 0745	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
0745 - 0800	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	9	0	0	0	9	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	14	192	6	-	0	212	2	186	3	-	0	191	7	0	16	-	0	23	5	0	4	-	0	9	435
1545 - 1600	6	162	7	-	0	175	0	192	7	-	0	199	5	0	11	-	0	16	6	0	7	-	0	13	403
1600 - 1615	12	237	4	-	0	253	1	194	7	-	0	202	7	0	3	-	0	10	6	0	6	-	0	12	477
1615 - 1630	16	197	0	-	0	213	2	179	6	-	0	187	2	0	4	-	0	6	3	0	3	-	0	6	412
Total	48	788	17	0	0	853	5	751	23	0	0	779	21	0	34	0	0	55	20	0	20	0	0	40	1727
Approach %	5.63	92.38	1.99	0.00	0.00	-	0.64	96.41	2.95	0.00	0.00	-	38.18	0.00	61.82	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.75	0.83	0.61	0.00	0.00	**0.84**	0.63	0.97	0.82	0.00	0.00	**0.96**	0.75	0.00	0.53	0.00	0.00	**0.60**	0.83	0.00	0.71	0.00	0.00	**0.77**	**0.91**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	11	187	6	-	0	204	2	179	3	-	0	184	7	0	16	-	0	23	5	0	4	-	0	9	420
1545 - 1600	6	157	7	-	0	170	0	185	7	-	0	192	5	0	11	-	0	16	6	0	7	-	0	13	391
1600 - 1615	12	229	3	-	0	244	1	191	7	-	0	199	7	0	3	-	0	10	5	0	6	-	0	11	464
1615 - 1630	16	191	0	-	0	207	2	177	6	-	0	185	2	0	2	-	0	4	3	0	3	-	0	6	402
Total	45	764	16	0	0	825	5	732	23	0	0	760	21	0	32	0	0	53	19	0	20	0	0	39	1677
Approach %	5.45	92.61	1.94	0.00	0.00	-	0.66	96.32	3.03	0.00	0.00	-	39.62	0.00	60.38	0.00	0.00	-	48.72	0.00	51.28	0.00	0.00	-	
PHF	0.70	0.83	0.57	0.00	0.00	**0.85**	0.63	0.96	0.82	0.00	0.00	**0.95**	0.75	0.00	0.50	0.00	0.00	**0.58**	0.79	0.00	0.71	0.00	0.00	**0.75**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	3	3	0	-	0	6	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	10
1545 - 1600	0	4	0	-	0	4	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	8
1600 - 1615	0	8	1	-	0	9	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	12
1615 - 1630	0	5	0	-	0	5	0	0	0	-	0	0	0	0	2	-	0	2	0	0	0	-	0	0	7
Total	3	20	1	0	0	24	0	10	0	0	0	10	0	0	2	0	0	2	1	0	0	0	0	1	37
Approach %	12.50	83.33	4.17	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.25	0.00	0.00	**0.67**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
1545 - 1600	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1600 - 1615	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1615 - 1630	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	4	0	0	0	4	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	13
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.65**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	9	132	0	-	0	141	0	194	8	-	0	202	0	0	1	-	0	1	0	0	0	-	0	0	344
0715 - 0730	7	127	0	-	0	134	0	267	18	-	0	285	0	0	0	-	0	0	0	0	0	-	0	0	419
0730 - 0745	16	165	0	-	0	181	0	297	17	-	1	315	0	0	1	-	0	1	0	0	0	-	0	0	497
0745 - 0800	16	170	0	-	0	186	0	297	22	-	0	319	3	0	3	-	0	6	0	0	0	-	0	0	511
Total	48	594	0	0	0	642	0	1055	65	0	1	1121	3	0	5	0	0	8	0	0	0	0	0	0	1771
Approach %	7.48	92.52	0.00	0.00	0.00	-	0.00	94.11	5.80	0.00	0.09	-	37.50	0.00	62.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.87	0.00	0.00	0.00	**0.86**	0.00	0.89	0.74	0.00	0.25	**0.88**	0.25	0.00	0.42	0.00	0.00	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	9	122	0	-	0	131	0	187	8	-	0	195	0	0	1	-	0	1	0	0	0	-	0	0	327
0715 - 0730	7	121	0	-	0	128	0	262	18	-	0	280	0	0	0	-	0	0	0	0	0	-	0	0	408
0730 - 0745	16	149	0	-	0	165	0	283	17	-	1	301	0	0	1	-	0	1	0	0	0	-	0	0	467
0745 - 0800	16	162	0	-	0	178	0	285	21	-	0	306	3	0	3	-	0	6	0	0	0	-	0	0	490
Total	48	554	0	0	0	602	0	1017	64	0	1	1082	3	0	5	0	0	8	0	0	0	0	0	0	1692
Approach %	7.97	92.03	0.00	0.00	0.00	-	0.00	93.99	5.91	0.00	0.09	-	37.50	0.00	62.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.85	0.00	0.00	0.00	**0.85**	0.00	0.89	0.76	0.00	0.25	**0.88**	0.25	0.00	0.42	0.00	0.00	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	0	7	0	-	0	7	0	6	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	13
0715 - 0730	0	4	0	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	7
0730 - 0745	0	12	0	-	0	12	0	12	0	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	24
0745 - 0800	0	8	0	-	0	8	0	11	1	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	20
Total	0	31	0	0	0	31	0	32	1	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	64
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	96.97	3.03	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.65	0.00	0.00	0.00	**0.65**	0.00	0.67	0.25	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
0730 - 0745	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
0745 - 0800	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	9	0	0	0	9	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	11	210	0	-	1	222	0	206	6	-	0	212	4	0	8	-	0	12	0	0	0	-	0	0	446
1545 - 1600	4	162	0	-	0	166	0	201	5	-	0	206	6	0	19	-	0	25	0	0	0	-	0	0	397
1600 - 1615	4	247	0	-	0	251	0	199	3	-	1	203	7	0	17	-	0	24	0	0	0	-	0	0	478
1615 - 1630	4	199	0	-	1	204	0	188	2	-	0	190	10	0	7	-	0	17	0	0	0	-	0	0	411
Total	23	818	0	0	2	843	0	794	16	0	1	811	27	0	51	0	0	78	0	0	0	0	0	0	1732
Approach %	2.73	97.03	0.00	0.00	0.24	-	0.00	97.90	1.97	0.00	0.12	-	34.62	0.00	65.38	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.52	0.83	0.00	0.00	0.50	**0.84**	0.00	0.96	0.67	0.00	0.25	**0.96**	0.68	0.00	0.67	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	11	203	0	-	1	215	0	199	6	-	0	205	4	0	8	-	0	12	0	0	0	-	0	0	432
1545 - 1600	3	159	0	-	0	162	0	194	5	-	0	199	5	0	19	-	0	24	0	0	0	-	0	0	385
1600 - 1615	4	238	0	-	0	242	0	195	3	-	1	199	7	0	17	-	0	24	0	0	0	-	0	0	465
1615 - 1630	4	194	0	-	1	199	0	184	2	-	0	186	10	0	7	-	0	17	0	0	0	-	0	0	402
Total	22	794	0	0	2	818	0	772	16	0	1	789	26	0	51	0	0	77	0	0	0	0	0	0	1684
Approach %	2.69	97.07	0.00	0.00	0.24	-	0.00	97.85	2.03	0.00	0.13	-	33.77	0.00	66.23	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.83	0.00	0.00	0.50	**0.85**	0.00	0.97	0.67	0.00	0.25	**0.96**	0.65	0.00	0.67	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	0	6	0	-	0	6	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	10
1545 - 1600	1	2	0	-	0	3	0	4	0	-	0	4	1	0	0	-	0	1	0	0	0	-	0	0	8
1600 - 1615	0	9	0	-	0	9	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	12
1615 - 1630	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
Total	1	21	0	0	0	22	0	13	0	0	0	13	1	0	0	0	0	1	0	0	0	0	0	0	36
Approach %	4.55	95.45	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.58	0.00	0.00	0.00	**0.61**	0.00	0.81	0.00	0.00	0.00	**0.81**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1545 - 1600	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1600 - 1615	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1615 - 1630	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	3	0	0	0	3	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	12
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	37	86	15	-	0	138	45	129	72	-	0	246	36	65	47	-	0	148	26	70	16	-	0	112	644
0730 - 0745	42	111	32	-	0	185	72	170	48	-	1	291	60	68	54	-	1	183	21	48	25	-	0	94	753
0745 - 0800	31	102	27	-	1	161	52	206	38	-	1	297	56	74	56	-	0	186	27	40	32	-	0	99	743
0800 - 0815	37	93	19	-	1	150	44	125	27	-	1	197	28	57	45	-	0	130	26	27	21	-	0	74	551
Total	147	392	93	0	2	634	213	630	185	0	3	1031	180	264	202	0	1	647	100	185	94	0	0	379	2691
Approach %	23.19	61.83	14.67	0.00	0.32	-	20.66	61.11	17.94	0.00	0.29	-	27.82	40.80	31.22	0.00	0.15	-	26.39	48.81	24.80	0.00	0.00	-	
PHF	0.88	0.88	0.73	0.00	0.50	**0.86**	0.74	0.76	0.64	0.00	0.75	**0.87**	0.75	0.89	0.90	0.00	0.25	**0.87**	0.93	0.66	0.73	0.00	0.00	**0.85**	**0.89**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	31	82	15	-	0	128	45	124	72	-	0	241	33	64	44	-	0	141	24	66	16	-	0	106	616
0730 - 0745	41	104	31	-	0	176	68	161	47	-	1	277	52	64	52	-	1	169	20	47	24	-	0	91	713
0745 - 0800	31	96	25	-	1	153	50	200	35	-	1	286	54	73	54	-	0	181	26	37	32	-	0	95	715
0800 - 0815	36	81	17	-	1	135	42	121	27	-	1	191	28	55	44	-	0	127	25	26	19	-	0	70	523
Total	139	363	88	0	2	592	205	606	181	0	3	995	167	256	194	0	1	618	95	176	91	0	0	362	2567
Approach %	23.48	61.32	14.86	0.00	0.34	-	20.60	60.90	18.19	0.00	0.30	-	27.02	41.42	31.39	0.00	0.16	-	26.24	48.62	25.14	0.00	0.00	-	
PHF	0.85	0.87	0.71	0.00	0.50	**0.84**	0.75	0.76	0.63	0.00	0.75	**0.87**	0.77	0.88	0.90	0.00	0.25	**0.85**	0.91	0.67	0.71	0.00	0.00	**0.85**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	6	2	0	-	0	8	0	3	0	-	0	3	3	1	1	-	0	5	2	4	0	-	0	6	22
0730 - 0745	1	3	0	-	0	4	4	7	1	-	0	12	8	4	2	-	0	14	1	0	1	-	0	2	32
0745 - 0800	0	6	1	-	0	7	2	5	3	-	0	10	2	1	1	-	0	4	1	2	0	-	0	3	24
0800 - 0815	1	9	2	-	0	12	1	3	0	-	0	4	0	1	1	-	0	2	1	1	2	-	0	4	22
Total	8	20	3	0	0	31	7	18	4	0	0	29	13	7	5	0	0	25	5	7	3	0	0	15	100
Approach %	25.81	64.52	9.68	0.00	0.00	-	24.14	62.07	13.79	0.00	0.00	-	52.00	28.00	20.00	0.00	0.00	-	33.33	46.67	20.00	0.00	0.00	-	
PHF	0.33	0.56	0.38	0.00	0.00	**0.65**	0.44	0.64	0.33	0.00	0.00	**0.60**	0.41	0.44	0.63	0.00	0.00	**0.45**	0.63	0.44	0.38	0.00	0.00	**0.63**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	2	-	0	2	0	0	0	-	0	0	6
0730 - 0745	0	4	1	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	8
0745 - 0800	0	0	1	-	0	1	0	1	0	-	0	1	0	0	1	-	0	1	0	1	0	-	0	1	4
0800 - 0815	0	3	0	-	0	3	1	1	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	6
Total	0	9	2	0	0	11	1	6	0	0	0	7	0	1	3	0	0	4	0	2	0	0	0	2	24
Approach %	0.00	81.82	18.18	0.00	0.00	-	14.29	85.71	0.00	0.00	0.00	-	0.00	25.00	75.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.50	0.00	0.00	**0.55**	0.25	0.75	0.00	0.00	0.00	**0.88**	0.00	0.25	0.38	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1445 - 1545

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	59	134	26	-	2	221	36	119	35	-	0	190	50	54	38	-	0	142	15	61	29	-	0	105	658
1500 - 1515	55	142	26	-	1	224	33	101	29	-	0	163	58	69	48	-	0	175	22	76	48	-	0	146	708
1515 - 1530	57	135	14	-	0	206	30	145	39	-	0	214	37	57	43	-	0	137	21	49	29	-	0	99	656
1530 - 1545	60	152	25	-	0	237	33	150	44	-	0	227	28	48	44	-	0	120	20	45	37	-	0	102	686
Total	231	563	91	0	3	888	132	515	147	0	0	794	173	228	173	0	0	574	78	231	143	0	0	452	2708
Approach %	26.01	63.40	10.25	0.00	0.34	-	16.62	64.86	18.51	0.00	0.00	-	30.14	39.72	30.14	0.00	0.00	-	17.26	51.11	31.64	0.00	0.00	-	
PHF	0.96	0.93	0.88	0.00	0.38	**0.94**	0.92	0.86	0.84	0.00	0.00	**0.87**	0.75	0.83	0.90	0.00	0.00	**0.82**	0.89	0.76	0.74	0.00	0.00	**0.77**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	58	127	26	-	2	213	36	113	35	-	0	184	42	51	36	-	0	129	14	59	28	-	0	101	627
1500 - 1515	54	134	24	-	1	213	31	96	28	-	0	155	58	68	43	-	0	169	20	73	45	-	0	138	675
1515 - 1530	57	131	14	-	0	202	29	142	39	-	0	210	37	53	41	-	0	131	21	47	28	-	0	96	639
1530 - 1545	58	146	21	-	0	225	31	146	43	-	0	220	27	46	42	-	0	115	20	45	37	-	0	102	662
Total	227	538	85	0	3	853	127	497	145	0	0	769	164	218	162	0	0	544	75	224	138	0	0	437	2603
Approach %	26.61	63.07	9.96	0.00	0.35	-	16.51	64.63	18.86	0.00	0.00	-	30.15	40.07	29.78	0.00	0.00	-	17.16	51.26	31.58	0.00	0.00	-	
PHF	0.98	0.92	0.82	0.00	0.38	**0.95**	0.88	0.85	0.84	0.00	0.00	**0.87**	0.71	0.80	0.94	0.00	0.00	**0.80**	0.89	0.77	0.77	0.00	0.00	**0.79**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	1	6	0	-	0	7	0	4	0	-	0	4	8	2	1	-	0	11	1	2	1	-	0	4	26
1500 - 1515	1	6	2	-	0	9	2	5	0	-	0	7	0	0	4	-	0	4	1	2	3	-	0	6	26
1515 - 1530	0	2	0	-	0	2	1	2	0	-	0	3	0	3	1	-	0	4	0	2	1	-	0	3	12
1530 - 1545	1	6	4	-	0	11	1	2	1	-	0	4	0	2	2	-	0	4	0	0	0	-	0	0	19
Total	3	20	6	0	0	29	4	13	1	0	0	18	8	7	8	0	0	23	2	6	5	0	0	13	83
Approach %	10.34	68.97	20.69	0.00	0.00	-	22.22	72.22	5.56	0.00	0.00	-	34.78	30.43	34.78	0.00	0.00	-	15.38	46.15	38.46	0.00	0.00	-	
PHF	0.75	0.83	0.38	0.00	0.00	**0.66**	0.50	0.65	0.25	0.00	0.00	**0.64**	0.25	0.58	0.50	0.00	0.00	**0.52**	0.50	0.75	0.42	0.00	0.00	**0.54**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	1	0	-	0	1	0	2	0	-	0	2	0	1	1	-	0	2	0	0	0	-	0	0	5
1500 - 1515	0	2	0	-	0	2	0	0	1	-	0	1	0	1	1	-	0	2	1	1	0	-	0	2	7
1515 - 1530	0	2	0	-	0	2	0	1	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	5
1530 - 1545	1	0	0	-	0	1	1	2	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	5
Total	1	5	0	0	0	6	1	5	1	0	0	7	1	3	3	0	0	7	1	1	0	0	0	2	22
Approach %	16.67	83.33	0.00	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	-	14.29	42.86	42.86	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.00	0.00	0.00	**0.75**	0.25	0.63	0.25	0.00	0.00	**0.58**	0.25	0.75	0.75	0.00	0.00	**0.88**	0.25	0.25	0.00	0.00	0.00	**0.25**	**0.79**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	37	86	15	-	0	138	45	129	72	-	0	246	36	65	47	-	0	148	26	70	16	-	0	112	644
0730 - 0745	42	111	32	-	0	185	72	170	48	-	1	291	60	68	54	-	1	183	21	48	25	-	0	94	753
0745 - 0800	31	102	27	-	1	161	52	206	38	-	1	297	56	74	56	-	0	186	27	40	32	-	0	99	743
0800 - 0815	37	93	19	-	1	150	44	125	27	-	1	197	28	57	45	-	0	130	26	27	21	-	0	74	551
Total	147	392	93	0	2	634	213	630	185	0	3	1031	180	264	202	0	1	647	100	185	94	0	0	379	2691
Approach %	23.19	61.83	14.67	0.00	0.32	-	20.66	61.11	17.94	0.00	0.29	-	27.82	40.80	31.22	0.00	0.15	-	26.39	48.81	24.80	0.00	0.00	-	
PHF	0.88	0.88	0.73	0.00	0.50	**0.86**	0.74	0.76	0.64	0.00	0.75	**0.87**	0.75	0.89	0.90	0.00	0.25	**0.87**	0.93	0.66	0.73	0.00	0.00	**0.85**	**0.89**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	31	82	15	-	0	128	45	124	72	-	0	241	33	64	44	-	0	141	24	66	16	-	0	106	616
0730 - 0745	41	104	31	-	0	176	68	161	47	-	1	277	52	64	52	-	1	169	20	47	24	-	0	91	713
0745 - 0800	31	96	25	-	1	153	50	200	35	-	1	286	54	73	54	-	0	181	26	37	32	-	0	95	715
0800 - 0815	36	81	17	-	1	135	42	121	27	-	1	191	28	55	44	-	0	127	25	26	19	-	0	70	523
Total	139	363	88	0	2	592	205	606	181	0	3	995	167	256	194	0	1	618	95	176	91	0	0	362	2567
Approach %	23.48	61.32	14.86	0.00	0.34	-	20.60	60.90	18.19	0.00	0.30	-	27.02	41.42	31.39	0.00	0.16	-	26.24	48.62	25.14	0.00	0.00	-	
PHF	0.85	0.87	0.71	0.00	0.50	**0.84**	0.75	0.76	0.63	0.00	0.75	**0.87**	0.77	0.88	0.90	0.00	0.25	**0.85**	0.91	0.67	0.71	0.00	0.00	**0.85**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	6	2	0	-	0	8	0	3	0	-	0	3	3	1	1	-	0	5	2	4	0	-	0	6	22
0730 - 0745	1	3	0	-	0	4	4	7	1	-	0	12	8	4	2	-	0	14	1	0	1	-	0	2	32
0745 - 0800	0	6	1	-	0	7	2	5	3	-	0	10	2	1	1	-	0	4	1	2	0	-	0	3	24
0800 - 0815	1	9	2	-	0	12	1	3	0	-	0	4	0	1	1	-	0	2	1	1	2	-	0	4	22
Total	8	20	3	0	0	31	7	18	4	0	0	29	13	7	5	0	0	25	5	7	3	0	0	15	100
Approach %	25.81	64.52	9.68	0.00	0.00	-	24.14	62.07	13.79	0.00	0.00	-	52.00	28.00	20.00	0.00	0.00	-	33.33	46.67	20.00	0.00	0.00	-	
PHF	0.33	0.56	0.38	0.00	0.00	**0.65**	0.44	0.64	0.33	0.00	0.00	**0.60**	0.41	0.44	0.63	0.00	0.00	**0.45**	0.63	0.44	0.38	0.00	0.00	**0.63**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	2	-	0	2	0	0	0	-	0	0	6
0730 - 0745	0	4	1	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	8
0745 - 0800	0	0	1	-	0	1	0	1	0	-	0	1	0	0	1	-	0	1	0	1	0	-	0	1	4
0800 - 0815	0	3	0	-	0	3	1	1	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	6
Total	0	9	2	0	0	11	1	6	0	0	0	7	0	1	3	0	0	4	0	2	0	0	0	2	24
Approach %	0.00	81.82	18.18	0.00	0.00	-	14.29	85.71	0.00	0.00	0.00	-	0.00	25.00	75.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.50	0.00	0.00	**0.55**	0.25	0.75	0.00	0.00	0.00	**0.88**	0.00	0.25	0.38	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Click here for Map

Peak Hour Turning Movement Count

Columbia TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1445 - 1545

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	59	134	26	-	2	221	36	119	35	-	0	190	50	54	38	-	0	142	15	61	29	-	0	105	658
1500 - 1515	55	142	26	-	1	224	33	101	29	-	0	163	58	69	48	-	0	175	22	76	48	-	0	146	708
1515 - 1530	57	135	14	-	0	206	30	145	39	-	0	214	37	57	43	-	0	137	21	49	29	-	0	99	656
1530 - 1545	60	152	25	-	0	237	33	150	44	-	0	227	28	48	44	-	0	120	20	45	37	-	0	102	686
Total	231	563	91	0	3	888	132	515	147	0	0	794	173	228	173	0	0	574	78	231	143	0	0	452	2708
Approach %	26.01	63.40	10.25	0.00	0.34	-	16.62	64.86	18.51	0.00	0.00	-	30.14	39.72	30.14	0.00	0.00	-	17.26	51.11	31.64	0.00	0.00	-	
PHF	0.96	0.93	0.88	0.00	0.38	**0.94**	0.92	0.86	0.84	0.00	0.00	**0.87**	0.75	0.83	0.90	0.00	0.00	**0.82**	0.89	0.76	0.74	0.00	0.00	**0.77**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	58	127	26	-	2	213	36	113	35	-	0	184	42	51	36	-	0	129	14	59	28	-	0	101	627
1500 - 1515	54	134	24	-	1	213	31	96	28	-	0	155	58	68	43	-	0	169	20	73	45	-	0	138	675
1515 - 1530	57	131	14	-	0	202	29	142	39	-	0	210	37	53	41	-	0	131	21	47	28	-	0	96	639
1530 - 1545	58	146	21	-	0	225	31	146	43	-	0	220	27	46	42	-	0	115	20	45	37	-	0	102	662
Total	227	538	85	0	3	853	127	497	145	0	0	769	164	218	162	0	0	544	75	224	138	0	0	437	2603
Approach %	26.61	63.07	9.96	0.00	0.35	-	16.51	64.63	18.86	0.00	0.00	-	30.15	40.07	29.78	0.00	0.00	-	17.16	51.26	31.58	0.00	0.00	-	
PHF	0.98	0.92	0.82	0.00	0.38	**0.95**	0.88	0.85	0.84	0.00	0.00	**0.87**	0.71	0.80	0.94	0.00	0.00	**0.80**	0.89	0.77	0.77	0.00	0.00	**0.79**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	1	6	0	-	0	7	0	4	0	-	0	4	8	2	1	-	0	11	1	2	1	-	0	4	26
1500 - 1515	1	6	2	-	0	9	2	5	0	-	0	7	0	0	4	-	0	4	1	2	3	-	0	6	26
1515 - 1530	0	2	0	-	0	2	1	2	0	-	0	3	0	3	1	-	0	4	0	2	1	-	0	3	12
1530 - 1545	1	6	4	-	0	11	1	2	1	-	0	4	0	2	2	-	0	4	0	0	0	-	0	0	19
Total	3	20	6	0	0	29	4	13	1	0	0	18	8	7	8	0	0	23	2	6	5	0	0	13	83
Approach %	10.34	68.97	20.69	0.00	0.00	-	22.22	72.22	5.56	0.00	0.00	-	34.78	30.43	34.78	0.00	0.00	-	15.38	46.15	38.46	0.00	0.00	-	
PHF	0.75	0.83	0.38	0.00	0.00	**0.66**	0.50	0.65	0.25	0.00	0.00	**0.64**	0.25	0.58	0.50	0.00	0.00	**0.52**	0.50	0.75	0.42	0.00	0.00	**0.54**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	1	0	-	0	1	0	2	0	-	0	2	0	1	1	-	0	2	0	0	0	-	0	0	5
1500 - 1515	0	2	0	-	0	2	0	0	1	-	0	1	0	1	1	-	0	2	1	1	0	-	0	2	7
1515 - 1530	0	2	0	-	0	2	0	1	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	5
1530 - 1545	1	0	0	-	0	1	1	2	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	5
Total	1	5	0	0	0	6	1	5	1	0	0	7	1	3	3	0	0	7	1	1	0	0	0	2	22
Approach %	16.67	83.33	0.00	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	-	14.29	42.86	42.86	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.00	0.00	0.00	**0.75**	0.25	0.63	0.25	0.00	0.00	**0.58**	0.25	0.75	0.75	0.00	0.00	**0.88**	0.25	0.25	0.00	0.00	0.00	**0.25**	**0.79**

Click here for Map

Peak Hour Turning Movement Count

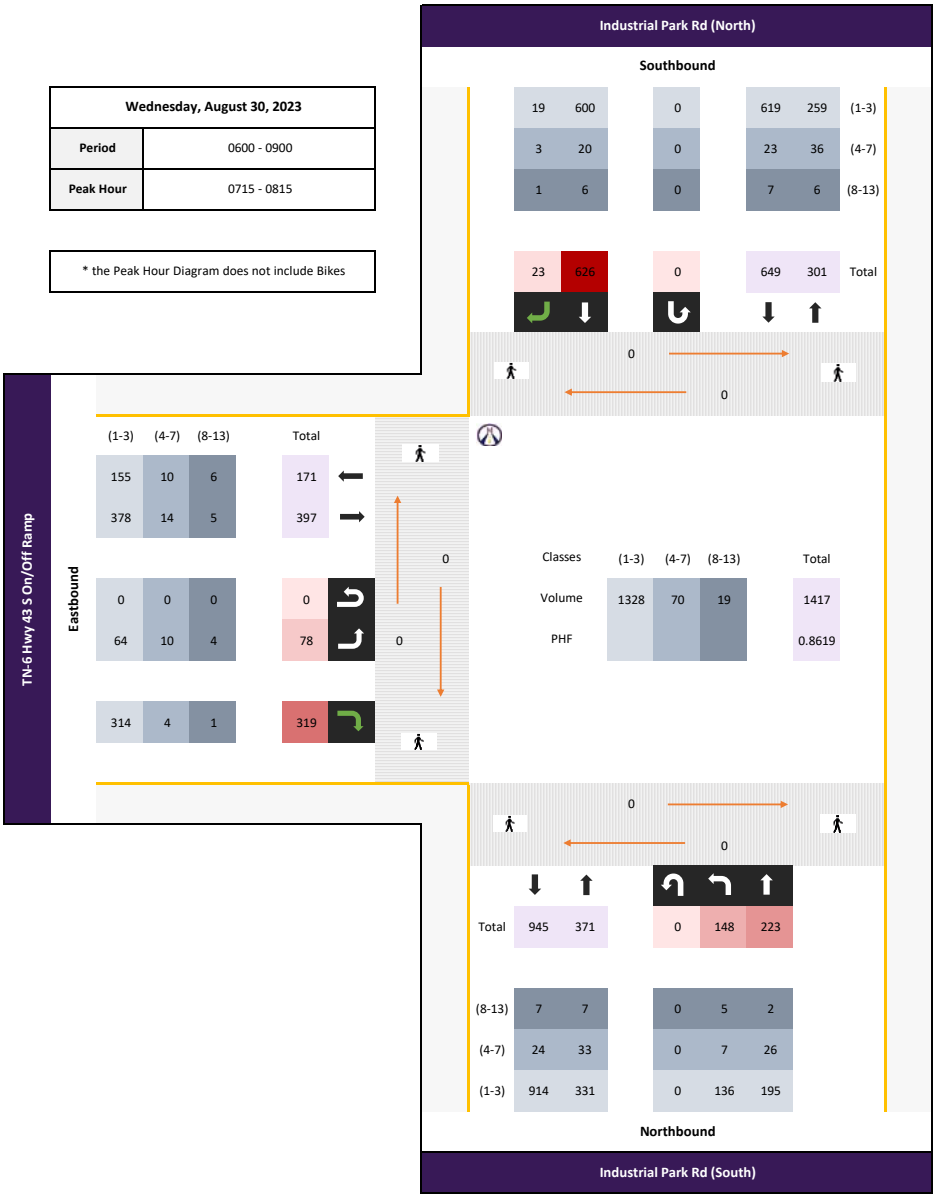
Columbia TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	28	55	-	-	0	83	-	143	8	-	0	151	22	-	82	-	0	104	-	-	-	-	-	0	338
0730 - 0745	39	58	-	-	0	97	-	175	4	-	0	179	14	-	92	-	0	106	-	-	-	-	-	0	382
0745 - 0800	45	62	-	-	0	107	-	183	3	-	0	186	24	-	94	-	0	118	-	-	-	-	-	0	411
0800 - 0815	36	48	-	-	0	84	-	125	8	-	0	133	18	-	51	-	0	69	-	-	-	-	-	0	286
Total	148	223	0	0	0	371	0	626	23	0	0	649	78	0	319	0	0	397	0	0	0	0	0	0	1417
Approach %	39.89	60.11	0.00	0.00	0.00	-	0.00	96.46	3.54	0.00	0.00	-	19.65	0.00	80.35	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.82	0.90	0.00	0.00	0.00	**0.87**	0.00	0.86	0.72	0.00	0.00	**0.87**	0.81	0.00	0.85	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Bikes

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	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
0745 - 0800	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	24	52	-	-	0	76	-	140	6	-	0	146	20	-	82	-	0	102	-	-	-	-	-	0	324
0730 - 0745	36	48	-	-	0	84	-	169	2	-	0	171	12	-	89	-	0	101	-	-	-	-	-	0	356
0745 - 0800	43	55	-	-	0	98	-	172	3	-	0	175	20	-	93	-	0	113	-	-	-	-	-	0	386
0800 - 0815	33	40	-	-	0	73	-	119	8	-	0	127	12	-	50	-	0	62	-	-	-	-	-	0	262
Total	136	195	0	0	0	331	0	600	19	0	0	619	64	0	314	0	0	378	0	0	0	0	0	0	1328
Approach %	41.09	58.91	0.00	0.00	0.00	-	0.00	96.93	3.07	0.00	0.00	-	16.93	0.00	83.07	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.79	0.89	0.00	0.00	0.00	**0.84**	0.00	0.87	0.59	0.00	0.00	**0.88**	0.80	0.00	0.84	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	1	3	-	-	0	4	-	1	2	-	0	3	2	-	0	-	0	2	-	-	-	-	-	0	9
0730 - 0745	1	9	-	-	0	10	-	5	1	-	0	6	1	-	2	-	0	3	-	-	-	-	-	0	19
0745 - 0800	2	7	-	-	0	9	-	10	0	-	0	10	3	-	1	-	0	4	-	-	-	-	-	0	23
0800 - 0815	3	7	-	-	0	10	-	4	0	-	0	4	4	-	1	-	0	5	-	-	-	-	-	0	19
Total	7	26	0	0	0	33	0	20	3	0	0	23	10	0	4	0	0	14	0	0	0	0	0	0	70
Approach %	21.21	78.79	0.00	0.00	0.00	-	0.00	86.96	13.04	0.00	0.00	-	71.43	0.00	28.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.58	0.72	0.00	0.00	0.00	**0.83**	0.00	0.50	0.38	0.00	0.00	**0.58**	0.63	0.00	0.50	0.00	0.00	**0.70**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.76**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	3	0	-	-	0	3	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	5
0730 - 0745	2	1	-	-	0	3	-	1	1	-	0	2	1	-	1	-	0	2	-	-	-	-	-	0	7
0745 - 0800	0	0	-	-	0	0	-	1	0	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	2
0800 - 0815	0	1	-	-	0	1	-	2	0	-	0	2	2	-	0	-	0	2	-	-	-	-	-	0	5
Total	5	2	0	0	0	7	0	6	1	0	0	7	4	0	1	0	0	5	0	0	0	0	0	0	19
Approach %	71.43	28.57	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.42	0.50	0.00	0.00	0.00	**0.58**	0.00	0.75	0.25	0.00	0.00	**0.88**	0.50	0.00	0.25	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Click here for Map

Peak Hour Turning Movement Count

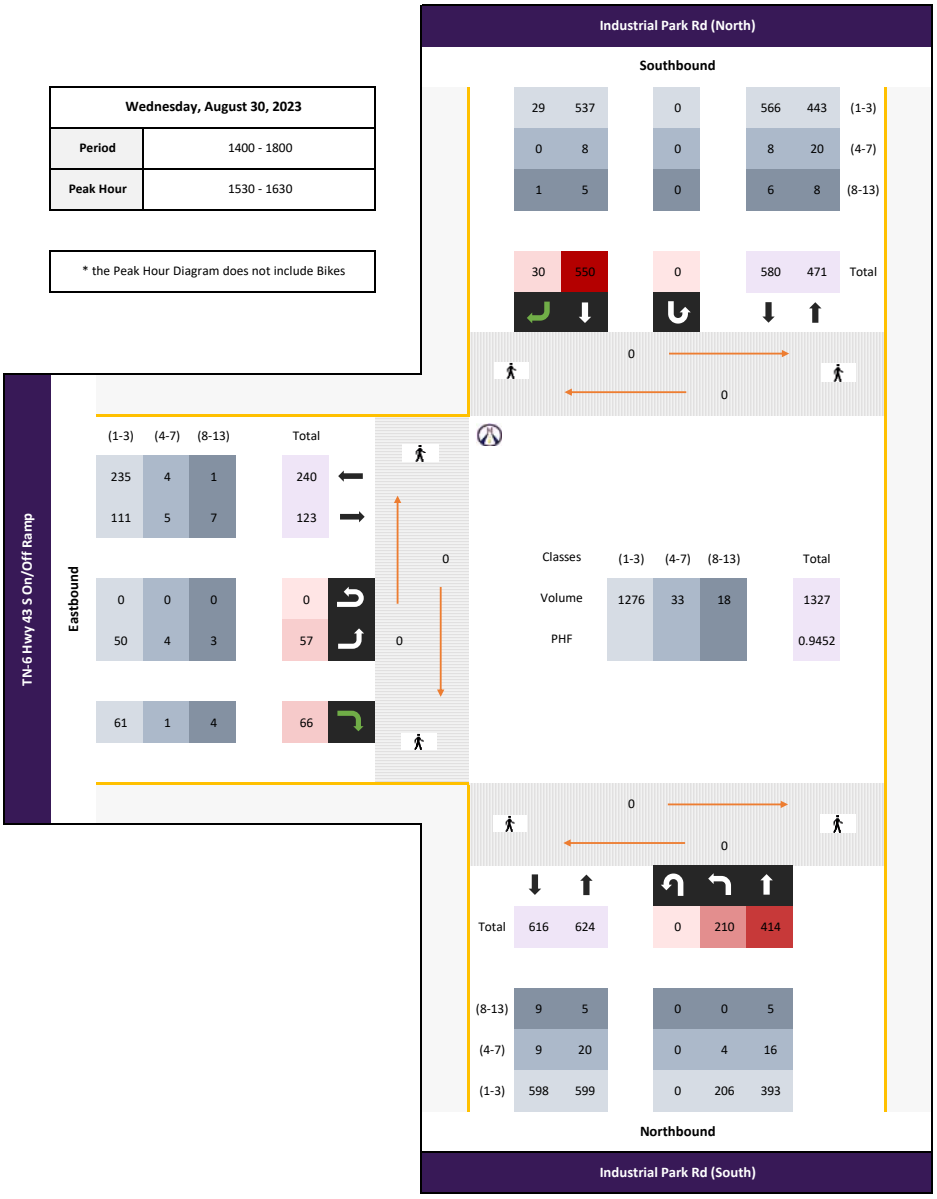
Columbia TN

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	46	102	-	-	0	148	-	148	8	-	0	156	16	-	16	-	0	32	-	-	-	-	-	0	336
1545 - 1600	50	85	-	-	0	135	-	140	3	-	0	143	15	-	15	-	0	30	-	-	-	-	-	0	308
1600 - 1615	53	122	-	-	0	175	-	137	11	-	0	148	10	-	18	-	0	28	-	-	-	-	-	0	351
1615 - 1630	61	105	-	-	0	166	-	125	8	-	0	133	16	-	17	-	0	33	-	-	-	-	-	0	332
Total	210	414	0	0	0	624	0	550	30	0	0	580	57	0	66	0	0	123	0	0	0	0	0	0	1327
Approach %	33.65	66.35	0.00	0.00	0.00	-	0.00	94.83	5.17	0.00	0.00	-	46.34	0.00	53.66	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.86	0.85	0.00	0.00	0.00	**0.89**	0.00	0.93	0.68	0.00	0.00	**0.93**	0.89	0.00	0.92	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Bikes

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1545 - 1600	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1600 - 1615	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	45	99	-	-	0	144	-	145	8	-	0	153	14	-	14	-	0	28	-	-	-	-	-	0	325
1545 - 1600	50	79	-	-	0	129	-	135	3	-	0	138	14	-	14	-	0	28	-	-	-	-	-	0	295
1600 - 1615	52	116	-	-	0	168	-	134	11	-	0	145	9	-	18	-	0	27	-	-	-	-	-	0	340
1615 - 1630	59	99	-	-	0	158	-	123	7	-	0	130	13	-	15	-	0	28	-	-	-	-	-	0	316
Total	206	393	0	0	0	599	0	537	29	0	0	566	50	0	61	0	0	111	0	0	0	0	0	0	1276
Approach %	34.39	65.61	0.00	0.00	0.00	-	0.00	94.88	5.12	0.00	0.00	-	45.05	0.00	54.95	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.87	0.85	0.00	0.00	0.00	**0.89**	0.00	0.93	0.66	0.00	0.00	**0.92**	0.89	0.00	0.85	0.00	0.00	**0.99**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	1	2	-	-	0	3	-	2	0	-	0	2	1	-	1	-	0	2	-	-	-	-	-	0	7
1545 - 1600	0	4	-	-	0	4	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	7
1600 - 1615	1	6	-	-	0	7	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	9
1615 - 1630	2	4	-	-	0	6	-	1	0	-	0	1	3	-	0	-	0	3	-	-	-	-	-	0	10
Total	4	16	0	0	0	20	0	8	0	0	0	8	4	0	1	0	0	5	0	0	0	0	0	0	33
Approach %	20.00	80.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.67	0.00	0.00	0.00	**0.71**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.33	0.00	0.25	0.00	0.00	**0.42**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	0	1	-	-	0	1	-	1	0	-	0	1	1	-	1	-	0	2	-	-	-	-	-	0	4
1545 - 1600	0	2	-	-	0	2	-	2	0	-	0	2	1	-	1	-	0	2	-	-	-	-	-	0	6
1600 - 1615	0	0	-	-	0	0	-	1	0	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	2
1615 - 1630	0	2	-	-	0	2	-	1	1	-	0	2	0	-	2	-	0	2	-	-	-	-	-	0	6
Total	0	5	0	0	0	5	0	5	1	0	0	6	3	0	4	0	0	7	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	42.86	0.00	57.14	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.63	0.25	0.00	0.00	**0.75**	0.75	0.00	0.50	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Kimley»Horn

APPENDIX C

Volume Development

Trip Generation - HRP Columbia

ITE Code	Land Use	Setting/Location	Density		Daily			AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	444	d.u.	2,922	1,461	1,461	160	38	122	211	133	78
822	Strip Retail Plaza(<40K)	General Urban/Suburban	15,000	s.f.	862	431	431	38	23	15	104	52	52
565	Day Care Center	General Urban/Suburban	15,150	s.f.	722	361	361	167	89	78	168	79	89
GROSS TRIPS					4,506	2,253	2,253	365	150	215	483	264	219

INTERSECTION VOLUME WORKSHEET

INTERSECTION 1

Highway 43 WB Ramps at Industrial Park Road

AM PEAK HOUR

	Eastbound				Highway 43 WB Ramps Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes						317		23			259	43	1	62	331		1036
Existing Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Conflicting Pedestrians						0		0				0		0			
Heavy Vehicles						11		0			30	1		7	17		
Heavy Vehicle %	2	2	2	2	2	3	2	2	2	2	12	2	2	11	5	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	0	0	0	0	24	0	2	0	0	20	3	0	5	25	0	79
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	10	0	0	0	0	41	10	0	0	42	0	103
Steadfast Hampshire Pike Distribution IN						50%									50%		
Steadfast Hampshire Pike Distribution OUT											50%	50%					
Steadfast Hampshire Pike Trips	0	0	0	0	0	16	0	0	0	0	26	27	0	0	16	0	85
Williamsport Pike Distribution IN						50%									50%		
Williamsport Pike Distribution OUT											50%	50%					
Williamsport Pike Trips	0	0	0	0	0	7	0	0	0	0	4	3	0	0	7	0	20
No-Build 2026 AM Volumes	0	0	0	0	0	374	0	25	0	0	350	86	1	67	421	0	1323
Project Traffic																	
Trip Distribution IN						45%											
Trip Distribution OUT												25%					
Project Trips	0	0	0	0	0	68	0	0	0	0	0	54	0	0	0	0	122
Build 2026 AM Volumes	0	0	0	0	0	442	0	25	0	0	350	140	1	67	421	0	1445
% from Existing (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	71.8%	0.0%	92.0%	0.0%	0.0%	74.0%	30.7%	100.0%	92.5%	78.7%	0.0%	71.7%
% from Background Growth (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	12.8%	0.0%	8.0%	0.0%	0.0%	26.0%	30.7%	0.0%	7.5%	21.3%	0.0%	19.9%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	15.4%	0.0%	0.0%	0.0%	0.0%	0.0%	38.6%	0.0%	0.0%	0.0%	0.0%	8.4%

PM PEAK HOUR

	Eastbound				Highway 43 WB Ramps Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes						232		10			362	146		131	302		1183
Existing Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Conflicting Pedestrians						0		0				0		0			
Heavy Vehicles						7		0			18	5		6	4		
Heavy Vehicle %	2	2	2	2	2	3	2	2	2	2	5	3	2	5	2	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	0	0	0	0	18	0	1	0	0	28	11	0	10	23	0	91
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	10	0	0	0	0	41	10	0	0	42	0	103
Steadfast Hampshire Pike Distribution IN						50%									50%		
Steadfast Hampshire Pike Distribution OUT											50%	50%					
Steadfast Hampshire Pike Trips	0	0	0	0	0	45	0	0	0	0	15	14	0	0	45	0	119
Williamsport Pike Distribution IN						50%									50%		
Williamsport Pike Distribution OUT											50%	50%					
Williamsport Pike Trips	0	0	0	0	0	17	0	0	0	0	4	3	0	0	17	0	40.95
No-Build 2026 PM Volumes	0	0	0	0	0	322	0	11	0	0	449	184	0	141	429	0	1537
Project Traffic																	
Trip Distribution IN						45%											
Trip Distribution OUT												25%					
Project Trips	0	0	0	0	0	119	0	0	0	0	0	55	0	0	0	0	174
Build 2026 PM Volumes	0	0	0	0	0	441	0	11	0	0	449	239	0	141	429	0	1711
% from Existing (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	52.6%	0.0%	90.9%	0.0%	0.0%	80.6%	61.1%	0.0%	92.9%	70.3%	0.0%	69.1%
% from Background Growth (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	20.5%	0.0%	9.1%	0.0%	0.0%	19.4%	15.9%	0.0%	7.1%	29.7%	0.0%	20.7%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	27.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.0%	0.0%	0.0%	0.0%	0.0%	10.2%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 2

Highway 43 EB Ramps at Industrial Park Road

AM PEAK HOUR

	Highway 43 EB Ramps Eastbound				- Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes		78		319						148	223				626	23	1417
Existing Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Conflicting Pedestrians		0		0						0						0	
Heavy Vehicles		14		5						12	28				26	4	
Heavy Vehicle %	2	18	2	2	2	2	2	2	2	8	13	2	2	2	4	17	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	6	0	25	0	0	0	0	0	11	17	0	0	0	48	2	109
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	11	0	0	0	0	0	11	51	0	0	0	52	0	125
Steadfast Hampshire Pike Distribution IN				35%											65%		
Steadfast Hampshire Pike Distribution OUT										65%	35%						
Steadfast Hampshire Pike Trips	0		0	17	0	0	0	0	0	98	53	0	0	0	32	0	200
Williamsport Pike Distribution IN				35%											65%		
Williamsport Pike Distribution OUT										65%	35%						
Williamsport Pike Trips	0	0	0	7	0	0	0	0	0	13	7	0	0	0	14	0	41
No-Build 2026 AM Volumes	0	84	0	380	0	0	0	0	0	281	351	0	0	0	772	25	1892
Project Traffic																	
Trip Distribution IN				25%											45%		
Trip Distribution OUT										45%	25%						
Project Trips	0	0	0	38	0	0	0	0	0	97	54	0	0	0	68	0	257
Build 2026 AM Volumes	0	84	0	418	0	0	0	0	0	378	405	0	0	0	840	25	2149
% from Existing (Build-Out)	0.0%	92.9%	0.0%	76.4%	0.0%	0.0%	0.0%	0.0%	0.0%	39.1%	55.1%	0.0%	0.0%	0.0%	74.6%	92.0%	65.9%
% from Background Growth (Build-Out)	0.0%	7.1%	0.0%	14.5%	0.0%	0.0%	0.0%	0.0%	0.0%	35.2%	31.6%	0.0%	0.0%	0.0%	17.3%	8.0%	22.1%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	25.7%	13.3%	0.0%	0.0%	0.0%	8.1%	0.0%	12.0%

PM PEAK HOUR

	Highway 43 EB Ramps Eastbound				- Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		57		66						210	414				550	30	1327
Existing Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Conflicting Pedestrians		0		0						0						0	
Heavy Vehicles		7		5						4	21				13	1	
Heavy Vehicle %	2	12	2	8	2	2	2	2	2	2	5	2	2	2	2	3	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	4	0	5	0	0	0	0	0	16	32	0	0	0	42	2	101
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	10	0	0	0	0	0	11	51	0	0	0	52	0	124
Steadfast Hampshire Pike Distribution IN				35%											65%		
Steadfast Hampshire Pike Distribution OUT										65%	35%						
Steadfast Hampshire Pike Trips	0	0	0	49	0	0	0	0	0	54	29	0	0	0	90	0	222
Williamsport Pike Distribution IN				35%											65%		
Williamsport Pike Distribution OUT										65%	35%						
Williamsport Pike Trips	0	0	0	19	0	0	0	0	0	13	7	0	0	0	34	0	73
No-Build 2026 PM Volumes	0	61	0	148	0	0	0	0	0	304	533	0	0	0	769	32	1847
Project Traffic																	
Trip Distribution IN				25%											45%		
Trip Distribution OUT										45%	25%						
Project Trips	0	0	0	66	0	0	0	0	0	99	55	0	0	0	119	0	339
Build 2026 PM Volumes	0	61	0	214	0	0	0	0	0	403	588	0	0	0	888	32	2186
% from Existing (Build-Out)	0.0%	93.4%	0.0%	30.8%	0.0%	0.0%	0.0%	0.0%	0.0%	52.1%	70.4%	0.0%	0.0%	0.0%	62.0%	93.8%	60.7%
% from Background Growth (Build-Out)	0.0%	6.6%	0.0%	38.4%	0.0%	0.0%	0.0%	0.0%	0.0%	23.3%	20.2%	0.0%	0.0%	0.0%	24.6%	6.3%	23.8%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	30.8%	0.0%	0.0%	0.0%	0.0%	0.0%	24.6%	9.4%	0.0%	0.0%	0.0%	13.4%	0.0%	15.5%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 3

James Campbell Blvd at Industrial Park Road

AM PEAK HOUR

	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes		336	213	8	2	0	202	31		3	3	0		118	12	829	1757
Existing Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		34	12	0	0	0	9	3		0	3	0		4	1	26	
Heavy Vehicle %	2	10	6	2	2	2	4	10	2	2	100	2	2	3	8	3	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	26	16	1	0	0	16	2	0	0	0	0	0	9	1	64	135
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	14	63	0	0	0	47	17	0	0	0	0	0	44	0	8	193
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	151	12	0	0	0	6	0	0	0	0	0	0	0	0	49	218
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	20	20	0	0	0	10	0	0	0	0	0	0	0	0	21	71
No-Build 2026 AM Volumes	0	547	324	9	2	0	281	50	0	3	3	0	0	171	13	971	2374
Project Traffic																	
Trip Distribution IN																70%	
Trip Distribution OUT		70%															
Project Trips	0	151	0	0	0	0	0	0	0	0	0	0	0	0	0	105	256
Build 2026 AM Volumes	0	698	324	9	2	0	281	50	0	3	3	0	0	171	13	1076	2630
% from Existing (Build-Out)	0.0%	48.1%	65.7%	88.9%	100.0%	0.0%	71.9%	62.0%	0.0%	100.0%	100.0%	0.0%	0.0%	69.0%	92.3%	77.0%	66.8%
% from Background Growth (Build-Out)	0.0%	30.2%	34.3%	11.1%	0.0%	0.0%	28.1%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.0%	7.7%	13.2%	23.5%
% from Project Trips (Build-Out)	0.0%	21.6%	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%	9.8%	9.7%

PM PEAK HOUR

	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		567	280	4		1	214	56		7	8	2		67	5	543	1754
Existing Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		20	5	0		0	5	4		0	2	0		1	3	14	
Heavy Vehicle %	2	4	2	2	2	2	2	7	2	2	25	2	2	2	60	3	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	44	22	0	0	0	16	4	0	1	1	0	0	5	0	42	135
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	15	61	0	0	0	46	17	0	0	0	0	0	43	0	8	190
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	83	7	0	0	0	12	0	0	0	0	0	0	0	0	139	241
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	20	20	0	0	0	27	0	0	0	0	0	0	0	0	53	120
No-Build 2026 PM Volumes	0	729	390	4	0	1	315	77	0	8	9	2	0	115	5	785	2440
Project Traffic																	
Trip Distribution IN																70%	
Trip Distribution OUT		70%															
Project Trips	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	185	338
Build 2026 PM Volumes	0	882	390	4	0	1	315	77	0	8	9	2	0	115	5	970	2778
% from Existing (Build-Out)	0.0%	64.3%	71.8%	100.0%	0.0%	100.0%	67.9%	72.7%	0.0%	87.5%	88.9%	100.0%	0.0%	58.3%	100.0%	56.0%	63.1%
% from Background Growth (Build-Out)	0.0%	18.4%	28.2%	0.0%	0.0%	0.0%	32.1%	27.3%	0.0%	12.5%	11.1%	0.0%	0.0%	41.7%	0.0%	24.9%	24.7%
% from Project Trips (Build-Out)	0.0%	17.3%	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%	19.1%	12.2%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 4

James Campbell Blvd at Old Williamsport Pk/Site Driveway 1

AM PEAK HOUR

	Old Williamsport Pike Eastbound				Site Driveway 1 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes	1	18	0	106		12	0	5		17	553	30		21	996	9	1768
Existing Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles	0	2	0	5		0	0	0		1	39	0		0	34	0	
Heavy Vehicle %	2	11	2	5	2	2	2	2	2	6	7	2	2	2	3	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	1	0	8	0	1	0	0	0	1	43	2	0	2	77	1	136
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	84	0	0	0	40	0	124
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	81	0	0	0	0	0	0	0	0	82	0	0	0	28	27	218
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	31	0	71
No-Build 2026 AM Volumes	1	100	0	114	0	13	0	5	0	18	802	32	0	23	1172	37	2317
Project Traffic																	
Trip Distribution IN												5%		45%	25%		
Trip Distribution OUT						5%		45%			25%						
Project Trips	0	0	0	0	0	11	0	97	0	0	54	8	0	68	38	0	276
Build 2026 AM Volumes	1	100	0	114	0	24	0	102	0	18	856	40	0	91	1210	37	2593
% from Existing (Build-Out)	100.0%	18.0%	0.0%	93.0%	0.0%	50.0%	0.0%	4.9%	0.0%	94.4%	64.6%	75.0%	0.0%	23.1%	82.3%	24.3%	68.2%
% from Background Growth (Build-Out)	0.0%	82.0%	0.0%	7.0%	0.0%	4.2%	0.0%	0.0%	0.0%	5.6%	29.1%	5.0%	0.0%	2.2%	14.5%	75.7%	21.2%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	45.8%	0.0%	95.1%	0.0%	0.0%	6.3%	20.0%	0.0%	74.7%	3.1%	0.0%	10.6%

PM PEAK HOUR

	Old Williamsport Pike Eastbound				Site Driveway 1 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		21	0	34		20	0	20		48	788	17		5	751	23	1727
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		0	0	2		1	0	0		3	24	1		0	19	0	
Heavy Vehicle %	2	2	2	6	2	5	2	2	2	6	3	6	2	2	3	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	2	0	3	0	2	0	2	0	4	61	1	0	0	58	2	135
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	83	0	0	0	40	0	123
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	44	0	0	0	0	0	0	0	0	46	0	0	0	76	75	241
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	80	0	120
No-Build 2026 PM Volumes	0	67	0	37	0	22	0	22	0	52	1018	18	0	5	1005	100	2346
Project Traffic																	
Trip Distribution IN												5%		45%	25%		
Trip Distribution OUT						5%		45%			25%						
Project Trips	0	0	0	0	0	11	0	99	0	0	55	13	0	119	66	0	363
Build 2026 PM Volumes	0	67	0	37	0	33	0	121	0	52	1073	31	0	124	1071	100	2709
% from Existing (Build-Out)	0.0%	31.3%	0.0%	91.9%	0.0%	60.6%	0.0%	16.5%	0.0%	92.3%	73.4%	54.8%	0.0%	4.0%	70.1%	23.0%	63.8%
% from Background Growth (Build-Out)	0.0%	68.7%	0.0%	8.1%	0.0%	6.1%	0.0%	1.7%	0.0%	7.7%	21.4%	3.2%	0.0%	0.0%	23.7%	77.0%	22.8%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	81.8%	0.0%	0.0%	5.1%	41.9%	0.0%	96.0%	6.2%	0.0%	13.4%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 5

James Campbell Blvd at Medical Plaza Driveway/Site Driveway 2

AM PEAK HOUR

	Medical Plaza Driveway Eastbound				Site Driveway 2 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes		3	0	5		0	0	0		48	594	0	1	0	1055	65	1771
Existing Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		0	0	0		0	0	0		0	40	0	0	0	38	1	
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	7	2	2	2	4	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	0	0	0	0	0	0	0	0	4	46	0	0	0	81	5	136
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	84	0	0	0	40	0	124
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	0	0	0	0	0	0	0	0	0	82	0	0	0	28	0	110
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	31	0	71
No-Build 2026 AM Volumes	0	3	0	5	0	0	0	0	0	52	846	0	1	0	1235	70	2212
Project Traffic																	
Trip Distribution IN											5%	25%		25%			
Trip Distribution OUT						25%		25%							5%		
Project Trips	0	0	0	0	0	54	0	54	0	0	8	38	0	38	11	0	203
Build 2026 AM Volumes	0	3	0	5	0	54	0	54	0	52	854	38	1	38	1246	70	2415
% from Existing (Build-Out)	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	92.3%	69.6%	0.0%	100.0%	0.0%	84.7%	92.9%	73.3%
% from Background Growth (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	29.5%	0.0%	0.0%	0.0%	14.4%	7.1%	18.3%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.9%	100.0%	0.0%	100.0%	0.9%	0.0%	8.4%

PM PEAK HOUR

	Medical Plaza Driveway Eastbound				Site Driveway 2 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		27	0	51		0	0	0	2	23	818	0	1	0	794	16	1732
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		1	0	0		0	0	0	0	1	24	0	0	0	22	0	
Heavy Vehicle %	2	4	2	2	2	2	2	2	2	4	3	2	2	2	3	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	2	0	4	0	0	0	0	0	2	63	0	0	0	61	1	133
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	83	0	0	0	40	0	123
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	76	0	122
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	80	0	120
No-Build 2026 PM Volumes	0	29	0	55	0	0	0	0	2	25	1050	0	1	0	1051	17	2230
Project Traffic																	
Trip Distribution IN											5%	25%		25%			
Trip Distribution OUT						25%		25%							5%		
Project Trips	0	0	0	0	0	55	0	55	0	0	13	66	0	66	11	0	266
Build 2026 PM Volumes	0	29	0	55	0	55	0	55	2	25	1063	66	1	66	1062	17	2496
% from Existing (Build-Out)	0.0%	93.1%	0.0%	92.7%	0.0%	0.0%	0.0%	0.0%	100.0%	92.0%	77.0%	0.0%	100.0%	0.0%	74.8%	94.1%	69.4%
% from Background Growth (Build-Out)	0.0%	6.9%	0.0%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	21.8%	0.0%	0.0%	0.0%	24.2%	5.9%	20.0%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	1.2%	100.0%	0.0%	100.0%	1.0%	0.0%	10.7%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 6

James Campbell Blvd at Hampshire Pk

AM PEAK HOUR

	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes	1	180	264	202		100	185	94	2	147	392	93	3	213	630	185	2691
Existing Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles	0	13	8	8		5	9	3	0	8	29	5	0	8	24	4	
Heavy Vehicle %	2	7	3	4	2	5	5	3	2	5	7	5	2	4	4	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	14	20	16	0	8	14	7	0	11	30	7	0	16	49	14	206
Columbia Fuel Station Distribution IN		15%						35%			50%						
Columbia Fuel Station Distribution OUT														35%	50%	15%	
Columbia Fuel Station Trips	0	13	0	0	0	0	0	29	0	0	42	0	0	14	20	6	124
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	82	25	24	0	0	16	0	0	11	0	0	0	0	0	28	186
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	40	30	20	0	0	14	0	0	11	0	0	0	0	0	31	146
No-Build 2026 AM Volumes	1	329	339	262	0	108	229	130	2	180	464	100	3	243	699	264	3353
Project Traffic																	
Trip Distribution IN		5%						10%			15%						
Trip Distribution OUT														10%	15%	5%	
Project Trips	0	8	0	0	0	0	0	15	0	0	23	0	0	22	32	11	111
Build 2026 AM Volumes	1	337	339	262	0	108	229	145	2	180	487	100	3	265	731	275	3464
% from Existing (Build-Out)	100.0%	53.5%	77.9%	77.1%	0.0%	92.6%	80.8%	64.6%	100.0%	81.7%	80.5%	93.0%	100.0%	80.4%	86.2%	67.3%	77.7%
% from Background Growth (Build-Out)	0.0%	44.1%	22.1%	22.9%	0.0%	7.4%	19.2%	25.0%	0.0%	18.3%	14.8%	7.0%	0.0%	11.3%	9.4%	28.7%	19.1%
% from Project Trips (Build-Out)	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	0.0%	0.0%	4.7%	0.0%	0.0%	8.3%	4.4%	4.0%	3.2%

PM PEAK HOUR

	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		173	228	173		78	231	143	3	231	563	91		132	515	147	2708
Existing Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		9	10	11		3	7	5	0	4	25	6		5	18	2	
Heavy Vehicle %	2	5	4	6	2	4	3	3	2	2	4	7	2	4	3	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	13	18	13	0	6	18	11	0	18	43	7	0	10	40	11	208
Columbia Fuel Station Distribution IN		15%						35%			50%						
Columbia Fuel Station Distribution OUT														35%	50%	15%	
Columbia Fuel Station Trips	0	12	0	0	0	0	0	29	0	0	42	0	0	14	20	6	123
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	46	17	14	0	0	23	0	0	22	0	0	0	0	0	76	198
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	40	30	20	0	0	40	0	0	27	0	0	0	0	0	80	237
No-Build 2026 PM Volumes	0	284	293	220	0	84	312	183	3	298	648	98	0	156	575	320	3474
Project Traffic																	
Trip Distribution IN		5%						10%			15%						
Trip Distribution OUT														10%	15%	5%	
Project Trips	0	13	0	0	0	0	0	26	0	0	40	0	0	22	33	11	145
Build 2026 PM Volumes	0	297	293	220	0	84	312	209	3	298	688	98	0	178	608	331	3619
% from Existing (Build-Out)	0.0%	58.2%	77.8%	78.6%	0.0%	92.9%	74.0%	68.4%	100.0%	77.5%	81.9%	92.9%	0.0%	74.2%	84.7%	44.4%	74.8%
% from Background Growth (Build-Out)	0.0%	37.5%	22.2%	21.4%	0.0%	7.1%	26.0%	19.2%	0.0%	22.5%	12.3%	7.1%	0.0%	13.5%	9.9%	52.3%	21.2%
% from Project Trips (Build-Out)	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	12.4%	0.0%	0.0%	5.8%	0.0%	0.0%	12.4%	5.4%	3.3%	4.0%

APPENDIX D

Synchro Reports



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	317	23	259	43	63	331
Future Volume (veh/h)	317	23	259	43	63	331
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1737	1826
Adj Flow Rate, veh/h	360	26	294	49	72	376
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	12	2	11	5
Cap, veh/h	373	27	632	105	512	1096
Arrive On Green	0.23	0.23	0.44	0.44	0.08	0.60
Sat Flow, veh/h	1631	118	1439	240	1654	1826
Grp Volume(v), veh/h	387	0	0	343	72	376
Grp Sat Flow(s),veh/h/ln	1753	0	0	1679	1654	1826
Q Serve(g_s), s	15.3	0.0	0.0	10.1	1.5	7.3
Cycle Q Clear(g_c), s	15.3	0.0	0.0	10.1	1.5	7.3
Prop In Lane	0.93	0.07		0.14	1.00	
Lane Grp Cap(c), veh/h	401	0	0	737	512	1096
V/C Ratio(X)	0.97	0.00	0.00	0.47	0.14	0.34
Avail Cap(c_a), veh/h	401	0	0	737	671	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	0.0	13.8	8.8	7.1
Incr Delay (d2), s/veh	36.0	0.0	0.0	2.1	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	0.0	3.6	0.4	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.7	0.0	0.0	16.0	8.9	7.9
LnGrp LOS	E	A	A	B	A	A
Approach Vol, veh/h	387		343			448
Approach Delay, s/veh	62.7		16.0			8.1
Approach LOS	E		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.3	36.7		22.0		48.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	12.0	24.0		16.0		42.0
Max Q Clear Time (g_c+I1), s	3.5	12.1		17.3		9.3
Green Ext Time (p_c), s	0.1	1.4		0.0		2.2

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

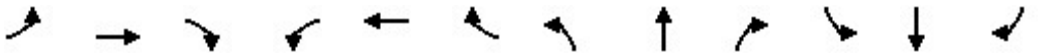
Intersection	
Int Delay, s/veh	18.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	319	148	223	626	23
Future Vol, veh/h	78	319	148	223	626	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	25	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	18	2	8	13	4	17
Mvmt Flow	91	371	172	259	728	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1345	742	755	0	-	0
Stage 1	742	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.58	6.22	4.18	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.318	2.272	-	-	-
Pot Cap-1 Maneuver	154	416	829	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	416	829	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	60.6	4.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	829	-	122	416	-	-
HCM Lane V/C Ratio	0.208	-	0.743	0.892	-	-
HCM Control Delay (s/veh)	10.5	-	91.7	53	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q (veh)	0.8	-	4.2	9.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	213	8	2	202	31	3	3	0	118	12	829
Future Volume (veh/h)	336	213	8	2	202	31	3	3	0	118	12	829
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	1752	1811	1870	1870	1841	1752	1870	418	1870	1856	1781	1856
Adj Flow Rate, veh/h	415	263	10	2	249	38	4	4	0	0	0	1189
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	10	6	2	2	4	10	2	100	2	3	8	3
Cap, veh/h	752	2252	85	41	1414	211	74	25	0	0	384	1130
Arrive On Green	0.14	0.67	0.67	0.47	0.47	0.47	0.22	0.22	0.00	0.00	0.00	0.22
Sat Flow, veh/h	1668	3380	128	3	2984	446	76	117	0	0	1781	3145
Grp Volume(v), veh/h	415	133	140	153	0	136	8	0	0	0	0	1189
Grp Sat Flow(s),veh/h/ln	1668	1721	1788	1838	0	1595	193	0	0	0	1781	1572
Q Serve(g_s), s	11.1	2.6	2.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	20.0
Cycle Q Clear(g_c), s	11.1	2.6	2.6	4.4	0.0	4.5	1.4	0.0	0.0	0.0	0.0	20.0
Prop In Lane	1.00		0.07	0.01		0.28	0.50		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	752	1146	1191	910	0	756	100	0	0	0	384	1130
V/C Ratio(X)	0.55	0.12	0.12	0.17	0.00	0.18	0.08	0.00	0.00	0.00	0.00	1.05
Avail Cap(c_a), veh/h	881	1146	1191	910	0	756	100	0	0	0	384	1130
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	5.6	5.6	14.0	0.0	14.0	29.1	0.0	0.0	0.0	0.0	29.8
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.4	0.0	0.5	0.1	0.0	0.0	0.0	0.0	41.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.8	0.8	1.8	0.0	1.6	0.1	0.0	0.0	0.0	0.0	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	5.8	5.8	14.4	0.0	14.6	29.3	0.0	0.0	0.0	0.0	71.5
LnGrp LOS	A	A	A	B	A	B	C	A	A	A	A	F
Approach Vol, veh/h		688			289			8			1189	
Approach Delay, s/veh		7.5			14.5			29.3			71.5	
Approach LOS		A			B			C			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.8	50.0		25.0		67.8		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	20.5	44.0		18.0		44.0		20.0				
Max Q Clear Time (g_c+I1), s	13.1	6.5		3.4		4.6		22.0				
Green Ext Time (p_c), s	0.3	4.3		0.0		3.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.5									
HCM 6th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	106	12	0	5	17	553	30	21	996	9
Future Vol, veh/h	19	0	106	12	0	5	17	553	30	21	996	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	-	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	2	5	2	2	2	6	7	2	2	3	2
Mvmt Flow	22	0	122	14	0	6	20	636	34	24	1145	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1556	1908	578	1297	1879	318	1155	0	0	670	0	0
Stage 1	1198	1198	-	676	676	-	-	-	-	-	-	-
Stage 2	358	710	-	621	1203	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.54	7	7.54	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.02	3.35	3.52	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	70	68	452	119	71	678	578	-	-	916	-	-
Stage 1	183	257	-	409	451	-	-	-	-	-	-	-
Stage 2	608	435	-	442	256	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	63	452	82	65	678	578	-	-	916	-	-
Mov Cap-2 Maneuver	140	166	-	189	162	-	-	-	-	-	-	-
Stage 1	173	250	-	387	426	-	-	-	-	-	-	-
Stage 2	570	411	-	314	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	21.1	0.6	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	578	-	-	140	452	189	678	916	-	-
HCM Lane V/C Ratio	0.034	-	-	0.156	0.27	0.073	0.008	0.026	-	-
HCM Control Delay (s)	11.4	0.3	-	35.4	15.9	25.5	10.4	9	-	-
HCM Lane LOS	B	A	-	E	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.1	0.2	0	0.1	-	-

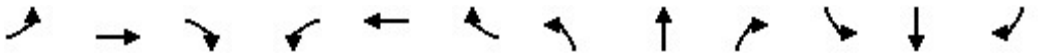
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	0	0	0	48	594	0	1	1055	65
Future Vol, veh/h	3	0	5	0	0	0	48	594	0	1	1055	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	4	2
Mvmt Flow	3	0	6	0	0	0	55	683	0	1	1213	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1667	2008	607	1402	2083	342	1288	0	0	683	0	0
Stage 1	1215	1215	-	793	793	-	-	-	-	-	-	-
Stage 2	452	793	-	609	1290	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	63	59	439	100	52	654	534	-	-	906	-	-
Stage 1	192	252	-	348	398	-	-	-	-	-	-	-
Stage 2	557	398	-	449	232	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	53	439	91	46	654	534	-	-	906	-	-
Mov Cap-2 Maneuver	136	158	-	198	126	-	-	-	-	-	-	-
Stage 1	172	251	-	312	357	-	-	-	-	-	-	-
Stage 2	500	357	-	441	231	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.4	0	0.9	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	534	-	-	136	439	-	906	-	-
HCM Lane V/C Ratio	0.103	-	-	0.025	0.013	-	0.001	-	-
HCM Control Delay (s)	12.5	-	-	32.2	13.3	0	9	0	-
HCM Lane LOS	B	-	-	D	B	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	264	202	100	185	94	149	392	93	216	630	185
Future Volume (veh/h)	181	264	202	100	185	94	149	392	93	216	630	185
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	1796	1856	1841	1826	1826	1856	1826	1796	1826	1841	1841	1870
Adj Flow Rate, veh/h	203	297	227	112	208	106	167	440	104	243	708	208
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	4	5	5	3	5	7	5	4	4	2
Cap, veh/h	487	349	267	246	562	484	199	680	308	293	918	416
Arrive On Green	0.11	0.36	0.36	0.06	0.31	0.31	0.11	0.20	0.20	0.17	0.26	0.26
Sat Flow, veh/h	1711	976	746	1739	1826	1572	1739	3413	1547	1753	3497	1585
Grp Volume(v), veh/h	203	0	524	112	208	106	167	440	104	243	708	208
Grp Sat Flow(s),veh/h/ln	1711	0	1721	1739	1826	1572	1739	1706	1547	1753	1749	1585
Q Serve(g_s), s	7.4	0.0	27.5	4.3	8.7	4.9	9.2	11.6	5.6	13.1	18.3	10.9
Cycle Q Clear(g_c), s	7.4	0.0	27.5	4.3	8.7	4.9	9.2	11.6	5.6	13.1	18.3	10.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	0	615	246	562	484	199	680	308	293	918	416
V/C Ratio(X)	0.42	0.00	0.85	0.46	0.37	0.22	0.84	0.65	0.34	0.83	0.77	0.50
Avail Cap(c_a), veh/h	734	0	615	583	839	723	444	1568	711	430	1607	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	29.1	23.8	26.5	25.1	42.5	36.0	33.7	39.4	33.4	30.6
Incr Delay (d2), s/veh	2.1	0.0	13.9	0.5	0.2	0.1	3.6	1.0	0.6	19.3	1.4	0.9
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	3.0	0.0	12.9	1.7	3.6	1.7	4.0	4.7	2.1	6.9	7.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	43.0	24.3	26.6	25.2	46.1	37.1	34.3	58.7	34.8	31.6
LnGrp LOS	C	A	D	C	C	C	D	D	C	E	C	C
Approach Vol, veh/h		727			426			711			1159	
Approach Delay, s/veh		36.7			25.7			38.8			39.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.0	22.4	24.5	15.9	35.2	16.2	30.7
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	6.3	29.5	15.1	13.6	9.4	10.7	11.2	20.3
Green Ext Time (p_c), s	0.1	1.3	1.3	3.1	1.5	0.8	0.1	5.4

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	232	10	362	146	131	302
Future Volume (veh/h)	232	10	362	146	131	302
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1826	1856	1826	1870
Adj Flow Rate, veh/h	249	11	389	157	141	325
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	2	5	3	5	2
Cap, veh/h	297	13	557	225	447	1197
Arrive On Green	0.18	0.18	0.45	0.45	0.10	0.64
Sat Flow, veh/h	1677	74	1237	499	1739	1870
Grp Volume(v), veh/h	261	0	0	546	141	325
Grp Sat Flow(s),veh/h/ln	1758	0	0	1736	1739	1870
Q Serve(g_s), s	9.4	0.0	0.0	16.6	2.4	5.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	16.6	2.4	5.0
Prop In Lane	0.95	0.04		0.29	1.00	
Lane Grp Cap(c), veh/h	312	0	0	781	447	1197
V/C Ratio(X)	0.84	0.00	0.00	0.70	0.32	0.27
Avail Cap(c_a), veh/h	429	0	0	781	594	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	14.5	9.5	5.2
Incr Delay (d2), s/veh	10.1	0.0	0.0	5.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	6.3	0.7	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.2	0.0	0.0	19.6	9.9	5.7
LnGrp LOS	D	A	A	B	A	A
Approach Vol, veh/h	261		546			466
Approach Delay, s/veh	36.2		19.6			7.0
Approach LOS	D		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	35.5		17.6		48.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	12.0	24.0		16.0		42.0
Max Q Clear Time (g_c+I1), s	4.4	18.6		11.4		7.0
Green Ext Time (p_c), s	0.2	1.6		0.3		1.8

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

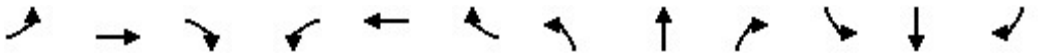
Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	66	210	414	550	30
Future Vol, veh/h	57	66	210	414	550	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	25	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	12	8	2	5	2	3
Mvmt Flow	60	69	221	436	579	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1473	595	611	0	-	0
Stage 1	595	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.52	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	133	493	968	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	103	493	968	-	-	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	44.4	3.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	968	-	103	493	-	-
HCM Lane V/C Ratio	0.228	-	0.583	0.141	-	-
HCM Control Delay (s/veh)	9.8	-	80.1	13.5	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q (veh)	0.9	-	2.8	0.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	567	280	4	1	214	56	7	8	2	67	5	543
Future Volume (veh/h)	567	280	4	1	214	56	7	8	2	67	5	543
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	1841	1870	1870	1870	1870	1796	1870	1530	1870	1870	1011	1856
Adj Flow Rate, veh/h	591	292	4	1	223	58	7	8	2	0	0	644
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	2	2	2	2	7	2	25	2	2	60	3
Cap, veh/h	854	2508	34	39	1270	321	115	110	23	0	188	1181
Arrive On Green	0.19	0.70	0.70	0.46	0.46	0.46	0.19	0.19	0.19	0.00	0.00	0.19
Sat Flow, veh/h	1753	3589	49	1	2750	695	333	592	123	0	1011	3145
Grp Volume(v), veh/h	591	144	152	150	0	132	17	0	0	0	0	644
Grp Sat Flow(s),veh/h/ln	1753	1777	1862	1869	0	1577	1048	0	0	0	1011	1572
Q Serve(g_s), s	15.9	2.5	2.5	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	15.3
Cycle Q Clear(g_c), s	15.9	2.5	2.5	4.5	0.0	4.7	0.9	0.0	0.0	0.0	0.0	15.3
Prop In Lane	1.00		0.03	0.01		0.44	0.41		0.12	0.00		1.00
Lane Grp Cap(c), veh/h	854	1242	1301	901	0	728	248	0	0	0	188	1181
V/C Ratio(X)	0.69	0.12	0.12	0.17	0.00	0.18	0.07	0.00	0.00	0.00	0.00	0.55
Avail Cap(c_a), veh/h	899	1242	1301	901	0	728	251	0	0	0	212	1257
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	4.7	4.7	15.0	0.0	15.1	31.9	0.0	0.0	0.0	0.0	23.4
Incr Delay (d2), s/veh	1.7	0.2	0.2	0.4	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.2
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	4.9	0.8	0.8	1.8	0.0	1.6	0.3	0.0	0.0	0.0	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	4.9	4.9	15.4	0.0	15.6	32.0	0.0	0.0	0.0	0.0	23.5
LnGrp LOS	A	A	A	B	A	B	C	A	A	A	A	C
Approach Vol, veh/h		887			282			17			644	
Approach Delay, s/veh		8.3			15.5			32.0			23.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.6	50.0		22.7		72.6		22.7				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	20.5	44.0		18.0		44.0		20.0				
Max Q Clear Time (g_c+I1), s	17.9	6.7		2.9		4.5		17.3				
Green Ext Time (p_c), s	0.2	4.2		0.0		3.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	34	20	0	20	48	788	17	5	751	23
Future Vol, veh/h	21	0	34	20	0	20	48	788	17	5	751	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	-	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	5	2	2	6	3	6	2	3	2
Mvmt Flow	23	0	37	22	0	22	53	866	19	5	825	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1387	1839	425	1395	1832	433	850	0	0	885	0	0
Stage 1	848	848	-	972	972	-	-	-	-	-	-	-
Stage 2	539	991	-	423	860	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.6	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.55	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	102	75	567	98	75	571	759	-	-	760	-	-
Stage 1	322	376	-	265	329	-	-	-	-	-	-	-
Stage 2	494	322	-	571	371	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	64	567	81	64	571	759	-	-	760	-	-
Mov Cap-2 Maneuver	188	172	-	172	165	-	-	-	-	-	-	-
Stage 1	278	373	-	228	284	-	-	-	-	-	-	-
Stage 2	409	278	-	530	368	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	20.3	1.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	188	567	172	571	760	-	-
HCM Lane V/C Ratio	0.069	-	-	0.123	0.066	0.128	0.038	0.007	-	-
HCM Control Delay (s)	10.1	0.6	-	26.8	11.8	29	11.6	9.8	-	-
HCM Lane LOS	B	A	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0.4	0.1	0	-	-

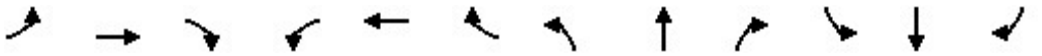
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	51	0	0	0	25	818	0	1	794	16
Future Vol, veh/h	27	0	51	0	0	0	25	818	0	1	794	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	2	2	2	2	2	4	3	2	2	3	2
Mvmt Flow	30	0	56	0	0	0	27	899	0	1	873	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1379	1828	437	1392	1846	450	891	0	0	899	0	0
Stage 1	875	875	-	953	953	-	-	-	-	-	-	-
Stage 2	504	953	-	439	893	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	102	76	567	101	74	556	744	-	-	751	-	-
Stage 1	306	365	-	278	336	-	-	-	-	-	-	-
Stage 2	513	336	-	567	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	99	73	567	88	71	556	744	-	-	751	-	-
Mov Cap-2 Maneuver	210	189	-	193	182	-	-	-	-	-	-	-
Stage 1	295	364	-	268	324	-	-	-	-	-	-	-
Stage 2	494	324	-	509	357	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	744	-	-	210	567	-	751	-	-
HCM Lane V/C Ratio	0.037	-	-	0.141	0.099	-	0.001	-	-
HCM Control Delay (s)	10	-	-	24.9	12	0	9.8	0	-
HCM Lane LOS	B	-	-	C	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	228	173	78	231	143	234	563	91	132	515	147
Future Volume (veh/h)	173	228	173	78	231	143	234	563	91	132	515	147
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	1826	1841	1811	1841	1856	1856	1870	1841	1796	1841	1856	1870
Adj Flow Rate, veh/h	180	238	180	81	241	149	244	586	95	138	536	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	6	4	3	3	2	4	7	4	3	2
Cap, veh/h	465	366	277	324	599	508	279	867	377	183	728	327
Arrive On Green	0.10	0.38	0.38	0.05	0.32	0.32	0.16	0.25	0.25	0.10	0.21	0.21
Sat Flow, veh/h	1739	973	736	1753	1856	1572	1781	3497	1522	1753	3526	1585
Grp Volume(v), veh/h	180	0	418	81	241	149	244	586	95	138	536	153
Grp Sat Flow(s),veh/h/ln	1739	0	1708	1753	1856	1572	1781	1749	1522	1753	1763	1585
Q Serve(g_s), s	6.0	0.0	18.8	2.8	9.4	6.6	12.5	14.1	4.7	7.1	13.2	7.9
Cycle Q Clear(g_c), s	6.0	0.0	18.8	2.8	9.4	6.6	12.5	14.1	4.7	7.1	13.2	7.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	642	324	599	508	279	867	377	183	728	327
V/C Ratio(X)	0.39	0.00	0.65	0.25	0.40	0.29	0.87	0.68	0.25	0.75	0.74	0.47
Avail Cap(c_a), veh/h	760	0	642	714	897	760	478	1691	736	452	1704	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	24.0	20.6	24.5	23.6	38.4	31.6	28.1	40.5	34.6	32.4
Incr Delay (d2), s/veh	1.9	0.0	5.1	0.1	0.2	0.1	4.1	0.9	0.3	20.1	1.5	1.0
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	2.4	0.0	7.9	1.1	3.9	2.3	5.5	5.7	1.6	4.0	5.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	29.1	20.7	24.7	23.7	42.5	32.6	28.4	60.6	36.0	33.5
LnGrp LOS	B	A	C	C	C	C	D	C	C	E	D	C
Approach Vol, veh/h		598			471			925			827	
Approach Delay, s/veh		26.0			23.7			34.8			39.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	40.0	15.7	28.1	14.2	35.1	19.6	24.2
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	4.8	20.8	9.1	16.1	8.0	11.4	14.5	15.2
Green Ext Time (p_c), s	0.0	1.7	0.9	4.1	1.3	1.0	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	374	25	350	86	68	421
Future Volume (veh/h)	374	25	350	86	68	421
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1737	1826
Adj Flow Rate, veh/h	425	28	398	98	77	478
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	12	2	11	5
Cap, veh/h	454	30	730	180	391	1164
Arrive On Green	0.28	0.28	0.37	0.37	0.05	0.64
Sat Flow, veh/h	1642	108	1334	329	1654	1826
Grp Volume(v), veh/h	454	0	0	496	77	478
Grp Sat Flow(s),veh/h/ln	1754	0	0	1663	1654	1826
Q Serve(g_s), s	35.4	0.0	0.0	33.0	2.7	18.0
Cycle Q Clear(g_c), s	35.4	0.0	0.0	33.0	2.7	18.0
Prop In Lane	0.94	0.06		0.20	1.00	
Lane Grp Cap(c), veh/h	485	0	0	910	391	1164
V/C Ratio(X)	0.94	0.00	0.00	0.54	0.20	0.41
Avail Cap(c_a), veh/h	651	0	0	910	395	1164
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.95	1.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	30.5	16.0	12.4
Incr Delay (d2), s/veh	17.7	0.0	0.0	2.2	0.2	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.0	0.0	14.3	1.0	7.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	67.1	0.0	0.0	32.8	16.3	13.5
LnGrp LOS	E			C	B	B
Approach Vol, veh/h	454		496			555
Approach Delay, s/veh	67.1		32.8			13.9
Approach LOS	E		C			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.6	82.6		44.7		95.3
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	63.0		52.0		76.0
Max Q Clear Time (g_c+I1), s	4.7	35.0		37.4		20.0
Green Ext Time (p_c), s	0.0	3.1		1.3		3.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	36.2
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	380	281	351	772	25
Future Volume (veh/h)	84	380	281	351	772	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1633	1870	1781	1707	1841	1648
Adj Flow Rate, veh/h	98	163	327	408	898	27
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	18	2	8	13	4	17
Cap, veh/h	187	191	412	1392	1270	38
Arrive On Green	0.12	0.12	0.07	0.82	0.71	0.71
Sat Flow, veh/h	1555	1585	1697	1707	1778	53
Grp Volume(v), veh/h	98	163	327	408	0	925
Grp Sat Flow(s),veh/h/ln	1555	1585	1697	1707	0	1831
Q Serve(g_s), s	8.3	14.1	6.8	8.1	0.0	40.8
Cycle Q Clear(g_c), s	8.3	14.1	6.8	8.1	0.0	40.8
Prop In Lane	1.00	1.00	1.00			0.03
Lane Grp Cap(c), veh/h	187	191	412	1392	0	1308
V/C Ratio(X)	0.52	0.86	0.79	0.29	0.00	0.71
Avail Cap(c_a), veh/h	372	379	604	1392	0	1308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	0.00	0.72
Uniform Delay (d), s/veh	57.8	60.4	18.7	3.1	0.0	11.5
Incr Delay (d2), s/veh	2.3	10.4	0.4	0.0	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	12.5	6.4	2.0	0.0	14.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	60.1	70.8	19.1	3.2	0.0	13.9
LnGrp LOS	E	E	B	A		B
Approach Vol, veh/h	261			735	925	
Approach Delay, s/veh	66.8			10.3	13.9	
Approach LOS	E			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.7		21.3	14.1	104.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		97.5		33.5	25.5	67.5
Max Q Clear Time (g_c+I1), s		10.1		16.1	8.8	42.8
Green Ext Time (p_c), s		2.5		0.7	0.9	7.2

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		19.7
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	547	324	9	2	281	50	3	3	0	171	13	971
Future Volume (veh/h)	547	324	9	2	281	50	3	3	0	171	13	971
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	1752	1811	1870	1870	1841	1752	1870	418	1870	1856	1781	1856
Adj Flow Rate, veh/h	675	400	11	2	347	62	4	4	0	0	0	1436
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	10	6	2	2	4	10	2	100	2	3	8	3
Cap, veh/h	699	2021	55	27	732	129	61	28	0	0	589	2005
Arrive On Green	0.31	0.59	0.59	0.25	0.25	0.25	0.33	0.33	0.00	0.00	0.00	0.33
Sat Flow, veh/h	1668	3421	94	3	2906	511	66	84	0	0	1781	3145
Grp Volume(v), veh/h	675	201	210	219	0	192	8	0	0	0	0	1436
Grp Sat Flow(s),veh/h/ln	1668	1721	1794	1838	0	1583	151	0	0	0	1781	1572
Q Serve(g_s), s	40.6	7.6	7.6	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	42.6
Cycle Q Clear(g_c), s	40.6	7.6	7.6	14.1	0.0	14.5	1.8	0.0	0.0	0.0	0.0	42.6
Prop In Lane	1.00		0.05	0.01		0.32	0.50		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	699	1017	1060	489	0	398	88	0	0	0	589	2005
V/C Ratio(X)	0.97	0.20	0.20	0.45	0.00	0.48	0.09	0.00	0.00	0.00	0.00	0.72
Avail Cap(c_a), veh/h	741	1017	1060	489	0	398	88	0	0	0	636	2089
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.38
Uniform Delay (d), s/veh	24.3	13.3	13.3	44.5	0.0	44.6	32.0	0.0	0.0	0.0	0.0	16.9
Incr Delay (d2), s/veh	23.7	0.4	0.4	3.0	0.0	4.1	0.2	0.0	0.0	0.0	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	19.4	2.9	3.1	6.8	0.0	6.0	0.2	0.0	0.0	0.0	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	13.7	13.7	47.4	0.0	48.7	32.1	0.0	0.0	0.0	0.0	17.3
LnGrp LOS	D	B	B	D		D	C					B
Approach Vol, veh/h		1086			411			8			1436	
Approach Delay, s/veh		35.0			48.0			32.1			17.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	47.5	41.2		51.3		88.7		51.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	18.0		5.0		69.0		50.0				
Max Q Clear Time (g_c+I1), s	42.6	16.5		3.8		9.6		44.6				
Green Ext Time (p_c), s	0.4	0.6		0.0		5.0		1.7				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	28.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	0	114	13	0	5	18	802	32	23	1172	37
Future Vol, veh/h	101	0	114	13	0	5	18	802	32	23	1172	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	2	5	2	2	2	6	7	2	2	3	2
Mvmt Flow	116	0	131	15	0	6	21	922	37	26	1347	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1924	2422	695	1690	2406	461	1390	0	0	959	0	0
Stage 1	1421	1421	-	964	964	-	-	-	-	-	-	-
Stage 2	503	1001	-	726	1442	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.54	7	7.54	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.02	3.35	3.52	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 36	32	378	61	33	547	468	-	-	713	-	-
Stage 1	132	201	-	274	332	-	-	-	-	-	-	-
Stage 2	497	319	-	382	196	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 33	29	378	37	30	547	468	-	-	713	-	-
Mov Cap-2 Maneuver	~ 99	117	-	126	112	-	-	-	-	-	-	-
Stage 1	126	194	-	262	317	-	-	-	-	-	-	-
Stage 2	470	305	-	240	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	115.6	30.3	0.3	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	468	-	-	99	378	126	547	713	-	-
HCM Lane V/C Ratio	0.044	-	-	1.173	0.347	0.119	0.011	0.037	-	-
HCM Control Delay (s/veh)	13	-	-	224.1	19.5	37.4	11.7	10.2	-	-
HCM Lane LOS	B	-	-	F	C	E	B	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	7.8	1.5	0.4	0	0.1	-	-

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

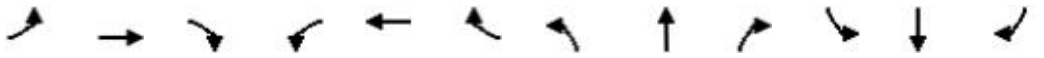
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	0	0	0	52	846	0	1	1235	70
Future Vol, veh/h	3	0	5	0	0	0	52	846	0	1	1235	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	4	2
Mvmt Flow	3	0	6	0	0	0	60	972	0	1	1420	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2028	2514	710	1804	2594	486	1500	0	0	972	0	0
Stage 1	1422	1422	-	1092	1092	-	-	-	-	-	-	-
Stage 2	606	1092	-	712	1502	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	34	28	376	50	25	527	443	-	-	705	-	-
Stage 1	143	200	-	229	289	-	-	-	-	-	-	-
Stage 2	451	289	-	389	183	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	24	376	44	21	527	443	-	-	705	-	-
Mov Cap-2 Maneuver	95	111	-	130	83	-	-	-	-	-	-	-
Stage 1	124	198	-	198	250	-	-	-	-	-	-	-
Stage 2	390	250	-	380	181	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	25.8	0	0.8	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	443	-	-	95	376	-	705	-	-
HCM Lane V/C Ratio	0.135	-	-	0.036	0.015	-	0.002	-	-
HCM Control Delay (s/veh)	14.4	-	-	44.3	14.7	0	10.1	0	-
HCM Lane LOS	B	-	-	E	B	A	B	A	-
HCM 95th %tile Q (veh)	0.5	-	-	0.1	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	339	262	108	229	130	182	464	100	246	699	264
Future Volume (veh/h)	330	339	262	108	229	130	182	464	100	246	699	264
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	1796	1856	1841	1826	1826	1856	1826	1796	1826	1841	1841	1870
Adj Flow Rate, veh/h	371	381	294	121	257	146	204	521	112	276	785	297
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	4	5	5	3	5	7	5	4	4	2
Cap, veh/h	468	316	244	191	369	318	234	772	350	318	988	448
Arrive On Green	0.19	0.33	0.33	0.07	0.20	0.20	0.13	0.23	0.23	0.18	0.28	0.28
Sat Flow, veh/h	1711	971	749	1739	1826	1572	1739	3413	1547	1753	3497	1585
Grp Volume(v), veh/h	371	0	675	121	257	146	204	521	112	276	785	297
Grp Sat Flow(s),veh/h/ln	1711	0	1721	1739	1826	1572	1739	1706	1547	1753	1749	1585
Q Serve(g_s), s	17.4	0.0	35.0	5.8	14.1	8.8	12.4	15.0	6.5	16.5	22.3	17.8
Cycle Q Clear(g_c), s	17.4	0.0	35.0	5.8	14.1	8.8	12.4	15.0	6.5	16.5	22.3	17.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	0	560	191	369	318	234	772	350	318	988	448
V/C Ratio(X)	0.79	0.00	1.21	0.63	0.70	0.46	0.87	0.67	0.32	0.87	0.79	0.66
Avail Cap(c_a), veh/h	532	0	560	471	764	658	404	1428	647	391	1463	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	36.3	32.7	39.8	37.7	45.6	38.0	34.7	42.8	35.7	34.1
Incr Delay (d2), s/veh	11.5	0.0	108.5	1.3	0.9	0.4	4.3	1.0	0.5	23.4	1.9	1.7
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	8.1	0.0	30.6	2.4	6.1	3.3	5.4	6.1	2.4	8.9	9.3	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	0.0	144.8	34.0	40.7	38.1	50.0	39.0	35.2	66.1	37.6	35.7
LnGrp LOS	D		F	C	D	D	D	D	D	E	D	D
Approach Vol, veh/h		1046			524			837			1358	
Approach Delay, s/veh		106.5			38.4			41.2			43.0	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	40.0	25.5	29.3	25.9	26.8	19.5	35.4
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	7.8	37.0	18.5	17.0	19.4	16.1	14.4	24.3
Green Ext Time (p_c), s	0.1	0.0	1.1	3.7	1.5	1.0	0.1	6.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	59.6
HCM 6th LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	322	11	449	184	141	429
Future Volume (veh/h)	322	11	449	184	141	429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1826	1856	1826	1870
Adj Flow Rate, veh/h	346	12	483	198	152	461
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	2	5	3	5	2
Cap, veh/h	377	13	701	287	377	1267
Arrive On Green	0.22	0.22	0.57	0.57	0.06	0.68
Sat Flow, veh/h	1696	59	1231	504	1739	1870
Grp Volume(v), veh/h	359	0	0	681	152	461
Grp Sat Flow(s),veh/h/ln	1760	0	0	1735	1739	1870
Q Serve(g_s), s	23.9	0.0	0.0	33.4	4.1	12.7
Cycle Q Clear(g_c), s	23.9	0.0	0.0	33.4	4.1	12.7
Prop In Lane	0.96	0.03		0.29	1.00	
Lane Grp Cap(c), veh/h	392	0	0	988	377	1267
V/C Ratio(X)	0.92	0.00	0.00	0.69	0.40	0.36
Avail Cap(c_a), veh/h	513	0	0	988	407	1267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.93	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	0.0	18.3	14.9	8.3
Incr Delay (d2), s/veh	18.1	0.0	0.0	3.7	0.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	0.0	13.1	1.4	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	63.6	0.0	0.0	22.0	15.6	9.1
LnGrp LOS	E			C	B	A
Approach Vol, veh/h	359		681			613
Approach Delay, s/veh	63.6		22.0			10.7
Approach LOS	E		C			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	74.4		32.7		87.3
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	58.0		35.0		73.0
Max Q Clear Time (g_c+I1), s	6.1	35.4		25.9		14.7
Green Ext Time (p_c), s	0.1	4.5		0.8		2.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	26.8
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	148	304	533	769	32
Future Volume (veh/h)	61	148	304	533	769	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1722	1781	1870	1826	1870	1856
Adj Flow Rate, veh/h	64	15	320	561	809	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	8	2	5	2	3
Cap, veh/h	85	79	550	1594	1393	55
Arrive On Green	0.05	0.05	0.06	0.87	0.78	0.78
Sat Flow, veh/h	1640	1510	1781	1826	1787	71
Grp Volume(v), veh/h	64	15	320	561	0	841
Grp Sat Flow(s),veh/h/ln	1640	1510	1781	1826	0	1858
Q Serve(g_s), s	4.6	1.1	3.9	6.8	0.0	21.9
Cycle Q Clear(g_c), s	4.6	1.1	3.9	6.8	0.0	21.9
Prop In Lane	1.00	1.00	1.00			0.04
Lane Grp Cap(c), veh/h	85	79	550	1594	0	1448
V/C Ratio(X)	0.75	0.19	0.58	0.35	0.00	0.58
Avail Cap(c_a), veh/h	239	220	814	1594	0	1448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	0.00	0.79
Uniform Delay (d), s/veh	56.1	54.5	6.3	1.4	0.0	5.3
Incr Delay (d2), s/veh	12.3	1.2	0.1	0.1	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.0	2.0	0.6	0.0	6.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	68.4	55.6	6.4	1.5	0.0	6.7
LnGrp LOS	E	E	A	A		A
Approach Vol, veh/h	79			881	841	
Approach Delay, s/veh	66.0			3.2	6.7	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.3		10.7	11.2	98.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		93.5		17.5	24.5	64.5
Max Q Clear Time (g_c+I1), s		8.8		6.6	5.9	23.9
Green Ext Time (p_c), s		3.7		0.1	0.8	6.8

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		7.6
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	729	390	4	1	315	77	8	9	2	115	5	785
Future Volume (veh/h)	729	390	4	1	315	77	8	9	2	115	5	785
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	1841	1870	1870	1870	1870	1796	1870	1530	1870	1870	1011	1856
Adj Flow Rate, veh/h	759	406	4	1	328	80	8	9	2	0	0	950
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	2	2	2	2	7	2	25	2	2	60	3
Cap, veh/h	815	2435	24	31	980	235	113	110	21	0	236	1631
Arrive On Green	0.29	0.68	0.68	0.35	0.35	0.35	0.23	0.23	0.23	0.00	0.00	0.23
Sat Flow, veh/h	1753	3605	36	1	2784	667	301	470	91	0	1011	3145
Grp Volume(v), veh/h	759	200	210	219	0	190	19	0	0	0	0	950
Grp Sat Flow(s),veh/h/ln	1753	1777	1864	1869	0	1582	862	0	0	0	1011	1572
Q Serve(g_s), s	31.7	4.9	4.9	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	25.0
Cycle Q Clear(g_c), s	31.7	4.9	4.9	10.3	0.0	10.6	1.2	0.0	0.0	0.0	0.0	25.0
Prop In Lane	1.00		0.02	0.00		0.42	0.42		0.11	0.00		1.00
Lane Grp Cap(c), veh/h	815	1200	1259	688	0	557	243	0	0	0	236	1631
V/C Ratio(X)	0.93	0.17	0.17	0.32	0.00	0.34	0.08	0.00	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h	993	1200	1259	688	0	557	243	0	0	0	270	1737
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.68
Uniform Delay (d), s/veh	15.5	7.1	7.1	28.5	0.0	28.6	35.8	0.0	0.0	0.0	0.0	19.9
Incr Delay (d2), s/veh	12.2	0.3	0.3	1.2	0.0	1.7	0.1	0.0	0.0	0.0	0.0	0.2
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	18.4	1.7	1.8	4.7	0.0	4.1	0.4	0.0	0.0	0.0	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.7	7.4	7.4	29.7	0.0	30.3	35.8	0.0	0.0	0.0	0.0	20.1
LnGrp LOS	C	A	A	C		C	D					C
Approach Vol, veh/h		1169			409			19			950	
Approach Delay, s/veh		20.6			30.0			35.8			20.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	38.8	48.3		33.0		87.0		33.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	16.0		5.0		67.0		32.0				
Max Q Clear Time (g_c+I1), s	33.7	12.6		3.2		6.9		27.0				
Green Ext Time (p_c), s	0.6	1.3		0.0		5.0		1.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	22.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	37	22	0	22	52	1018	18	5	1005	100
Future Vol, veh/h	67	0	37	22	0	22	52	1018	18	5	1005	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	5	2	2	6	3	6	2	3	2
Mvmt Flow	74	0	41	24	0	24	57	1119	20	5	1104	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1843	2422	607	1795	2457	560	1214	0	0	1139	0	0
Stage 1	1169	1169	-	1233	1233	-	-	-	-	-	-	-
Stage 2	674	1253	-	562	1224	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.6	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.55	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 46	32	430	49	30	472	549	-	-	609	-	-
Stage 1	205	265	-	183	247	-	-	-	-	-	-	-
Stage 2	410	242	-	471	250	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 40	28	430	41	27	472	549	-	-	609	-	-
Mov Cap-2 Maneuver	126	120	-	119	106	-	-	-	-	-	-	-
Stage 1	184	263	-	164	221	-	-	-	-	-	-	-
Stage 2	349	217	-	423	248	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	48.6	27.9	0.6	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	549	-	-	126	430	119	472	609	-	-
HCM Lane V/C Ratio	0.104	-	-	0.584	0.095	0.203	0.051	0.009	-	-
HCM Control Delay (s/veh)	12.3	-	-	67.6	14.2	42.8	13	11	-	-
HCM Lane LOS	B	-	-	F	B	E	B	B	-	-
HCM 95th %tile Q (veh)	0.3	-	-	2.9	0.3	0.7	0.2	0	-	-

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

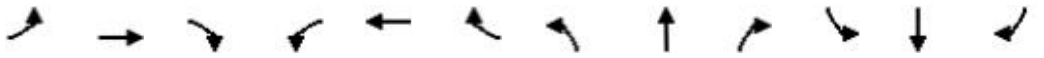
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	55	0	0	0	27	1050	0	1	1051	17
Future Vol, veh/h	29	0	55	0	0	0	27	1050	0	1	1051	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	2	2	2	2	2	4	3	2	2	3	2
Mvmt Flow	32	0	60	0	0	0	30	1154	0	1	1155	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1794	2371	578	1794	2390	577	1174	0	0	1154	0	0
Stage 1	1157	1157	-	1214	1214	-	-	-	-	-	-	-
Stage 2	637	1214	-	580	1176	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	50	34	459	51	33	460	580	-	-	601	-	-
Stage 1	205	269	-	193	253	-	-	-	-	-	-	-
Stage 2	427	253	-	467	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	32	459	42	31	460	580	-	-	601	-	-
Mov Cap-2 Maneuver	138	130	-	129	122	-	-	-	-	-	-	-
Stage 1	194	268	-	183	240	-	-	-	-	-	-	-
Stage 2	405	240	-	403	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.6	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	580	-	-	138	459	-	601	-	-
HCM Lane V/C Ratio	0.051	-	-	0.231	0.132	-	0.002	-	-
HCM Control Delay (s/veh)	11.5	-	-	38.8	14	0	11	0	-
HCM Lane LOS	B	-	-	E	B	A	B	A	-
HCM 95th %tile Q (veh)	0.2	-	-	0.8	0.5	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	293	220	84	312	183	301	648	98	156	575	320
Future Volume (veh/h)	284	293	220	84	312	183	301	648	98	156	575	320
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	1826	1841	1811	1841	1856	1856	1870	1841	1796	1841	1856	1870
Adj Flow Rate, veh/h	296	305	229	88	325	191	314	675	102	162	599	333
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	6	4	3	3	2	4	7	4	3	2
Cap, veh/h	378	308	231	162	390	330	342	1140	496	203	913	410
Arrive On Green	0.16	0.32	0.32	0.05	0.21	0.21	0.19	0.33	0.33	0.12	0.26	0.26
Sat Flow, veh/h	1739	976	733	1753	1856	1572	1781	3497	1522	1753	3526	1585
Grp Volume(v), veh/h	296	0	534	88	325	191	314	675	102	162	599	333
Grp Sat Flow(s),veh/h/ln	1739	0	1709	1753	1856	1572	1781	1749	1522	1753	1763	1585
Q Serve(g_s), s	14.0	0.0	34.5	4.3	18.6	12.1	19.2	17.9	5.4	10.0	16.8	21.9
Cycle Q Clear(g_c), s	14.0	0.0	34.5	4.3	18.6	12.1	19.2	17.9	5.4	10.0	16.8	21.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	378	0	539	162	390	330	342	1140	496	203	913	410
V/C Ratio(X)	0.78	0.00	0.99	0.54	0.83	0.58	0.92	0.59	0.21	0.80	0.66	0.81
Avail Cap(c_a), veh/h	493	0	539	463	752	638	401	1418	617	379	1429	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	37.8	34.1	42.0	39.4	44.0	31.2	27.0	47.8	36.7	38.6
Incr Delay (d2), s/veh	12.7	0.0	36.6	1.0	1.8	0.6	22.1	0.5	0.2	22.2	0.8	4.4
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	6.8	0.0	19.1	1.8	8.4	4.6	10.2	7.3	1.9	5.5	7.1	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.4	0.0	74.5	35.2	43.8	40.0	66.1	31.7	27.2	70.0	37.5	43.0
LnGrp LOS	D		E	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		830			604			1091			1094	
Approach Delay, s/veh		62.3			41.3			41.2			44.0	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	40.0	18.8	41.2	22.6	28.3	26.3	33.7
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	6.3	36.5	12.0	19.9	16.0	20.6	21.2	23.9
Green Ext Time (p_c), s	0.0	0.0	0.9	4.7	1.7	1.3	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	46.9
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	442	25	350	140	68	421
Future Volume (veh/h)	442	25	350	140	68	421
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1737	1826
Adj Flow Rate, veh/h	502	28	398	159	77	478
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	12	2	11	5
Cap, veh/h	531	30	590	236	276	1086
Arrive On Green	0.32	0.32	0.17	0.17	0.05	0.59
Sat Flow, veh/h	1660	93	1170	468	1654	1826
Grp Volume(v), veh/h	531	0	0	557	77	478
Grp Sat Flow(s),veh/h/ln	1756	0	0	1638	1654	1826
Q Serve(g_s), s	41.3	0.0	0.0	44.7	3.0	20.1
Cycle Q Clear(g_c), s	41.3	0.0	0.0	44.7	3.0	20.1
Prop In Lane	0.95	0.05		0.29	1.00	
Lane Grp Cap(c), veh/h	561	0	0	826	276	1086
V/C Ratio(X)	0.95	0.00	0.00	0.67	0.28	0.44
Avail Cap(c_a), veh/h	690	0	0	826	280	1086
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.94	1.00	1.00
Uniform Delay (d), s/veh	46.4	0.0	0.0	47.6	22.5	15.6
Incr Delay (d2), s/veh	19.8	0.0	0.0	4.1	0.5	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	0.0	0.0	20.6	1.1	8.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	66.2	0.0	0.0	51.7	23.0	16.9
LnGrp LOS	E			D	C	B
Approach Vol, veh/h	531		557			555
Approach Delay, s/veh	66.2		51.7			17.7
Approach LOS	E		D			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.6	76.6		50.8		89.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	60.0		55.0		73.0
Max Q Clear Time (g_c+I1), s	5.0	46.7		43.3		22.1
Green Ext Time (p_c), s	0.0	2.8		1.5		3.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	44.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	418	378	405	840	25
Future Volume (veh/h)	84	418	378	405	840	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1633	1870	1781	1707	1841	1648
Adj Flow Rate, veh/h	98	206	440	471	977	27
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	18	2	8	13	4	17
Cap, veh/h	229	233	399	1346	998	28
Arrive On Green	0.15	0.15	0.20	0.79	0.56	0.56
Sat Flow, veh/h	1555	1585	1697	1707	1783	49
Grp Volume(v), veh/h	98	206	440	471	0	1004
Grp Sat Flow(s),veh/h/ln	1555	1585	1697	1707	0	1832
Q Serve(g_s), s	8.0	17.8	27.5	11.3	0.0	74.7
Cycle Q Clear(g_c), s	8.0	17.8	27.5	11.3	0.0	74.7
Prop In Lane	1.00	1.00	1.00			0.03
Lane Grp Cap(c), veh/h	229	233	399	1346	0	1026
V/C Ratio(X)	0.43	0.88	1.10	0.35	0.00	0.98
Avail Cap(c_a), veh/h	361	368	399	1346	0	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	0.00	0.66
Uniform Delay (d), s/veh	54.3	58.5	48.7	4.3	0.0	30.0
Incr Delay (d2), s/veh	1.3	14.1	50.7	0.1	0.0	18.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	15.8	19.2	3.1	0.0	35.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	55.6	72.6	99.4	4.4	0.0	48.4
LnGrp LOS	E	E	F	A		D
Approach Vol, veh/h	304			911	1004	
Approach Delay, s/veh	67.1			50.3	48.4	
Approach LOS	E			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		114.9		25.1	32.0	82.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		98.5		32.5	27.5	66.5
Max Q Clear Time (g_c+I1), s		13.3		19.8	29.5	76.7
Green Ext Time (p_c), s		3.0		0.8	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		51.7
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	698	324	9	2	281	50	3	3	0	171	13	1076
Future Volume (veh/h)	698	324	9	2	281	50	3	3	0	171	13	1076
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	1752	1811	1870	1870	1841	1752	1870	418	1870	1856	1781	1856
Adj Flow Rate, veh/h	862	400	11	2	347	62	4	4	0	0	0	1565
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	10	6	2	2	4	10	2	100	2	3	8	3
Cap, veh/h	701	1975	54	27	619	109	59	27	0	0	613	2127
Arrive On Green	0.33	0.58	0.58	0.21	0.21	0.21	0.34	0.34	0.00	0.00	0.00	0.34
Sat Flow, veh/h	1668	3421	94	3	2906	511	60	77	0	0	1781	3145
Grp Volume(v), veh/h	862	201	210	219	0	192	8	0	0	0	0	1565
Grp Sat Flow(s),veh/h/ln	1668	1721	1794	1838	0	1583	137	0	0	0	1781	1572
Q Serve(g_s), s	46.5	7.8	7.8	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	44.9
Cycle Q Clear(g_c), s	46.5	7.8	7.8	14.9	0.0	15.2	1.8	0.0	0.0	0.0	0.0	44.9
Prop In Lane	1.00		0.05	0.01		0.32	0.50		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	701	993	1036	418	0	337	86	0	0	0	613	2127
V/C Ratio(X)	1.23	0.20	0.20	0.52	0.00	0.57	0.09	0.00	0.00	0.00	0.00	0.74
Avail Cap(c_a), veh/h	701	993	1036	418	0	337	86	0	0	0	636	2168
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.09
Uniform Delay (d), s/veh	27.9	14.2	14.2	49.2	0.0	49.3	30.7	0.0	0.0	0.0	0.0	14.6
Incr Delay (d2), s/veh	115.5	0.5	0.4	4.7	0.0	6.8	0.2	0.0	0.0	0.0	0.0	0.1
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	39.7	3.1	3.2	7.3	0.0	6.5	0.2	0.0	0.0	0.0	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	143.5	14.6	14.6	53.9	0.0	56.1	30.9	0.0	0.0	0.0	0.0	14.7
LnGrp LOS	F	B	B	D		E	C					B
Approach Vol, veh/h		1273			411			8			1565	
Approach Delay, s/veh		101.9			54.9			30.9			14.7	
Approach LOS		F			D			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	35.8		53.2		86.8		53.2				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	18.0		5.0		69.0		50.0				
Max Q Clear Time (g_c+I1), s	48.5	17.2		3.8		9.8		46.9				
Green Ext Time (p_c), s	0.0	0.3		0.0		5.0		1.3				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	53.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	21.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	0	114	24	0	102	18	856	40	91	1210	37
Future Vol, veh/h	101	0	114	24	0	102	18	856	40	91	1210	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	2	5	2	2	2	6	7	2	2	3	2
Mvmt Flow	116	0	131	28	0	117	21	984	46	105	1391	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2157	2695	717	1932	2670	492	1434	0	0	1030	0	0
Stage 1	1623	1623	-	1026	1026	-	-	-	-	-	-	-
Stage 2	534	1072	-	906	1644	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.54	7	7.54	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.02	3.35	3.52	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 24	21	365	40	22	522	450	-	-	670	-	-
Stage 1	~ 98	160	-	251	310	-	-	-	-	-	-	-
Stage 2	475	295	-	297	156	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 16	17	365	~ 22	18	522	450	-	-	670	-	-
Mov Cap-2 Maneuver	~ 67	77	-	90	80	-	-	-	-	-	-	-
Stage 1	~ 93	135	-	239	295	-	-	-	-	-	-	-
Stage 2	351	281	-	161	132	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	239.3	23	0.3	0.8
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	450	-	-	67	365	90	522	670	-	-
HCM Lane V/C Ratio	0.046	-	-	1.733	0.359	0.307	0.225	0.156	-	-
HCM Control Delay (s/veh)	13.4	-	-	$ 486.4	20.3	61.8	13.9	11.4	-	-
HCM Lane LOS	B	-	-	F	C	F	B	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	10.3	1.6	1.2	0.9	0.6	-	-

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

Intersection	
Int Delay, s/veh	3

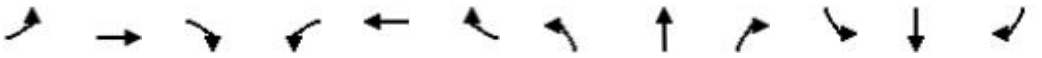
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	54	0	54	52	854	38	39	1246	70
Future Vol, veh/h	3	0	5	54	0	54	52	854	38	39	1246	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	200	200	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	4	2
Mvmt Flow	3	0	6	62	0	62	60	982	44	45	1432	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2133	2668	716	1908	2704	491	1512	0	0	1026	0	0
Stage 1	1522	1522	-	1102	1102	-	-	-	-	-	-	-
Stage 2	611	1146	-	806	1602	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	28	22	373	~ 42	21	523	438	-	-	673	-	-
Stage 1	124	179	-	226	286	-	-	-	-	-	-	-
Stage 2	448	272	-	342	163	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	18	373	~ 35	17	523	438	-	-	673	-	-
Mov Cap-2 Maneuver	79	89	-	116	67	-	-	-	-	-	-	-
Stage 1	107	167	-	195	247	-	-	-	-	-	-	-
Stage 2	341	235	-	314	152	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	29	53.9	0.8	0.3
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	438	-	-	79	373	190	673	-	-
HCM Lane V/C Ratio	0.136	-	-	0.044	0.015	0.653	0.067	-	-
HCM Control Delay (s/veh)	14.5	-	-	52.6	14.8	53.9	10.7	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q (veh)	0.5	-	-	0.1	0	3.9	0.2	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	339	262	108	229	145	182	487	100	268	731	275
Future Volume (veh/h)	338	339	262	108	229	145	182	487	100	268	731	275
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	1796	1856	1841	1826	1826	1856	1826	1796	1826	1841	1841	1870
Adj Flow Rate, veh/h	380	381	294	121	257	163	204	547	112	301	821	309
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	4	5	5	3	5	7	5	4	4	2
Cap, veh/h	462	310	239	191	351	303	233	765	347	339	1022	463
Arrive On Green	0.20	0.32	0.32	0.07	0.19	0.19	0.13	0.22	0.22	0.19	0.29	0.29
Sat Flow, veh/h	1711	971	749	1739	1826	1572	1739	3413	1547	1753	3497	1585
Grp Volume(v), veh/h	380	0	675	121	257	163	204	547	112	301	821	309
Grp Sat Flow(s),veh/h/ln	1711	0	1721	1739	1826	1572	1739	1706	1547	1753	1749	1585
Q Serve(g_s), s	18.5	0.0	35.0	6.0	14.5	10.2	12.6	16.2	6.6	18.3	23.8	18.8
Cycle Q Clear(g_c), s	18.5	0.0	35.0	6.0	14.5	10.2	12.6	16.2	6.6	18.3	23.8	18.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	462	0	549	191	351	303	233	765	347	339	1022	463
V/C Ratio(X)	0.82	0.00	1.23	0.63	0.73	0.54	0.87	0.72	0.32	0.89	0.80	0.67
Avail Cap(c_a), veh/h	512	0	549	462	750	646	397	1401	635	384	1436	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	37.3	33.9	41.6	39.9	46.6	39.3	35.6	43.1	35.9	34.1
Incr Delay (d2), s/veh	13.7	0.0	118.2	1.3	1.1	0.6	5.3	1.3	0.5	25.6	2.3	1.7
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	8.8	0.0	31.9	2.5	6.4	3.9	5.6	6.7	2.5	10.0	10.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	0.0	155.5	35.2	42.7	40.4	51.8	40.6	36.1	68.7	38.2	35.8
LnGrp LOS	D		F	D	D	D	D	D	D	E	D	D
Approach Vol, veh/h		1055			541			863			1431	
Approach Delay, s/veh		114.0			40.3			42.6			44.1	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	40.0	27.2	29.6	26.8	26.1	19.7	37.0
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	8.0	37.0	20.3	18.2	20.5	16.5	14.6	25.8
Green Ext Time (p_c), s	0.1	0.0	0.8	3.9	1.3	1.1	0.1	6.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	62.2
HCM 6th LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	441	11	449	239	141	429
Future Volume (veh/h)	441	11	449	239	141	429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1826	1856	1826	1870
Adj Flow Rate, veh/h	474	12	483	257	152	461
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	2	5	3	5	2
Cap, veh/h	496	13	564	300	232	1143
Arrive On Green	0.29	0.29	0.34	0.34	0.06	0.61
Sat Flow, veh/h	1715	43	1122	597	1739	1870
Grp Volume(v), veh/h	487	0	0	740	152	461
Grp Sat Flow(s),veh/h/ln	1762	0	0	1718	1739	1870
Q Serve(g_s), s	32.6	0.0	0.0	48.1	4.9	15.3
Cycle Q Clear(g_c), s	32.6	0.0	0.0	48.1	4.9	15.3
Prop In Lane	0.97	0.02		0.35	1.00	
Lane Grp Cap(c), veh/h	509	0	0	864	232	1143
V/C Ratio(X)	0.96	0.00	0.00	0.86	0.65	0.40
Avail Cap(c_a), veh/h	514	0	0	864	262	1143
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.91	1.00	1.00
Uniform Delay (d), s/veh	41.9	0.0	0.0	35.7	25.1	12.0
Incr Delay (d2), s/veh	28.8	0.0	0.0	9.8	4.9	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.1	0.0	0.0	22.9	2.3	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	70.8	0.0	0.0	45.5	29.9	13.1
LnGrp LOS	E			D	C	B
Approach Vol, veh/h	487		740			613
Approach Delay, s/veh	70.8		45.5			17.3
Approach LOS	E		D			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	66.4		40.7		79.3
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	58.0		35.0		73.0
Max Q Clear Time (g_c+I1), s	6.9	50.1		34.6		17.3
Green Ext Time (p_c), s	0.1	3.0		0.1		2.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	42.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	214	403	588	888	32
Future Volume (veh/h)	61	214	403	588	888	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1722	1781	1870	1826	1870	1856
Adj Flow Rate, veh/h	64	53	424	619	935	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	8	2	5	2	3
Cap, veh/h	91	84	480	1587	1363	47
Arrive On Green	0.06	0.06	0.07	0.87	0.76	0.76
Sat Flow, veh/h	1640	1510	1781	1826	1798	62
Grp Volume(v), veh/h	64	53	424	619	0	967
Grp Sat Flow(s),veh/h/ln	1640	1510	1781	1826	0	1859
Q Serve(g_s), s	4.6	4.1	5.7	8.0	0.0	31.4
Cycle Q Clear(g_c), s	4.6	4.1	5.7	8.0	0.0	31.4
Prop In Lane	1.00	1.00	1.00			0.03
Lane Grp Cap(c), veh/h	91	84	480	1587	0	1410
V/C Ratio(X)	0.70	0.63	0.88	0.39	0.00	0.69
Avail Cap(c_a), veh/h	239	220	712	1587	0	1410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.09	0.00	0.66
Uniform Delay (d), s/veh	55.7	55.5	17.6	1.5	0.0	7.3
Incr Delay (d2), s/veh	9.4	7.6	0.9	0.1	0.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.6	9.1	0.8	0.0	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	65.1	63.1	18.5	1.6	0.0	9.1
LnGrp LOS	E	E	B	A		A
Approach Vol, veh/h	117			1043	967	
Approach Delay, s/veh	64.2			8.5	9.1	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.8		11.2	13.3	95.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		93.5		17.5	24.5	64.5
Max Q Clear Time (g_c+I1), s		10.0		6.6	7.7	33.4
Green Ext Time (p_c), s		4.3		0.2	1.2	8.3

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		11.8
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	882	390	4	1	315	77	8	9	2	115	5	970
Future Volume (veh/h)	882	390	4	1	315	77	8	9	2	115	5	970
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	1841	1870	1870	1870	1870	1796	1870	1530	1870	1870	1011	1856
Adj Flow Rate, veh/h	919	406	4	1	328	80	8	9	2	0	0	1142
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	2	2	2	2	7	2	25	2	2	60	3
Cap, veh/h	875	2413	24	30	680	163	106	102	19	0	242	1970
Arrive On Green	0.39	0.67	0.67	0.24	0.24	0.24	0.24	0.24	0.24	0.00	0.00	0.24
Sat Flow, veh/h	1753	3605	36	1	2783	667	265	427	81	0	1011	3145
Grp Volume(v), veh/h	919	200	210	219	0	190	19	0	0	0	0	1142
Grp Sat Flow(s),veh/h/ln	1753	1777	1864	1869	0	1582	773	0	0	0	1011	1572
Q Serve(g_s), s	46.5	5.0	5.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	0.0	25.6
Cycle Q Clear(g_c), s	46.5	5.0	5.0	12.0	0.0	12.4	1.2	0.0	0.0	0.0	0.0	25.6
Prop In Lane	1.00		0.02	0.00		0.42	0.42		0.11	0.00		1.00
Lane Grp Cap(c), veh/h	875	1189	1248	487	0	387	227	0	0	0	242	1970
V/C Ratio(X)	1.05	0.17	0.17	0.45	0.00	0.49	0.08	0.00	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h	875	1189	1248	487	0	387	227	0	0	0	270	2057
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.32
Uniform Delay (d), s/veh	20.8	7.4	7.4	38.8	0.0	38.9	35.2	0.0	0.0	0.0	0.0	13.1
Incr Delay (d2), s/veh	44.4	0.3	0.3	3.0	0.0	4.4	0.1	0.0	0.0	0.0	0.0	0.1
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	27.2	1.8	1.9	5.8	0.0	5.1	0.4	0.0	0.0	0.0	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.2	7.7	7.7	41.8	0.0	43.3	35.3	0.0	0.0	0.0	0.0	13.2
LnGrp LOS	F	A	A	D		D	D					B
Approach Vol, veh/h		1329			409			19			1142	
Approach Delay, s/veh		47.4			42.5			35.3			13.2	
Approach LOS		D			D			D			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	35.3		33.7		86.3		33.7				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	16.0		5.0		67.0		32.0				
Max Q Clear Time (g_c+I1), s	48.5	14.4		3.2		7.0		27.6				
Green Ext Time (p_c), s	0.0	0.7		0.0		5.0		1.1				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	33.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	37	33	0	121	52	1073	31	124	1071	100
Future Vol, veh/h	67	0	37	33	0	121	52	1073	31	124	1071	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	5	2	2	6	3	6	2	3	2
Mvmt Flow	74	0	41	36	0	133	57	1179	34	136	1177	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2208	2831	644	2154	2852	590	1287	0	0	1213	0	0
Stage 1	1504	1504	-	1293	1293	-	-	-	-	-	-	-
Stage 2	704	1327	-	861	1559	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.6	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.55	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 24	17	406	~ 26	17	451	514	-	-	571	-	-
Stage 1	127	183	-	168	231	-	-	-	-	-	-	-
Stage 2	394	223	-	310	172	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 13	12	406	~ 18	12	451	514	-	-	571	-	-
Mov Cap-2 Maneuver	~ 57	44	-	78	54	-	-	-	-	-	-	-
Stage 1	113	139	-	149	205	-	-	-	-	-	-	-
Stage 2	247	198	-	213	131	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	222	31.3	0.6	1.3
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	514	-	-	57	406	78	451	571	-	-
HCM Lane V/C Ratio	0.111	-	-	1.292	0.1	0.465	0.295	0.239	-	-
HCM Control Delay (s/veh)	12.9	-	-	$ 336.3	14.9	86.2	16.3	13.3	-	-
HCM Lane LOS	B	-	-	F	B	F	C	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-	6.4	0.3	1.9	1.2	0.9	-	-

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

Intersection	
Int Delay, s/veh	4.1

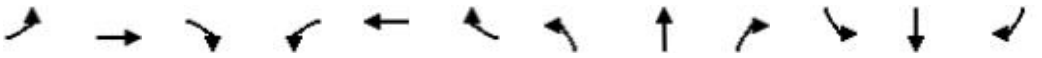
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	55	55	0	55	27	1063	66	67	1062	17
Future Vol, veh/h	29	0	55	55	0	55	27	1063	66	67	1062	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	200	200	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	2	2	2	2	2	4	3	2	2	3	2
Mvmt Flow	32	0	60	60	0	60	30	1168	73	74	1167	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1959	2616	584	1960	2562	584	1186	0	0	1241	0	0
Stage 1	1315	1315	-	1228	1228	-	-	-	-	-	-	-
Stage 2	644	1301	-	732	1334	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	37	24	455	~ 38	26	455	573	-	-	557	-	-
Stage 1	164	226	-	189	249	-	-	-	-	-	-	-
Stage 2	423	229	-	379	221	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 28	20	455	~ 28	21	455	573	-	-	557	-	-
Mov Cap-2 Maneuver	102	84	-	108	97	-	-	-	-	-	-	-
Stage 1	155	196	-	179	236	-	-	-	-	-	-	-
Stage 2	348	217	-	285	192	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.4	62	0.3	0.7
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	573	-	-	102	455	175	557	-	-
HCM Lane V/C Ratio	0.052	-	-	0.312	0.133	0.691	0.132	-	-
HCM Control Delay (s/veh)	11.6	-	-	55.6	14.1	62	12.4	-	-
HCM Lane LOS	B	-	-	F	B	F	B	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.2	0.5	4.2	0.5	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	293	220	84	312	209	301	688	98	178	608	331
Future Volume (veh/h)	297	293	220	84	312	209	301	688	98	178	608	331
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	1826	1841	1811	1841	1856	1856	1870	1841	1796	1841	1856	1870
Adj Flow Rate, veh/h	309	305	229	88	325	218	314	717	102	185	633	345
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	6	4	3	3	2	4	7	4	3	2
Cap, veh/h	376	304	228	158	371	314	341	1120	488	226	940	422
Arrive On Green	0.17	0.31	0.31	0.05	0.20	0.20	0.19	0.32	0.32	0.13	0.27	0.27
Sat Flow, veh/h	1739	976	733	1753	1856	1572	1781	3497	1522	1753	3526	1585
Grp Volume(v), veh/h	309	0	534	88	325	218	314	717	102	185	633	345
Grp Sat Flow(s),veh/h/ln	1739	0	1709	1753	1856	1572	1781	1749	1522	1753	1763	1585
Q Serve(g_s), s	15.1	0.0	35.2	4.5	19.2	14.6	19.6	19.8	5.5	11.6	18.2	23.1
Cycle Q Clear(g_c), s	15.1	0.0	35.2	4.5	19.2	14.6	19.6	19.8	5.5	11.6	18.2	23.1
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	376	0	532	158	371	314	341	1120	488	226	940	422
V/C Ratio(X)	0.82	0.00	1.00	0.56	0.88	0.69	0.92	0.64	0.21	0.82	0.67	0.82
Avail Cap(c_a), veh/h	473	0	532	451	738	625	394	1391	605	372	1402	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	39.0	35.4	43.9	42.1	44.9	32.9	28.0	48.0	37.1	38.9
Incr Delay (d2), s/veh	15.7	0.0	40.1	1.1	2.6	1.0	23.2	0.7	0.2	22.1	0.8	5.2
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	7.6	0.0	19.9	1.9	8.8	5.6	10.5	8.1	2.0	6.3	7.6	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	0.0	79.1	36.6	46.6	43.1	68.0	33.6	28.2	70.1	37.9	44.1
LnGrp LOS	D		F	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		843			631			1133			1163	
Approach Delay, s/veh		66.4			44.0			42.6			44.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	40.2	20.6	41.2	23.7	27.6	26.7	35.2
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	6.5	37.2	13.6	21.8	17.1	21.2	21.6	25.1
Green Ext Time (p_c), s	0.0	0.0	1.0	5.0	1.6	1.4	0.1	5.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	48.9
HCM 6th LOS	D

APPENDIX E

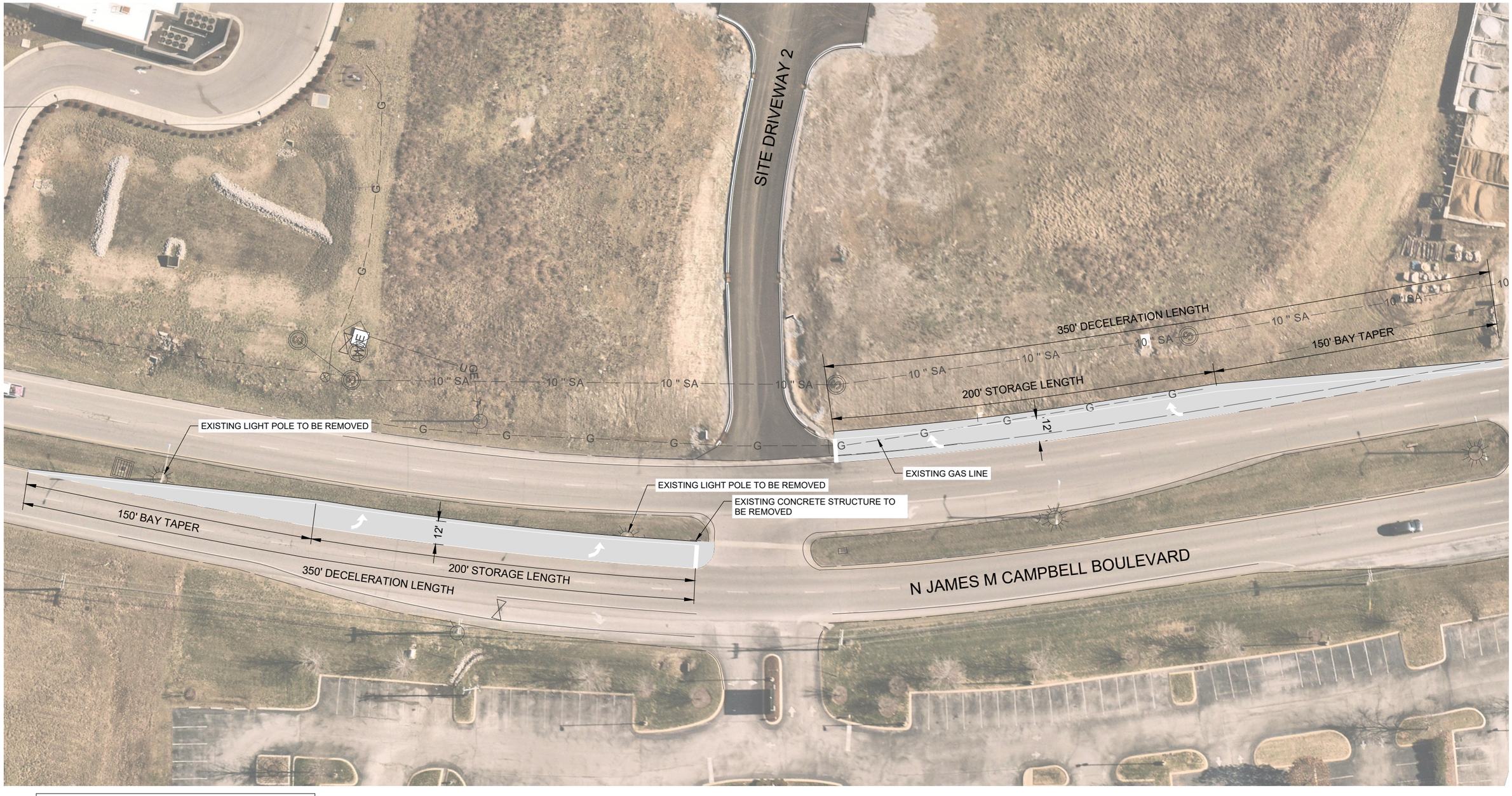
Turn Lane Warrants


Right Turn Lane Warrant 4 Lane Roadway (Intersection 5 NBR)
Right-Turn Volume, Veh/h
140
120
100
80
60
40
20
0
300
500
700
900
1100
1300
1500
1700
1900
Major-Road Volume, (one direction), veh/h
40 MPH
45 MPH
50 MPH
55 MPH
60 MPH
AM Peak
PM Peak


Left-Turn Lane Warrant 2 (Intersection 5 SB)
Left-Turn Volume, Veh/h
Major Arterial Volume, veh/h/ln
0
5
10
15
20
25
30
35
40
45
50
0
100
200
300
400
500
(a) Three-Leg Intersection
AM Peak
PM Peak
(b) Four-Leg Intersection

APPENDIX F

Improvement Concepts



LANE CHANGE AND DECELERATION DISTANCE	
DESIGN SPEED (MPH)	DISTANCE (FT)
45	350

Kimley»Horn

HRP - Columbia

Left and Right Turn Lanes Exhibit

October 23, 2023

0 25 50 100

NORTH

May 20, 2024

Paul Keltner, Director
Austin Bass, Planner
Development Services
City of Columbia, TN

RE: Project# 24-0195; Re-Submittal James Campbell Site Development Plan and Preliminary Plat

Dear Mr. Keltner and Mr. Bass,
The accompanying documents and comment responses below are for the resubmittal of the above referenced project.
Please note that there has been some adjustment in the Building Site numbers as it was discovered that two numbers were skipped in the previous submittal. Additionally, the Mixed-Use Buildings have been revised on include live/work units.

Included in the submittal are the following:

1. Online/Digital upload of revised Site Development Plan/Preliminary Plat documents. A link will also be provided to Staff with the ability to download a consolidated PDF of the document set since the City's online portal will not support the document size necessary for a consolidated PDF file.
2. List of Administrative Adjustments (below)
3. Comment responses to Development Review Committee (below)

Administrative Adjustment Request per Zoning Ordinance 8.5.8.D:

1. Building Site width; Building Site 7: Daycare
    - *All additional procedures and standards are met.* The Site Development Plan is following all correct procedures and standards. No setback adjustments are requested.
    - *That granting the Administrative Adjustment will not have an adverse impact on the land use compatibility. And that granting the Administrative Adjustment will not material and adversely affect the adjacent land uses or the physical character of uses in the immediate vicinity of the proposed Development.* No substantive changes are being requested that would adversely impact the land use compatibility. All uses are allowed. The request is to allow a Building Site width of 240 LF (120%), instead of the 200 LF allowed by Code. The main daycare building is less than 200 LF. However, the additional width is necessary for the inclusion of an accessory structure porte-cochere for the protection of the students during drop-off and pick-up times. The porte-cochere cannot be a stand along

greg.gamble@gdc-tn.com | 615.975.5765 cell | 3020 Stansberry Lane, Suite 201, Franklin, TN 37069

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

structure on it's own building site, and in order to accommodate placement per the accessory structure guidelines, and have the appropriate proximity to the front door, the adjustment is necessary.

- *Granting the Administrative Adjustment will be consistent with the Comprehensive Plan and purposes and intent of this ordinance.* This adjustment does not adversely change the use or building setbacks.

2. Building Site width; Building Site 3 & 4: Mixed Use Buildings
    - *All additional procedures and standards are met.* The Site Development Plan is following all correct procedures and standards. No setback adjustments are requested.
    - *That granting the Administrative Adjustment will not have an adverse impact on the land use compatibility. And that granting the Administrative Adjustment will not material and adversely affect the adjacent land uses or the physical character of uses in the immediate vicinity of the proposed Development.* No substantive changes are being requested that would adversely impact the land use compatibility. All uses are allowed. Building Site width is requested to be 208 LF and 206 LF instead of the maximum 200 LF in order to accommodate the necessary distance between the two multi-story structures.
    - *Granting the Administrative Adjustment will be consistent with the Comprehensive Plan and purposes and intent of this ordinance.* This adjustment does not adversely change the use or density/intensity of the site. And only serves to support the placement of these two buildings on the site.
3. Building Type Mix/Frontage; percentage allowed for large multi-family building type
    - *All additional procedures and standards are met.* The Site Development Plan is following all correct procedures and standards. Compliance with the principal use mix (area) is not impacted by this request.
    - *That granting the Administrative Adjustment will not have an adverse impact on the land use compatibility. And that granting the Administrative Adjustment will not material and adversely affect the adjacent land uses or the physical character of uses in the immediate vicinity of the proposed Development.* No substantive changes are being requested that would adversely impact the land use compatibility. All uses are allowed. Additionally, the Large Multi-family buildings are not congregated together in one location on the site. The building locations are broken up so that no one street or location on the site has a large percentage of it's frontage dedicated to Large Multi-family buildings, which meets the intent of the building type mix frontage requirement. It should also be noted that due to the open spaces and civic spaces provided, the building site frontage (3,866 LF) is only 50% of the total site frontage (7,782 LF). And that Large Multi-Family frontage buildout only accounts for 11% of the total site frontage, as proposed.
    - *Granting the Administrative Adjustment will be consistent with the Comprehensive Plan and purposes and intent of this ordinance.* This adjustment does not adversely change the use or density/intensity of the site. The use mix and frontage mix intent of the code is met by the overall site design, as described above.
4. Residential Window Sill Height
    - We formally request a 20% administrative adjustment for ground floor minimum windowsill heights to be reduced from 5'-0" high above adjacent grade/walks to a minimum of 4'-0" high above adjacent grade/walks. Due to existing site topography and related grading challenges, and accessibility requirements required by The Fair Housing

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

act, we propose this change to reduce the amount and linear footage of ramped entries and steps required for resident entry into the multi-family buildings. Please also refer to item #32 below, which references the specific City of Columbia Zoning Ordinance sections as relates to this item.

Staff Comments: Below, please find written responses to the Technical Review comments provided on May 7, 2024.

Planning

1. *At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to Planning Commission should be included in your resubmittal.*
   Response: Acknowledged
2. *The lead staff person for this case is Planner Austin Brass, AICP; he will prepare the staff report for this item. Please contact abrass@columbiatn.com with question about the development review process or technical comments. The lead planner should be copied on all communication with other city staff.*
   Response: Acknowledged
3. *Indicate Block Perimeters (2400 Ft. Max)*
   Response: Block lengths are less than 2,400 LF. The northern block measures 1,363 LF and the southern block measures 2,009 LF. These measurements are called out on Sheet C2.0.
4. *Do all units have access via principle entrance at street? (mixed use buildings)*
   Response: All shop/retail/office spaces for Mixed Use buildings #1 and #2 have principal entrances at the street side, however, additional Live/Work units have been added to both buildings that have principal entrances off a central grassed common area with pedestrian sidewalks, which tie-in and connect to sidewalks along the street in front of the shops and office spaces mentioned above.
5. *Indicate rear & front setbacks from building site lines on all building sites. Min 3ft.*
   Response: Setbacks conform the minimum/maximums for the CD-4C district. Setbacks for each Building Site have been added to C2.0.
6. *Provide call out that first parking stall is setback 20' from front building facades.*
   Response: This note has been added to C2.0
7. *Note that hedge/street screen is required to be shown for all parking areas that enfront a street section*
   Response: Noted. However, no parking areas enfront a street section.
8. *See table 4.3.16.L p.294. Tree Canopy Retention is required. Indicate specimen trees on site (p.295) and note on tree canopy retention plan the specimen trees required to be protected.*
   Response: Please see Sheet L1.0 for Tree Canopy Retention areas and tabulations
9. *See table 4.3.17 (Private Lighting Standards) and provide photometric plan at 0-1.0 foot candles. Highlight height of light poles that shall not exceed 15' for residential uses.*
   Response: A photometric plan is being developed, but was not complete at the time of resubmittal. It will be sent to Staff as soon as it is complete.

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

10. *Landscape island equivalent to one space with one shade tree every 10 spaces (See callout on PDF Markup)*
    Response: Layout has been revised to show no more than 10 parking spaces between landscape islands.
11. *As a development parcel of more than 20 acres, each civic space shall enfront a minimum of 50% of its perimeter on an thoroughfare. Provide calculation for thoroughfare frontage .pg. 335*
    Response: Civic Space 1 has a total perimeter of 1,625 LF of which 911 LF is abutting ROW (56%); Civic Space 2 has a total perimeter of 760 LF of which 391 LF is abutting ROW (51%). These calculations have been added to Sheet L3.0.
12. *Indicate the details of the location of the pool and amenities.*
    Response: The pool area shall include pool, pool deck, covered seating, and a restroom building. Buildings and pool location will conform to the requirements of CD-4C. A general layout has been show on C2.0
13. *Parking ratio is based off of 1 per 500 for general retail. Please note that additional uses may require additional parking. i.e. restaurant 1 per 100 SF*
    Response: Noted
14. *Provided overall percentage of frontage width of large multi-family among development parcel. Please provide justification for adjustment.*
    Response: The frontage buildout data has been expanded on Sheet C2.0. The total building site frontage is 3,866 LF. The maximum Large Multi-family frontage percentage is 20%, or 773.2 LF. The current Large Multi-family frontage being requested is 880 LF; which is 23% of the frontage build out. Based on Zoning Ordinance 8.5.8.D; staff can approve an administrative adjustment of up to 20%, which would be a total Large Multi-family frontage of 927.8 LF. In order to approve the administrative adjustment request, the following criteria must be met.
    - ***All additional procedures and standards are met.*** **The Site Development Plan is following all correct procedures and standards. Compliance with the principal use mix (area) is not impacted by this request.**
    - ***That granting the Administrative Adjustment will not have an adverse impact on the land use compatibility. And that granting the Administrative Adjustment will not material and adversely affect the adjacent land uses or the physical character of uses in the immediate vicinity of the proposed Development.*** **No substantive changes are being requested that would adversely impact the land use compatibility. All uses are allowed. Additionally, the Large Multi-family buildings are not congregated together in one location on the site. The building locations are broken up so that no one street or location on the site has a large percentage of it's frontage dedicated to Large Multi-family buildings, which meets the intent of the building type mix frontage requirement. It should also be noted that due to the open spaces and civic spaces provided, the building site frontage (3,866 LF) is only 50% of the total site frontage (7,782 LF). And that Large Multi-Family frontage buildout only accounts for 11% of the total site frontage, as proposed.**
    - ***Granting the Administrative Adjustment will be consistent with the Comprehensive Plan and purposes and intent of this ordinance.*** **This adjustment does not adversely change the use or density/intensity of the site. The use mix and frontage mix intent of the code is met by the overall site design, as described above.**
15. *Will this area be protected as a tree canopy retention area? 25 ft parcel buffer is required for CD-4C adjacent to a residential use. See PDF markup*

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
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Response: A 25' parcel buffer per ZO 4.3.11.H.3 has been provided where this Site abuts residential uses. The single-family homes to the east of this Site are separated from the Site by a rail line. Please see Sheet C2.0 for buffer location and Sheet L2.0, L2.2 and L2.3 for landscape material.

16. *Provide note that all standards of the CD-4C character district will be adhered to at building permit.*
Response: this note has been added to C2.0. This item/note/response has also been added to a general notes legend on each of the architectural building elevation renderings
17. *Mixed-Use Building: a typically attached Principal Building Type, which provides a vertical and/or horizontal mix of Uses typically designed to facilitate pedestrian-oriented Retail / Personal Service / Repair / Art / Artisan, Accommodations / Lodging, or Office Uses on the ground floor, with upper floors typically designed for Residential or Office Uses. See Table 4.3.8.A (Principal Building Types) and Table 4.3.8.B (Principal Building Types – Specific Standards).*
Response: Acknowledged, will comply. Based on project review discussions and notes from virtual project meeting with City Staff on 5-13-2024, the Mixed-Use Buildings #1 and #2 have been reconfigured in both plan layout and building elevation design to better address and identify the building use mix.
18. *Definition of a mixed use building includes ground floor retail with residential above. This mixed use building appears to have significant ground level residential that is not fully activated as a commercial use to be considered a mixed use building. This building appears to be a large multi-family building. Please clarify that all ground floor area enfronting the street section and pedestrian path is commercial to be classified as a mixed-use building.*
Response: Mixed-use Buildings #1 and #2 have been reconfigured in both plan layout and building elevation design to better address and identify the building use mix. Live/work units have also been incorporated into both mixed-use buildings as well. Please see the revised building elevations for Mixed Use Buildings #1 and #2 which also now include floor plan diagrams to further clarify building use mix.
19. *Indicate the private frontage type for mixed use building. See pg. 217 in the Zoning Ordinance for frontage types.*
Response: Mixed-Use Buildings have been revised to utilize both the Shopfront and Officefront frontage options. Mixed-use Buildings #1 and #2 have been reconfigured in both plan layout and building elevation design to better address and identify the building use mix. Please see the revised building elevations for the mixed-use buildings, which also now include floor plan diagrams for additional use mix clarification. Per Zoning Ordinance article 4.3.7.A, the Mixed-Use building shops, offices and live/work residential units will utilize the Stepfront frontage type.
20. *Provide glazing percentages for building min 20%; 70% for shop front frontage*
Response: Noted, will comply. Additional minimum glazing calculations and notes have been added to ALL building front elevations showing that they each meet the minimum glazing requirements as noted above.
21. *Provide note that all glass will be clear glass and window trim with 4 inch still and top plate surrounding window; soldier course above lintel and rowlock course below window*
Response: Will comply. These notes have also been added to general notes on all building elevations.

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
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22. *Provide window sill heights at 5' min for residential. As noted, a mixed-use building should consist of all ground floor commercial and therefore consist of a private frontage type for commercial, i.e. shop-front frontage type. A shop front frontage requires a 12 in-24 in knee wall at frontage.*
    Response: We formally request a 20% administrative adjustment for ground floor minimum windowsill heights to be reduced from 5'-0" high above adjacent grade/walks to a minimum of 4'-0" high above adjacent grade/walks. Due to existing site topography and related grading challenges, and accessibility requirements required by The Fair Housing act, we propose this change to reduce the amount and linear footage of ramped entries and steps required for resident entry into the multi-family buildings.
23. *Please note the roof pitch.*
    Response: Roof pitches have been noted and to all building elevations.
24. *Provide glazing percentage for front facade. Minimum of 20 percent (Small MF)*
    Response: Minimum glazing calculations have been properly met as noted above and are listed on each front building elevation (see revised building elevation drawings). See revised notes and design changes per each elevation, and general notes added to all elevations concerning window headers/sills.
25. *Identify note regarding window trim and soldier and rowlock course where brick or stone surrounds window (Small MF)*
    Response: Minimum glazing calculations have been properly met as noted above and are listed on each front building elevation (see revised building elevation drawings). See revised notes and design changes per each elevation, and general notes added to all elevations concerning window headers/sills.
26. *Indicate that porch frontage is a minimum of 6ft in depth at front elevation. Porch pier cladding to be brick or natural stone (Small MF)*
    Response: Notes have been added to each of the multi-family building front elevations, indicating that front/main entry porches must be a minimum of 6'-0" deep measured from the adjacent front wall of each building, and exclusive of columns and railings. The large multi-family building types 1A, 1B, 2A, and 2B 1st floor entry porch pier/columns have been changed to stone cladding. We intend to use natural, exposed wooden post-and-beam supporting construction at 1st floor entry porches on the small multi-family building types (Types 3A, 3B, 4A, 4B, 4C, and 4D).
27. *Provide key plan to indicate that not more than one facade may exist more than once on a block face or view of the same facade (Small MF)*
    Response: A site locator key plan has been added to each building elevation sheet.
28. *Provide window sill heights 5 ft min above grade (Large MF)*
    Response: Please see administrative adjustment request information as relates to this item above/below.
29. *Porch pier cladding of brick or natural stone required (Large MF)*
    Response: The large multi-family building types 1A, 1B, 2A, and 2B 1st floor entry porch pier/columns have been changed to stone cladding (please see revised building elevation renderings and related notes).
30. *Provide facade glazing percentage. 20% minimum (Large MF)*

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
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Response: Please see notes above as relates to this requirement, as well additional calcs and notes for minimum glazing requirements added to each front elevation rendering for each building.

31. *Provide note that all standards of the CD-4C character district will be adhered to at building permit.*
Response: Acknowledged, will comply. This item/note/response has also been added to a general notes legend on each of the architectural building elevation renderings.

32. *Additional discussion with staff regarding proposed admin adjustments and justifications as proposed by applicant. Please provide a specific request for each administrative adjustment. Each request should address the criteria listed at 8.5.8.B (p. 424). The request should identify the special conditions which make strict enforcement of the Ordinance physically impractical. The designer should assume that no adjustment will be granted.*
Response:
Architecture: We formally request a 20% administrative adjustment for ground floor minimum windowsill heights to be reduced from 5'-0" high above adjacent grade/walks to a minimum of 4'-0" high above adjacent grade/walks. Due to the existing site topography and related grading challenges, and accessibility requirements required by The Fair Housing act, we propose this change to reduce the amount and linear footage of ramped entries and steps required for resident entry into the multi-family buildings. This administrative adjustment being requested is in reference to Columbia Zoning Ordinance Section 8.5.8B, and more specifically Section 8.5.8C.c, and 8.5.8D-1,2,3, and 4 as listed below:
    - **8.5.8D-1 – To the design team's knowledge and in regard to the specific administrative adjustment listed above, all other additional zoning procedures and standards will be met.**
    - **8.5.8D-2 - To the design team's knowledge, granting of administrative adjustment requested and outlined above will not have any adverse impact on land use compatibility for this project.**
    - **8.5.8D-3 - To the design team's knowledge, granting of administrative adjustment requested and outlined above will not have any materially or adverse impact on or to adjacent land uses or the physical character of uses in the immediate vicinity of the proposed development.**
    - **8.5.8D-4 – To the design teams knowledge, granting of the administrative adjustment will be consistent with the Comprehensive Plan and the purposes of the intent of this Ordinance.**

33. *The TIS MOU was not executed and the third-part review fee remained unpaid at submittal. Consequently, the application was incomplete. This item will be placed on the June DRC agenda - with timely and complete (re)submittal of all required items - to allow the City Engineer and the third-party reviewer an opportunity to evaluate the study and recommended off-site improvements.*
Response: The TIS review fee has been paid. The MOU has been executed and the third party review is currently in progress.

34. *Identify location and detail of all retaining walls on sites. If higher than 8' ,a minimum setback of 10' is required from all property/building site lines.*
Response: Retaining walls have been revised. Retaining walls #1-4 near the buildings have been reduced to 7.5' max height.

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
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35. *Planning comments on this request are too substantial to verify conformity at resubmittal. This item will be reviewed again at the June DRC meeting. Timely and complete resubmittal in June will tack to the July Planning Commission agenda.*
    Response: Noted. The applicant is making a resubmittal on May 20, for review at June DRC.
36. *Please confirm that the intention at this point is to obtain approval of a site development plan without subdividing the property. If a subdivision is desired/required, please provide a Preliminary Plat document conforming to the format prescribed in the Subdivision Regulations. The subdivision documents will show the division of property into lots (which may contain multiple building site on the SDP), right of way, PUDEs and other site details. The SDP will demonstrate conformity with the zoning ordinance.*
    Response: Subdivision is required. A Preliminary Plat Plan has been provided showing the division of the property into lots.
37. *Provide a separate sheet showing retaining walls ToW and BoW.*
    Response: See sheet C3.5 detailing the revised retaining walls. This sheet shows TOW and BOW elevations.
38. *TVA easement area for street trees to use approved TVA list.*
    Response: TVA does not approve trees in their easements. The approved plant list includes lower growing shrubs, which do not meet the intent of street tree planting. In discussions with Staff during a meeting on May 13, 2024, it was decided that street tree planting would not be included in the TVA easements.

Engineering

39. *TIS review fee, MOU execution, and submittal to City's third party traffic consultant is required prior to submittal date for planning commission.*
    Response: The TIS review fee has been paid. The MOU has been executed and the third party review is currently in progress.
40. *Subject to construction plan approval*
    Response: Acknowledged
41. *Label roadways as private or public.*
    Response: The internal loop has been labeled as public. Smaller access roads outside of the proposed ROW are private.
42. *Detention pond outlets should be positioned in a manner to not adversely affect adjacent properties*
    Response: Detention pond outlets have been revised.
43. *Retaining walls should be outside of the ROW and not support the ROW. Clearly show the location of all proposed walls by color or highlighting.*
    Response: Retaining walls have been revised to be outside of the ROW and not supporting the ROW. All retaining walls are clearly shown in red on the grading and drainage sheets.
44. *Southern access will be required to be platted as private roadway within a PUDAE.*
    Response: The Southern access road has been outlined in a PUDAE easement shown in the provided Preliminary Plat Plan.
45. *Provide all information in the Preliminary Plat checklist. IE. dimensions, street sections, all proposed lots and open spaces lots.*

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

Response: The Preliminary plat plan has been provided. Dimensions, street sections, proposed lots, and open space is all provided on this sheet.

Fire

46. *Note: I see the proposed fire hydrants, code requires a hydrant within 400' of all points of a building by an approved fire apparatus access road, if the building is sprinkled, the distance can increase to 600'. A few more fire hydrants may need to be added to accomplish this.*
    Response: Noted, a few more fire hydrants have been added.
47. *All dead end roadways and parking lots over 150' must have an approved turnaround. Parking lot behind buildings 15, 16, 17*
    Response: Noted, an access road has been added on the west side of lot 15 creating an accessible loop.

Wastewater

48. *Columbia might require the relocation of existing on-site sewer. All sewer to be installed on this site is to be gravity sewer. No pressure-sewer systems will be allowed. This includes sewer on the northern portion, which requires privately-obtained easements to obtain gravity sewer access. It is possible that much of the sewer could remain private.*
    Response: Acknowledged.

Public Works

49. *The site development plan appears to have a compactor drawn for sanitation purposes. Please see attached City of Columbia Dumpster Guidelines & Accessibility Requirements.*
    Response: Acknowledged.

Columbia Power

50. *Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.*
    Response: Acknowledged.

Maury County Schools

51. *Riverside Elementary, Cox Middle School, Central High School. The development combined with current neighborhoods and additional approved developments in these zones may require either new construction or realignment of school zones to accommodate new students.*
    Response: Acknowledged.

DEVELOPMENT PLANNING
DESIGN
MANAGEMENT

greg.gamble@gdc-tn.com
615.975.5765 cell
3020 Stansberry Lane, Suite 201
Franklin, TN 370

Columbia Water

52. *A water availability letter was issued on April 12, 2024, it remains valid for 120 days. The availability of capacity to serve is based on a determination by the Fire Marshal of fire flow requirements and the information submitted on the Water Service Availability Request application. Any off-site improvements detailed in the availability letter are the responsibility of the developer/owner. All public water system improvements are subject to the preparation and approval of detailed construction plans prepared in accordance with CPWS and Tennessee Department of Environment and Conservation requirements.*
    Response: Acknowledged.

Maury County E911

53. *Contact Maury County 911 at Maury 911.org for any street names to be reserved.*
    Response: the applicant is working to approve Street names and will provide those ASAP

ATT

54. *ATT intends to serve*
    Response: Acknowledged.

CPWS BB

55. *Plan to Serve*
    Response: Acknowledged.

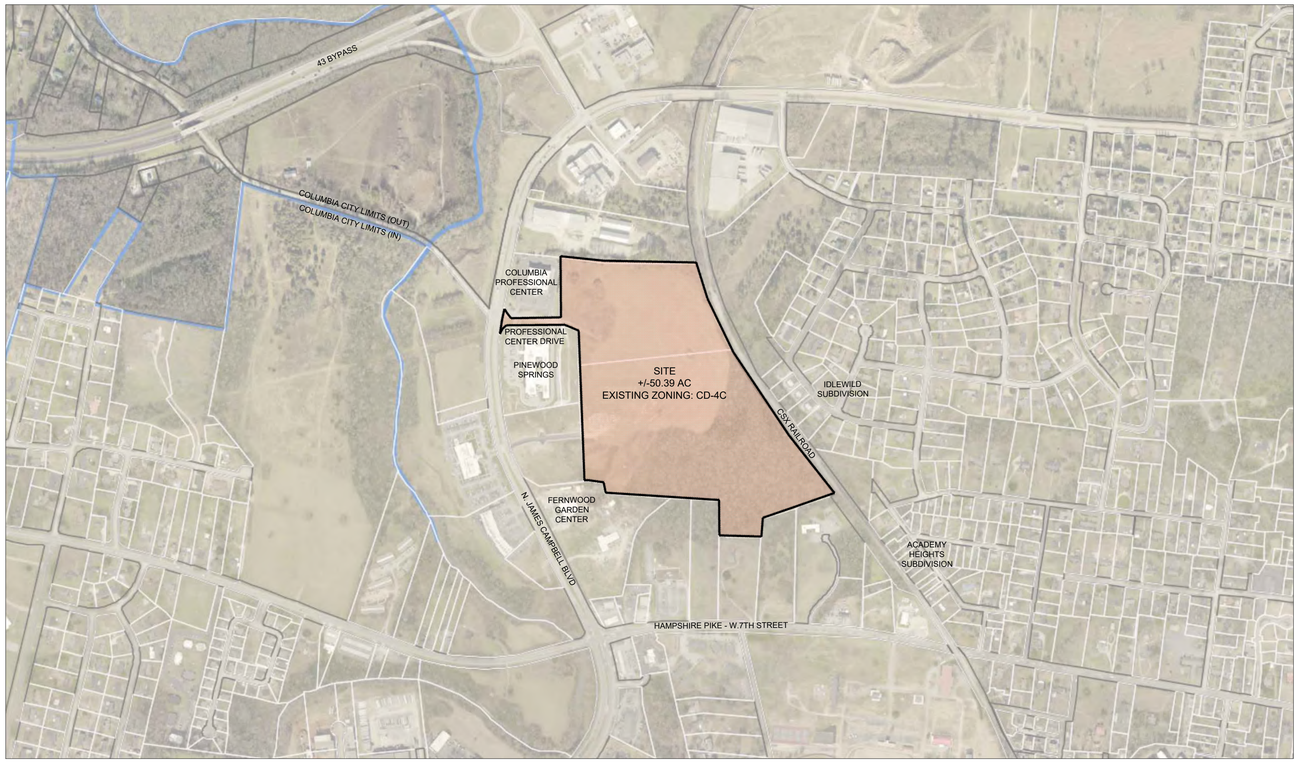
If there are any questions or additional information needed, please feel free to reach out to me, or Keli Frymire (keli@gdc-tn.com) in my office.

Thank you,

Gamble Design Collaborative
Greg Gamble

JAMES CAMPBELL PROPERTY
SITE DEVELOPMENT PLAN

INTERSECTION OF N. JAMES CAMPBELL ROAD & PROFESSIONAL CENTER DRIVE
COLUMBIA, TENNESSEE



LOCATION MAP

0 500 1000
GRAPHIC SCALE 1"=500'-0"

DEVELOPER:
HRP RESIDENTIAL
5100 MARYLAND WAY
BRENTWOOD, TN 37027
ROB TURNER
rob@hrpresidential.com

APPLICANT/ LAND PLANNER:
GAMBLE DESIGN COLLABORATIVE
3020 STANSBERRY LANE, SUITE 201
FRANKLIN, TN 37064
GREG GAMBLE
615-975-5765
greg.gamble@gdc-tn.com

ENGINEER:
KIMLEY-HORN
10 LEA AVENUE, SUITE 400
NASHVILLE, TN 37210
LANDON ALLISON
615.208.5112
landon.allison@kimley-horn.com

ARCHITECT:
KSA
22 MIDDLETON STREET
NASHVILLE, TN 37210
615.255.1854

SHEET INDEX

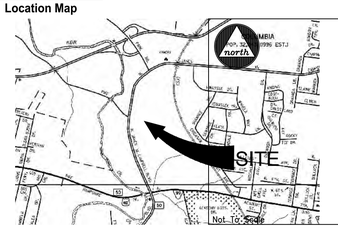
C0.0	COVER SHEET
	STAMPED SURVEY BY OTHERS PAGE 1
	STAMPED SURVEY BY OTHERS PAGE 2
C1.0	OVERALL EXISTING CONDITIONS
C1.1-1.4	ENLARGED EXISTING CONDITIONS
C2.0	SITE DEVELOPMENT PLAN
C3.0	OVERALL GRADING & DRAINAGE PLAN
C3.1-3.4	ENLARGED GRADING & DRAINAGE PLAN
C5.0	OVERALL UTILITY PLAN
C5.1-5.4	ENLARGED UTILITY PLAN
L1.0	TREE CANOPY PRESERVATION
L2.0	OVERALL CODE MINIMUM LANDSCAPE PLAN
L2.1-2.4	ENLARGED CODE MINIMUM LANDSCAPE PLAN
L3.0	CIVIC SPACE

JEFFREY A. ROSIAK
REGISTERED
LANDSCAPE ARCHITECT
11/5/24

PRE-APP: Nov. 15, 2023
INITIAL SUBMITTAL: April 15, 2024

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

Location Map



WES ENGINEERS & S

TN GRID NORTH

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

TAX MAP 89
(41.01)
Swarco Industries, LLC
D.B. R2458 PG. 794
R.O.M.C.,TN

TAX MAP 089
(041.08)
Columbia Professional Centre Partners I, LLC
D.B. R2029 PG. 208
R.O.M.C.,TN
Plat Book P18, page 41

TAX MAP 089
(041.00)
White, Kilgore and White, G.P.
D.B. R2469 PG. 980
R.O.M.C.,TN
750,935.9 Sq. Feet
17.24 Acres
732,747 Sq. Feet
16.82 Acres
W/O Proffessional Center Drive

TAX MAP 089
(041.10)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2469 PG. 985
R.O.M.C.,TN
Plat Book P21, page 317

TAX MAP 089
(041.11)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2553 PG. 371
R.O.M.C.,TN

TAX MAP 089
(041.14)
White, Kilgore and White, G.P.
D.B. R2469 PG. 980
R.O.M.C.,TN

TAX MAP 089
(042.00)
Rummage Properties, LLC
D.B. R2215 PG. 790
R.O.M.C.,TN

TAX MAP 089
(041.13)
Columbia BLR Realty, LLC.
D.B. R2696 PG. 863
R.O.M.C.,TN

TAX MAP 089
(043.00)
FHS Williston, LP
D.B. R2344 PG. 286
R.O.M.C.,TN
Plat Book P11, page 137
Lot 2C

TAX MAP 089
(043.01)
Howell Building Group, LLC.
D.B. R2870 PG. 622
R.O.M.C.,TN
Plat Book P11, page 137
Lot 2D

TAX MAP 0890, Group "A"
(005.03)
Vincent Guarnotta
D.B. R2705 PG. 1006
R.O.M.C.,TN

TAX MAP 0890, Group "A"
(005.00)
Oppidan Capital, LLC.
D.B. R2702 PG. 515
R.O.M.C.,TN

TAX MAP 0890, Group "A"
(004.00)
Heller Management Company, LLC.
D.B. R2814 PG. 1395
R.O.M.C.,TN

TRACT 1
1,444,014.0 Sq. Feet
33.15 Acres

23,677.9 Sq. Feet
0.54 Acres

Point of Beginning Tract 1
1/2" Iron Pin Found
N:470,248.8
E:1,651,918.4

Point of Beginning Easement Tract
N:470,450.7
E:1,651,451.8

Point of Beginning 70' Access/P.U.D.E.

Point of Beginning
1/2" Iron Pin Found
RLS #1987

Per plat of record in Plat Book P21, Page 234 the road from this point west is a Public Road Professional Center Drive

EAST TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 283, PAGE 386

INGRESS/EGRESS & UTILITIES EASMENT DEED BOOK R2029, PAGE 211 & R2085, PAGE 1354

T.V.A./USA EASEMENT DEED BOOK 232, PAGE 575

SEWER EASEMENT BOOK 383, PAGE 28 BOOK 375, PAGE 245

20' Sanitary Sewer Easement Deed Book R2467, page 1106

20' Sanitary Sewer Easement Deed Book R2463, page 951

50' Easement Deed Book R2696 page 869

Sanitary Sewer Easement Deed Book R2463, page 1325 Plat Book P21, page 234

Ingress/Egress and Utility Easement Deed Book 1320, page 325

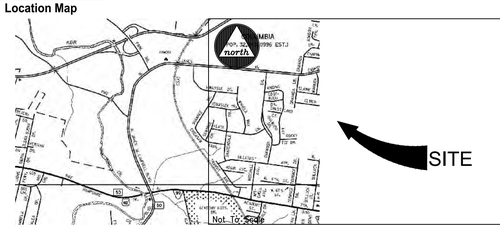
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	30.00'	48.77'	43.58'	S 61°34'47" E	93°09'02"
C2	325.00'	76.10'	75.93'	N 78°33'12" E	13°25'01"
C3	275.00'	64.40'	64.25'	S 78°33'12" W	13°25'01"
C4	30.00'	47.31'	42.56'	S 26°40'11" W	90°21'03"
C5	1,830.82'	111.88'	111.87'	N 16°45'18" W	3°30'05"

LINE	BEARING	DISTANCE
L1	N 71°50'49" E	26.68'
L2	S 71°50'42" W	29.37'

Legend

- EIP Iron Rod Found
- IPS Iron Rod Set
- I.P.F. Iron Pipe Found
- AXLE Axle Found
- FCM Fence Post
- Concrete Monument Existing
- P.K.F. PK Nail Found
- P.K.S. PK Nail Set
- R.R.S.-F. Railroad Spike Found
- R.R.S.S. Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
- Water Meter
- Water Valve
- Water Reducer
- Clean Out
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Catch Basin
- Curb Inlet
- Storm Pipe
- Cable Manhole
- Electric Manhole
- Telephone Manhole
- Water Manhole
- Electric Meter
- Cable Riser
- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Ballard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- Gas Line
- Sanitary Sewer Line
- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- OHE Overhead Electric Line
- OHT Overhead Telephone Line
- UG Underground Utility Line
- UGC Underground Cable Line
- UGE Underground Electric Line
- UGT Underground Telephone Line
- FM Forced Main Line

Location Map



Legend

- EIP / PS — Iron Rod Found / Iron Rod Set
- I.P.F. — Iron Pipe Found
- AXLE — Axle Found
- FCM — Fence Post / Concrete Monument Existing
- P.K.F. — PK Nail Found
- P.K.S. — PK Nail Set
- R.R.S.F. — Railroad Spike Found
- R.R.S.S. — Railroad Spike Set
- Bench Mark
- Stake Found
- Fire Hydrant
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- Water Reducer
- Clean Out
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- Curb Inlet
- Storm Pipe
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- Electric Riser
- Telephone Riser
- Telephone Booth
- Gas Meter
- Gas Valve
- Light Pole
- Power Pole
- Telephone Pole
- Guy Pole
- Power Pole
- Flag Pole
- Guy Wire
- Mailbox
- Parking Block
- Satellite Dish
- Handicap Parking
- Water Spigot
- Bollard
- Evergreen Tree
- Deciduous Tree
- Bush
- Sign
- Adjoining Property Line
- Subject Property Line
- Easement Line
- Building Setback Line
- Centerline
- Edge of Pavement
- Edge of Gravel
- Fence Line
- Landscape
- Woods / Tree line
- Edge of Water
- Ditch / Creek Centerline
- Minor Contour Line
- Index Contour Line
- Gas Line
- Sanitary Sewer Line
- Water Line
- Storm Sewer Line
- Overhead Utility Line
- Overhead Cable Line
- Overhead Electric Line
- Overhead Telephone Line
- Underground Utility Line
- Underground Cable Line
- Underground Electric Line
- Underground Telephone Line
- Forced Main Line

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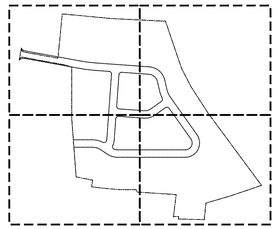
KEY MAP

NOT TO SCALE



NORTH JAMES M CAMPBELL BOULEVARD

PUBLIC

OLD WILLIAMSPORT PK

TAX MAP 089 (041.01) Swarco Industries, LLC D.B. R2458 PG. 794 R.O.M.C.,TN

TAX MAP 089 (041.10) Tristar Maury Behavioral Healthcare, LLC D.B. R2469 PG. 985 R.O.M.C.,TN Plat Book P21, page 317

TAX MAP 089 (041.11) Tristar Maury Behavioral Healthcare, LLC D.B. R2553 PG. 371 R.O.M.C.,TN

TAX MAP 089 (041.14) White, Kilgore and White, G.P. D.B. R2469 PG. 980 R.O.M.C.,TN

TAX MAP 089 (042.00) Rummage Properties, LLC D.B. R2215 PG. 790 R.O.M.C.,TN

TAX MAP 089 (043.00) Weston, LP D.B. 2344 PG. 286 R.O.M.C.,TN Plat Book P11, page 137 Lot 2C

TAX MAP 089 (043.01) Howell Building Group, LLC. D.B. R2870 PG. 622 R.O.M.C.,TN Plat Book P11, page 137 Lot 2D

TAX MAP 089 (041.13) Columbia BLR Realty, LLC. D.B. R2696 PG. 863 R.O.M.C.,TN

TAX MAP 0890, Group "A" (005.03) Vincent Guarnotta D.B. R2705 PG. 1006 R.O.M.C.,TN

TAX MAP 0890, Group "A" (005.00) Oppidan Capital, LLC. D.B. R2702 PG. 515 R.O.M.C.,TN

TAX MAP 0890, Group "A" (004.00) Heller Management Company, LLC. D.B. R2814 PG. 1395 R.O.M.C.,TN

EXISTING PROPERTY LINE, TYP.

EAST TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 283, PAGE 386

EXISTING GAS LINE AND EASEMENT TO REMAIN, TYP.

WITHDRAW PROPERTY TO BE RETAINED
750,935.9 Sq. Feet
17.24 Acres
Shown hereon for informational purposes

EXISTING INGRESS AND EGRESS EASEMENT TO BE ABANDONED

INGRESS/EGRESS & UTILITIES EASEMENT DEED BOOK R2029, PAGE 211 & R2085, PAGE 1354

EXISTING PROPERTY LINE TO BE ABANDONED

150' TVA EASEMENT, TYP.

T.V.A./USA EASEMENT DEED BOOK 232, PAGE 575

T.V.A. TOWER

EXISTING 70' ACCESS AND P.U.D.E. EASEMENT TO BE ABANDONED

70' Access/P.U.D.E. Deed Book R2696, page 878

20' Sanitary Sewer Easement

20' Sanitary Sewer Easement R2467, page 1106

20' Sanitary Sewer Easement Deed Book R2463, page 951

50' Ingress/Egress and Utility Easement Deed Book 1329, Page 245

TRACT 1
1,444,014.0 Sq. Feet
33.15 Acres

23,677.9 Sq. Feet
0.54 Acres

Point of Beginning Easement Tract N:470,450.7 E:1,651,451.8

Point of Beginning 70' Access/P.U.D.E.

Point of Beginning Tract 1 3" Iron Pin Found

1/2" Iron Pin Found RLS #1987

1/2" Iron Pin Found RLS #1941

1/2" Iron Pin Found No Cap

3/4" Pipe Found

1" Pipe Found

5/8" Iron Pin Found RLS #596

5/8" Iron Pin Found

Angle Iron Found

Mag Nail Reset (New R/R Ties)

Centerline of West Track

TOP OF BANK

30' STREAM BUFFER LINE

SEWER EASEMENT BOOK 383, PAGE 28 BOOK 375, PAGE 245

Inv. – 604.1 3.5' Wide by 4.5' Tall Concrete Box

Inv.–607.5 48" Concrete Pipe

Wall

End of Pavement

Landscaping Stock Encroachment

ZONE X

ZONE AE

Curve Table

	A	R	D	C	T
C1	481.23'	1850.08'	15°03'43"	S 17°46'41" E 479.90'	242.04'
C2	71.36'	1850.08'	2°12'42"	S 10°40'40" E 71.35'	35.68'
C3	409.87'	1850.08'	12°41'01"	S 18°53'01" E 409.05'	205.70'

Line Table

	Direction	Length
L1	N 21°54'26" W	217.28'
L2	N 69°53'25" W	84.81'
L3	N 83°53'07" W	50.46'

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

OVERALL EXISTING CONDITIONS

C1.0

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NORTH JAMES M CAMPBELL BOULEVARD

OLD WILLIAMSPORT PK

NORTH JAMES M CAMPBELL BOULEVARD

Swarco Industries, LLC
D.B. R2458 PG. 794
R.O.M.C.,TN

IPS

S 84° 34'43" E 470.34'

EIP

20' Sanitary Sewer Easement

EAST TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 283, PAGE 386

15'

35'

N 05°31'06" E 418.77'

N 10°06'45" E 170.12'

WITHEROW PR
TO BE RET
750,935.9
17.24
Shown her
informational

EXISTING INGRESS AND EGRESS EASEMENT TO BE ABANDONED

EIP

EIP

INGRESS/EGRESS & UTILITIES EASMENT
DEED BOOK R2029, PAGE 211 & R2085, PAGE 1354

TAX MAP 089 (041.11)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2553 PG. 371
R.O.M.C.,TN

TAX MAP 089 (041.10)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2469 PG. 985
R.O.M.C.,TN
Plat Book P21, page 317

N 00°00'16" W 265.07'

EIP

1/2" Iron Pin Found
RLS #1987

EXISTING 70' P.U.D.E. AND ACCESS EASEMENT TO BE ABANDONED

221.28'

1/2" Iron Pin Found
RLS #1941

EIP

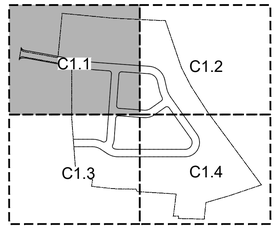
S 90°13'03" E

MATCHLINE SEE SHEET C1.2

MATCHLINE SEE SHEET C1.3

KEY MAP

NOT TO SCALE



BRENDAN JOSEPH LOFTUS
REGISTERED ENGINEER
AGRICULTURE
No. 0011079
STATE OF TENNESSEE
12/15/2023

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED EXISTING CONDITIONS

C1.1

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EIP

S 87°08'19" E
466.48'

N 89°10'15" E
35.59'

S 12°50'00" E
489.28'

S 21°21'08" E
194.40'

S 32°49'53" E
287.60'

TENNESSEE SOUTHERN RAILROAD COMPANY

Mag Nail Reset
(New R/R Ties)

Mag Nail Reset
(New R/R Ties)

WITHEROW PROPERTY
TO BE RETAINED

750,935.9 Sq. Feet
17.24 Acres

Shown hereon for
informational purposes

INTERNAL PROPERTY LINE
TO BE ABANDONED

N 85°39'33" E
1,123.38'

T.V.A.
TOWER

T.V.A./USA EASEMENT
DEED BOOK 232, PAGE 575

75'

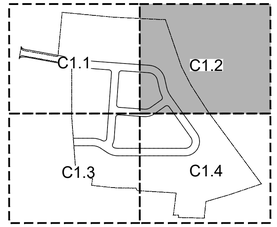
75'

MATCHLINE SEE SHEET C1.1

MATCHLINE SEE SHEET C1.4

KEY MAP

NOT TO SCALE



BRENDAN JOSEPH LEE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
WINERY
NO. 0011079
STATE OF TENNESSEE
04/15/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED EXISTING CONDITIONS

C1.2

MATCHLINE SEE SHEET C1.1

MATCHLINE SEE SHEET C1.4

1/2" Iron Pin Found
RLS #1941

N 80°13'03" E
125.43'

EIP

N 80°15'27" E
373.30'

70' Access/P.U.D.E.
Deed Book R2696, page 878

202.91'

EXISTING 70' P.U.D.E. AND ACCESS EASEMENT TO BE ABANDONED

50' Easement Deed Book R2696, page 869

20' Sanitary Sewer Easement R2467, page 1106

Wall

N 85°15'42" E
336.49'

S 04°16'41" E
50.00'

N 04°16'41" W

IPS

C1 C2 C3 C4 C5 L2

S 85°15'42" W
336.09'

End of Pavement

Wall

23,677.9 Sq. Feet
0.54 Acres

TAX MAP 089
(041.14)
White, Kilgore and White, G.P.
D.B. R2469 PG. 980
R.O.M.C., TN

Point of Beginning Easement Tract
N:470,450.7
E:1,651,451.8

Point of Beginning 70' Access/P.U.D.E.

290.38'

A-481.29'
R-1830.82'
D-15°03'43"
B-S 17°46'41" E
C-479.90'
T-242.04'

N 21°54'26" W
217.26'

N 69°53'25" W
84.81'

N 83°53'07" W
50.46'

Point of Beginning Tract 1
3/4" Iron Pin Found

T.V.A. TOWER

258.00'

S 82°22'36" W

ZONE X

ZONE AE

N 78°47'44" W
158.12'

3/4" Pipe Found

112.37'

N 09°00'32" E
63.04'

N 83°02'56" W

135.45'

N 84°50'57" W

Landscaping Stock Encroachment

3/4" Pipe Found

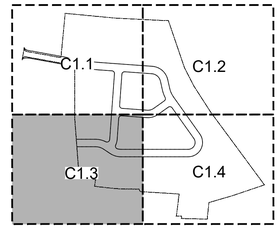
20' Sanitary Sewer Easement Deed Book R2463, page 951

N:470,248.8
E:1,651,918.4

TAX MAP 089
(042.00)
Rummage Properties, LLC
D.B. R2215 PG. 790
R.O.M.C., TN

James M Campbell Boulevard
Public

KEY MAP
NOT TO SCALE



GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED EXISTING CONDITIONS

C1.3

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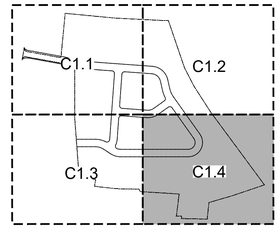
MATCHLINE SEE SHEET C1.2

MATCHLINE SEE SHEET C1.3

KEY MAP

NOT TO SCALE



S 36°16'04" E
853.01'

SEWER EASEMENT
BOOK 383, PAGE 28
BOOK 375, PAGE 245

TOP OF BANK

30' STREAM BUFFER

N 24°36'12" W
25.25'

172.14'
N 89°35'18" W

366.89'
N 86°23'37" W

N 07°00'16" E
208.30'

S 88°42'39" W
48.40'

N 00°01'10" W
23.54'

241.18'
N 88°40'31" W

156.21'
S 05°49'11" W

233.33'
S 73°42'15" W

282.00'
S 71°19'39" W

S 70°39'02" W
32.54'

TAX MAP
089
(043.01)
Howell Building Group, LLC.
D.B. R2870 PG. 622
R.O.M.C.,TN
Plat Book P11, page 137
Lot 2D

TAX MAP
0890, Group "A"
(005.03)
Vincent Guarnotta
D.B. R2705 PG. 1006
R.O.M.C.,TN

TAX MAP
0890, Group "A"
(005.00)
Oppidan Capital, LLC.
D.B. R2702 PG. 515
R.O.M.C.,TN

D.B.

8" SA

OHE

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

BRENDAN JOSEPH LOY
REGISTERED ENGINEER
AGRICULTURE
NUMBER
NO. 0011079
STATE OF TENNESSEE
12/15/2023

ENLARGED EXISTING CONDITIONS

C1.4

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SITE DEVELOPMENT PLAN SITE DATA:

TOTAL SITE AREA: 2,194,949.9 SF; 50.93 AC
AREA BREAKDOWN:
ROW: 307,647 SF; 7.06 AC
PARKING LOT: 262,349 SF; 6.00 AC
CIVIC SPACE: 129,819 SF; 2.98 AC
TOTAL DWELLING UNITS: 444 UNITS
TOTAL COMMERCIAL: 30,140 SF COMMERCIAL
TOTAL DENSITY: 8.72 DUA

BUILDING SETBACKS:
FRONT AND CORNER: 6' MIN. - 40' MAX.
SIDE: 0'
REAR: 3' MIN.

BUILDING SUMMARY:

BUILDING NAME	BUILDING SITE #	TOTAL DWELLING UNITS	TOTAL COMMERCIAL SF	REQUIRED PARKING	FRONTAGE (LF)	FRONTAGE BUILDOUT
MIXED-USE 1	3	63	7,500	110*	208	169 LF; 81%
MIXED-USE 2	4	63	7,500	110*	206	169 LF; 82%
DAYCARE	6	0	15,120	115*	240	195 LF; 81%
LARGE MULTI-FAMILY 1	5	24	0	36*	124	123 LF; 99%
LARGE MULTI-FAMILY 2	24	21	0	31.5	128	128 LF; 100%
LARGE MULTI-FAMILY 3	30	24	0	36	128	128 LF; 100%
LARGE MULTI-FAMILY 4	31	24	0	36	128	128 LF; 100%
LARGE MULTI-FAMILY 5	26	21	0	31.5	128	128 LF; 100%
LARGE MULTI-FAMILY 6	27	21	0	31.5	128	128 LF; 100%
LARGE MULTI-FAMILY 7	28	21	0	31.5	128	128 LF; 100%
SMALL MULTI-FAMILY 1	18	6	0	9	95	61 LF; 65% **
SMALL MULTI-FAMILY 2	19	6	0	9	90	56 LF; 62%
SMALL MULTI-FAMILY 3	20	6	0	9	79	56 LF; 71%
SMALL MULTI-FAMILY 4	21	6	0	9	81	56 LF; 69%
SMALL MULTI-FAMILY 5	8	6	0	9*	122	91 LF; 75% **
SMALL MULTI-FAMILY 6	9	6	0	9*	84	56 LF; 67%
SMALL MULTI-FAMILY 7	10	6	0	9*	85	56 LF; 66%
SMALL MULTI-FAMILY 8	14	6	0	9*	91	56 LF; 62%
SMALL MULTI-FAMILY 9	13	6	0	9*	76	56 LF; 74%
SMALL MULTI-FAMILY 10	12	6	0	9*	76	56 LF; 74%
SMALL MULTI-FAMILY 11	11	6	0	9*	73	56 LF; 77%
SMALL MULTI-FAMILY 12	15	6	0	9	88	56 LF; 64%
SMALL MULTI-FAMILY 13	16	6	0	9	87	56 LF; 64%
SMALL MULTI-FAMILY 14	17	6	0	9	110	66 LF; 60% **
SMALL MULTI-FAMILY 15	37	6	0	9	76	56 LF; 74%
SMALL MULTI-FAMILY 16	38	6	0	9	74	56 LF; 76%
SMALL MULTI-FAMILY 17	39	6	0	9	75	56 LF; 75%
SMALL MULTI-FAMILY 18	40	6	0	9	74	56 LF; 76%
SMALL MULTI-FAMILY 19	41	6	0	9	75	56 LF; 75%
SMALL MULTI-FAMILY 20	42	6	0	9	74	56 LF; 76%
SMALL MULTI-FAMILY 21	43	6	0	9	79	56 LF; 71%
SMALL MULTI-FAMILY 22	44	6	0	9	90	56 LF; 62%
SMALL MULTI-FAMILY 23	36	6	0	9	81	56 LF; 69%
SMALL MULTI-FAMILY 24	35	6	0	9	84	56 LF; 67%
SMALL MULTI-FAMILY 25	34	6	0	9	85	56 LF; 66%
SMALL MULTI-FAMILY 26	33	6	0	9	90	56 LF; 62%
SMALL MULTI-FAMILY 27	32	6	0	9	138	83 LF; 60% **

PARKING SUMMARY:
*BLOCK TO UTILIZE SHARED PARKING FACTOR PER TABLE 4.3.12.B-2
REQUIRED PARKING RATIOS:
MULTI-FAMILY: 1.5 SPACES PER UNIT (444 UNITS = 666 REQUIRED SPACES)
COMMERCIAL: 1 PER 500 SF (15,000 SF = 30 REQUIRED SPACES)
DAYCARE: 1 SPACE PER EMPLOYEE + 0.5 SPACES PER STUDENT (204 STUDENTS + 13 EMPLOYEES = 115 SPACES)
CIVIC SPACE: 1 PER 5,000 SF (129,819 SF = 26 SPACES)

SHARED PARKING FACTOR:
MIXED-USE BLDG 1: 110 REQUIRED SPACES @ 1.2 SHARED RATIO = 92 REQUIRED SPACES; 104 SPACES PROVIDED ON BLOCK
MIXED-USE BLDG 2 + LARGE MULTI-FAMILY BLDG 1: 146 REQUIRED SPACES @ 1.2 SHARED RATIO = 122 REQUIRED SPACES; 127 PROVIDED ON BLOCK
DAYCARE + SMALL MULTI-FAMILY BLDG 5-11: 178 REQUIRED SPACES @ 1.2 SHARED RATIO = 148 REQUIRED SPACES; 166 PROVIDED ON BLOCK

TOTAL PARKING SPACES REQUIRED: 766
TOTAL PARKING SPACES PROVIDED: 788 PROVIDED AS ON-STREET PARKING + PARKING LOTS PROVIDED ON LOTS 1, 7, 25 & 29

BICYCLE PARKING REQUIRED:
MULTI-FAMILY: 1 PER 20 REQUIRED PARKING SPACES (666 SPACES = 34 BICYCLE)
COMMERCIAL: 1 PER 4,000 SF (30,120 SF = 8 BICYCLE)
TOTAL REQUIRED: 42 BICYCLE PARKING SPACES
TOTAL PROVIDED: 42 BICYCLE PARKING SPACES

FRONTAGE BUILD-OUT: 60% MINIMUM REQUIRED MULTI-FAMILY; 40% MINIMUM REQUIRED COMMERCIAL
ALL BUILDING SITES MEET THE REQUIRED MINIMUM FRONTAGE BUILD-OUT
**BUILD-OUT REQUIRES USE OF HEDGE SCREEN OR BUILDING SITE WIDTH REQUEST; HEDGE SCREEN INSTALLATION HEIGHT 3' MIN. SEE LANDSCAPE PLAN FOR LOCATION
BUILDING SITE 6: DAYCARE SITE REQUESTS AN ADMINISTRATIVELY APPROVED EXCEPTION TO THE 200' BUILDING SITE WIDTH MAXIMUM, FOR A TOTAL WIDTH OF 240'. THE BUILDING IS STILL LESS THAN 200 LF, AND THE ADDITIONAL WIDTH IS NECESSARY FOR THE NCLUSION OF AN ACCESSORY STRUCTURE PORTE-COCHERE FOR THE PROTECTION OF STUDENTS DURING DROP-OFF AND PICK-UP TIMES
BUILDING SITES 3 & 4: MIXED-USE BUILDING SITES REQUEST AN ADMINISTRATIVELY APPROVED EXCEPTION TO THE 200' BUILDING SITE WIDTH MAXIMUM FOR A TOTAL OF 208' AND 206' TO ACCOMODATE THE NECESSARY DISTANCE BETWEEN THE TWO STRUCTURES.
BUILDING SITES 8, 17, 18, & 32: HEDGE SCREENS INCLUDED TO MEET REQUIRED BUILD-OUT PERCENTAGES. THESE BUILDING SITES ARE EITHER ON CURVED FRONTAGES OR HAVE ADDITIONAL SIDE YARDS PROVIDED FOR USE SEPARATION AND AESTHETIC PURPOSES.

LOT/BUILDING SITE ENFRONTMENT: ALL BUILDING SITES ENFRONT THOROUGHFARE

BUILDING TYPE MIX: 85% MAX RESIDENTIAL; 20% MAX. LARGE MULTI-FAMILY BUILDING
COMMERCIAL: 20%
LARGE MULTI-FAMILY: 22%. REQUESTS AN ADMINISTRATIVELY APPROVED EXCEPTION TO ALLOW THE ADDITIONAL 2%

PRINCIPAL USE MIX: 85% MAXIMUM RESIDENTIAL USE
RESIDENTIAL BUILDING SITES: 13.7%; 7.0 AC

PLEASE SEE ARCHITECTURE ELEVATIONS FOR ALL MULTI-FAMILY BUILDING DIMENSIONS AND ELEVATION COMPLIANCE TABULATIONS. BUILDING DESIGN WILL ADHERE TO THE PRESCRIPTIVE STANDARDS OF CD-4C AT BUILDING PERMIT STAGE.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIK REGISTERED LANDSCAPE ARCHITECT AGRICULTURE

Date: APRIL 15, 2024
Revision Date
△
△
△

SITE DEVELOPMENT PLAN
SHEET
C2.0

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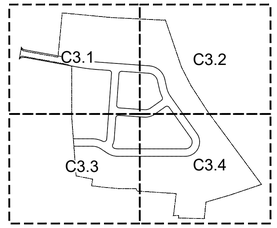
KEY MAP

NOT TO SCALE



NOTES

1. THE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE TENNESSEE STATE NAD83 COORDINATE SYSTEM.
2. NO PROPOSED BUILDINGS OR PORTION OF THE PROJECT FALLS WITHIN 10 YEAR FLOODPLAIN, PER FEMA FIRM MAP NUMBER 47119C0280E EFFECTIVE APRIL16, 2007

GRADING PLAN LEGEND

476.17	SPOT ELEVATION
TW	TOP OF WALL
BW	BOTTOM OF WALL
FFE ###	FINISH FLOOR ELEVATION

PROPOSED STORM PIPE, TYP.
STORMWATER MANAGEMENT POND #1
STORMWATER MANAGEMENT POND #2
STORMWATER MANAGEMENT POND #3
STORMWATER MANAGEMENT POND #4
STORMWATER MANAGEMENT POND #5
STORMWATER MANAGEMENT POND #6
PROPERTY LINE, TYP.
PROPOSED RETAINING WALL
PROPOSED RETAINING WALLS
TVA TOWER WITH 25' RADIUS WITH NO DISTURBANCE
30' STREAM BUFFER
NO DISTURBANCE OR MATERIAL STORAGE ALLOWED WITHIN TREE PROTECTION AREAS, TYP.
SEWER EASEMENT BOOK 383, PAGE 28 BOOK 375, PAGE 245
TENNESSEE NATURAL GAS COMPANY EASEMENT (DEED BOOK 283, PAGE 386)
Inv. – 604.1 3.5' Wide by 4.5' Tall Concrete Box
Inv.–607.5 48" Concrete Pipe
TOP OF BANK
Centerline of West Track
Mag Nail Reset (New R/R Ties)
1/2" Iron Pin Found RLS #1941
5/8" Iron Pin Found RLS #596
1" Iron Pipe Found
3/4" Pipe Found
Angle Iron Found
Landscaping Stock Encroachment
ZONE X
ZONE AE
WORTH JAMES M CAMPBELL BOULEVARD
OLD WILLIAMSPORT PIKE
PROFESSIONAL CENTER DRIVE (PRIVATE)
20' Sanitary Sewer Easement
50' Ingress/Egress and Utility Easement Lot 2C Deed Book 1329, Page 2
TAX MAP 089 (041.10) Tristar Maury Behavioral Healthcare, LLC D.B. R2469 PG. 985 R.O.M.C.,TN Plot Book P21, page 317
TAX MAP 089 (041.01) Tristar Maury Behavioral Healthcare, LLC D.B. R2521 PG. 2021 R.O.M.C.,TN
TAX MAP 089 (041.14) White, Kilgore and White, G.P. D.B. R2469 PG. 980 R.O.M.C.,TN
TAX MAP 089 (042.00) Rummage Properties, LLC D.B. R2215 PG. 790 R.O.M.C.,TN
TAX MAP 089 (043.00) MS Winston, LP D.B. R2544 PG. 286 R.O.M.C.,TN Plot Book P11, page 137 Lot 2C
TAX MAP 089 (043.01) Howell Building Group, LLC. D.B. R2870 PG. 622 R.O.M.C.,TN Plot Book P11, page 137 Lot 20
TAX MAP 089 (044.03) Howell Building Group, LLC. D.B. R2870 PG. 622 R.O.M.C.,TN
TAX MAP 089 (005.03) Vincent Guarnotta D.B. R2705 PG. 1006 R.O.M.C.,TN
TAX MAP 089 (005.00) Oppidan Capital, LLC. D.B. R2702 PG. 515 R.O.M.C.,TN
TAX MAP 089, Group "A" (004.00) Heller Management Company, LLC. D.B. R2814 PG. 1395 R.O.M.C.,TN
3,677.9 Sq. Feet 0.54 Acres
Point of Beginning Easement Tract N:470,450.7 E:1,651,451.8
N:470,248.8 E:1,651,918.4
Plot Book P11, page 137 Lot 2C
Deed Book R2463, page 951
Deed Book R2463, page 951
Deed Book R2463, page 951

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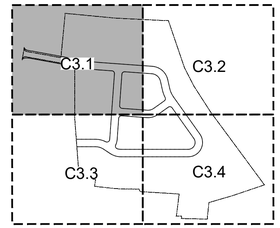
KEY MAP

NOT TO SCALE



NOTES

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GRADING PLAN LEGEND

476.17	SPOT ELEVATION
TW	TOP OF WALL
BW	BOTTOM OF WALL
FFE ###	FINISH FLOOR ELEVATION

BRENDAN JOSEPH HOLT — LICENSED PROFESSIONAL ENGINEER — AGRICULTURE — COMMERCE — No. 001107PE — STATE OF TENNESSEE — 04/15/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED GRADING & DRAINAGE PLAN

C3.1

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KEY MAP

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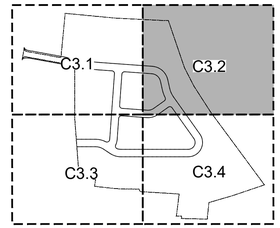

NOTES

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GRADING PLAN LEGEND

476.17	SPOT ELEVATION
TW	TOP OF WALL
BW	BOTTOM OF WALL
FFE ###	FINISH FLOOR ELEVATION

BRENDAN JOSEPH LEE — REGISTERED ENGINEER — AGRICULTURE — 04/15/2024 — NO. 00110795 — STATE OF TENNESSEE

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED GRADING AND DRAINAGE PLAN

C3.2

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MATCHLINE SEE SHEET C3.1

MATCHLINE SEE SHEET C3.4

1/2" Iron Pin Found
RLS #1941

N 80°13'03" E
125.43'

N 80°15'27" E
373.30'

EIP

Deed Book R2896 Page 869

50' Easement

20' Sanitary Sewer Easement R2467, page 106

N 85°15'42" E
336.49'

S 85°15'42" W
336.09'

Edge of Pavement

Wall

83,677.9 Sq. Feet
0.54 Acres

Point of Beginning
Easement Tract
N:470,450.7
E:1,651,451.8

TAX MAP 089
(041.14)
White, Kilgore and White, G.P.
D.B. R2469 PG. 980
R.O.M.C.,TN

Point of Beginning
Road Easement

TVA TOWER WITH 25' RADIUS OF NO DISTURBANCE

STORMWATER MANAGEMENT POND #3

A=481.29'
R=1830.82'
D=15°03'43"
B=S 17°46'41" E
C=479.90'
T=242.04'

N 21°54'26" W
217.26'

N 69°53'25" W
84.81'

N 83°53'07" W
50.46'

258.00'

S 82°22'36" W

N 78°47'44" W

ZONE X
ZONE AE

20' Sanitary Sewer Easement Deed Book R2463, page 957

N:470,248.8
E:1,651,918.4

TAX MAP 089
(042.00)
Rummage Properties, LLC
D.B. R2215 PG. 790
R.O.M.C.,TN

3/4" Pipe Found

N 09°00'32" E
63.04'

N 83°02'56" W

N 84°50'57" W

Landscaping Stock Encroachment

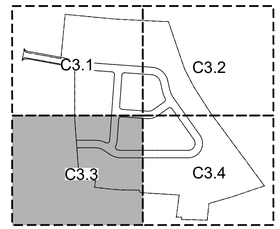
3/4" Pipe Found

SMALL MULTI-FAMILY BUILDING 12 — FFE 627.00
SMALL MULTI-FAMILY BUILDING 13 — FFE 629.50
SMALL MULTI-FAMILY BUILDING 14 — FFE 633.50
MULTI-FAMILY BUILDING 9 — FFE 634.50, FFE 624.50
MULTI-FAMILY BUILDING 8 — FFE 636.50, FFE 626.50
MULTI-FAMILY BUILDING 10 — FFE 640.50, FFE 630.50
MULTI-FAMILY BUILDING 11 — FFE 643.50, FFE 633.50
SMALL MULTI-FAMILY BUILDING 7 — FFE 640.50, FFE 650.50

619.93 TW
619.43 BW

KEY MAP

NOT TO SCALE



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GRADING PLAN LEGEND

476.17	SPOT ELEVATION
TW	TOP OF WALL
BW	BOTTOM OF WALL
FFE ###	FINISH FLOOR ELEVATION

BENJAMIN JOSEPH SOUTH — LICENSED PROFESSIONAL ENGINEER — AGRICULTURE & COMMERCE — NO. 00110794 — STATE OF TENNESSEE — 04/15/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED GRADING AND DRAINAGE PLAN

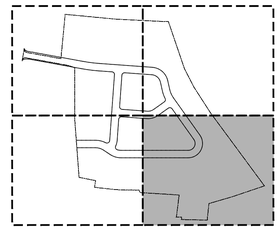
C3.3

MATCHLINE SEE SHEET C3.2

MATCHLINE SEE SHEET C3.3

KEY MAP

NOT TO SCALE



PROFESSIONAL CENTER DRIVE - MAIN NEIGHBORHOOD STREET - FLOW

PROPOSED RETAINING WALL

STORMWATER MANAGEMENT POND #4

STORMWATER MANAGEMENT POND #3

SEWER EASEMENT
BOOK 383, PAGE 28
BOOK 375, PAGE 245

30' STREAM BUFFER

TOP OF BANK

TAX MAP
089
(043.01)
Howell Building Group, LLC.
D.B. R2870 PG. 622
R.O.M.C.,TN
Plat Book P11, page 137
Lot 2D

TAX MAP
0890, Group "A"
(005.03)
Vincent Guarnotta
D.B. R2705 PG. 1006
R.O.M.C.,TN

TAX MAP
0890, Group "A"
(005.00)
Oppidan Capital, LLC.
D.B. R2702 PG. 515
R.O.M.C.,TN

D.B.

N 24°36'12" W 25.25'

N 89°35'18" W 119.14'

N 89°35'57" W

366.89'
N 86°23'37" W

N 07°00'16" E 206.50'

S 88°42'39" W 48.40'

N 00°01'10" W 23.54'

S 05°49'11" W 196.21'

241.78'
N 88°40'31" W

282.00'
S 71°19'39" W

S 70°39'02" W 32.54'

S 73°42'15" W 233.35'

NORTH

ENLARGED GRADING AND DRAINAGE PLAN

C3.4

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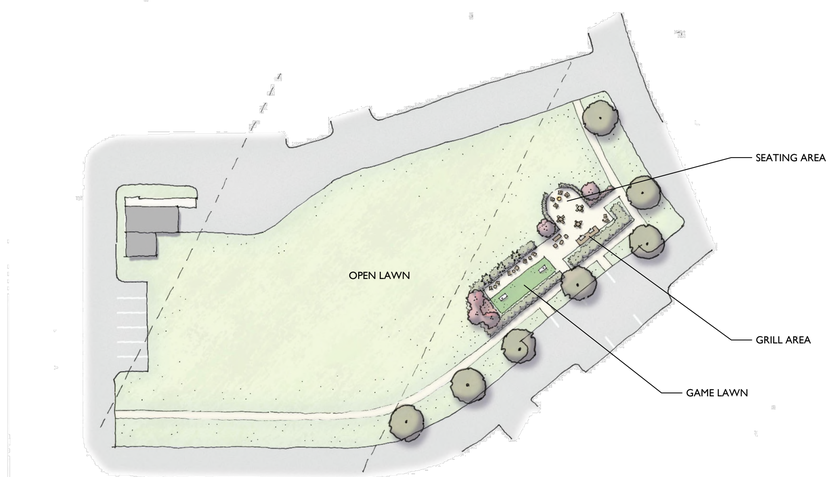
1 L3.0 SQUARE - CIVIC SPACE 1
PLAN



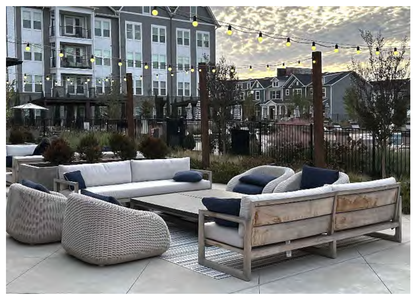
2 L3.0 SQUARE - CIVIC SPACE 2
PLAN



CIVIC SPACE		
REQUIRED: 5%-20% OF GROSS SITE AREA		
PROVIDED: 5.8% (2.97AC)		
TYPE:	AREA:	AMENITIES:
SQUARE 1	2.31 AC	HARDSCAPE; SEATING AREA, SITE FURNISHINGS, PAVILION, FORMAL PLANTINGS; PLAYGROUND
SQUARE 2	0.66 AC	HARDSCAPE, SITE FURNISHINGS, FORMAL PLANTINGS; GRILL PATIO

3 L3.0 CIVIC SPACE LOCATION PLAN
PLAN

CHARACTER IMAGES







GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIAK REGISTERED LANDSCAPE ARCHITECT TENNESSEE
4/15/24

Date: APRIL 15, 2024
Revision Date
△
△
△

CIVIC SPACE PLAN
SHEET
L3.0

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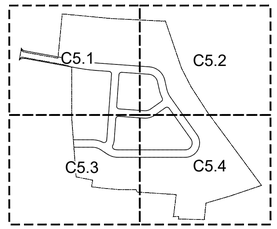
KEY MAP

NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT



GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

OVERALL UTILITY PLAN

C5.0

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NORTH JAMES M CAMPBELL BOULEVARD

OLD WILLIAMSPORT PK

CONNECT TO EXISTING SEWER

PROPOSED TIE IN TO EXISTING 8" WATER MAIN

IPS

Swarco Industries, LLC
D.B. R2458 PG. 794
R.O.M.C.,TN

S 84° 34'43" E 470.34'

EIP

20' Sanitary Sewer Easement

EAST TENNESSEE NATURAL GAS COMPANY EASEMENT DEED BOOK 283, PAGE 386

PROPOSED 20' SANITARY SEWER EASEMENT

N 05°31'06" E 418.77'

35'

W 17°06'45" E 10.12'

STORMWATER MANAGEMENT POND #1

PROPOSED FIRE HYDRANT (TYP.)

WITHEROW PR
TO BE RET
750,935.9
17.24
Shown her
informational

EIP

EIP

TAX MAP
089
(041.10)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2469 PG. 985
R.O.M.C.,TN
Plat Book P21, page 317

TAX MAP
089
(041.11)
Tristar Maury Behavioral Healthcare, LLC
D.B. R2553 PG. 371
R.O.M.C.,TN

265.07'

N 00°00'16" W

1/2" Iron Pin Found
RLS #1987

EIP

STORMWATER MANAGEMENT POND #2

221.28'

1/2" Iron Pin Found
RLS #1941

S 89°13'03" E

EIP

ONE WAY

PROPOSED FIRE HYDRANT (TYP.)

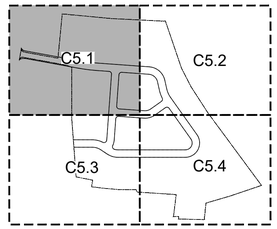
MATCHLINE SEE SHEET C5.2

MATCHLINE SEE SHEET C5.3

NORTH JAMES M CAMPBELL BOULEVARD

KEY MAP

NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

BRENDAN JOSEPH GOLT
REGISTERED
AGRICULTURE
ENGINEER
No. 2011075
STATE OF TENNESSEE
04/15/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED UTILITY PLAN

C5.1

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KEY MAP

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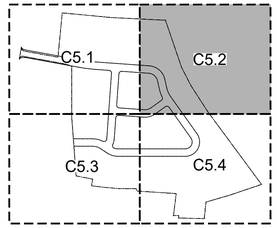

UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

BRENDAN JOSEPH LOPEZ
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 0011079
STATE OF TENNESSEE
04/15/2024

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED UTILITY PLAN

C5.2

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MATCHLINE SEE SHEET C5.1

MATCHLINE SEE SHEET C5.4

1/2" Iron Pin Found
RLS #1941

N 80°13'03" E
125.43'

EIP

N 80°15'27" E
373.30'

202.91'

S 14°16'41" E
50.00'

50' Easement Deed Book R2696, page 869

Wall

N 85°15'42" E
336.49'

20' Sanitary Sewer Easement R2467, page 1106

PROPOSED 20' SANITARY SEWER EASEMENT

PROPOSED FIRE HYDRANT (TYP.)

PROPOSED TIE IN TO EXISTING 8" WATER MAIN

S 85°15'42" W
336.09'

End of Pavement

Wall

23,677.9 Sq. Feet
0.54 Acres

CONNECT TO EXISTING 10" SEWER

Point of Beginning
Easement Tract
N:470,450.7
E:1,651,451.8

TAX MAP
089
(041.14)
White, Kilgore and White, G.P.
D.B. R2469 PG. 980
R.O.M.C.,TN

Point of Beginning 70' Access/P.U.D.E.

290.38'

A=481.29'
R=1830.82'
D=15°03'43"
B=S 17°46'41" E
C=479.90'
T=242.04'

N 21°54'26" W
217.26'

N 69°53'25" W
84.81'

N 83°53'07" W
50.46'

Point of Beginning
Tract 1
3/4" Iron Pin Found

T.V.A. TOWER

EIP

258.00'
S 82°22'36" W

ZONE X
ZONE AE

158.12'
N 78°47'44" W

STORMWATER MANAGEMENT POND #3

3/4" Pipe Found

112.37'

N 09°00'32" E
63.04'

N 83°02'56" W

135.45'
N 84°50'57" W

Landscaping Stock Encroachment

3/4" Pipe Found

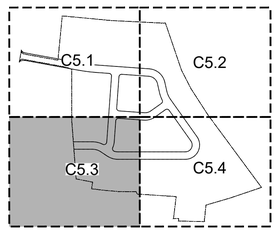
20' Sanitary Sewer Easement Deed Book R2463, page 951

N:470,248.8
E:1,651,918.4

TAX MAP
089
(042.00)
Rummage Properties, LLC
D.B. R2215 PG. 790
R.O.M.C.,TN

TH JAMES M CAMPBELL BOULEVARD
Public

KEY MAP
NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS	PROPOSED 8" SANITARY SEWER LINE
SS	EXISTING SANITARY SEWER LINE
W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

BRENDAN JOSEPH LEE
REGISTERED ENGINEER
AGRICULTURE
No. 00110795
STATE OF TENNESSEE
04/15/2024

ENLARGED UTILITY PLAN

C5.3

MATCHLINE SEE SHEET C5.2

MATCHLINE SEE SHEET C5.3

PROPOSED FIRE HYDRANT (TYP.)

PROPOSED FIRE HYDRANT (TYP.)

PROPOSED 20' SANITARY SEWER EASEMENT

STORMWATER MANAGEMENT POND #4

SEWER EASEMENT
BOOK 383, PAGE 28
BOOK 375, PAGE 245

30' STREAM BUFFER

TOP OF BANK

CONNECT TO EXISTING SEWER

ND #3

N 24°36'12" W
25.25'

45'
'57" W

172.14'
N 89°35'18" W

366.89'
N 86°23'37" W

TAX MAP
089
(043.01)
Howell Building
Group, LLC.
D.B. R2870 PG. 622
R.O.M.C.,TN
Plat Book P11, page 137
Lot 2D

N 07°00'16" E
209.30'

S 88°42'39" W
48.40'

N 00°01'10" W
23.54'

241.18'
N 88°40'31" W

TAX MAP
089
(005.03)
Vincent
Guarnotta
D.B. R2705 PG. 1006
R.O.M.C.,TN

156.21'
S 05°49'11" W

233.33'
S 73°42'15" W

TAX MAP
089, Group "A"
(005.00)
Oppidan
Capital, LLC.
D.B. R2702 PG. 515
R.O.M.C.,TN

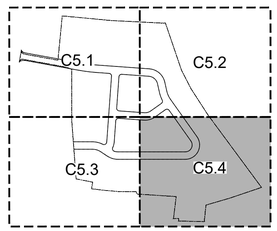
282.00'
S 71°19'39" W

S 70°39'02" W
32.54'

S 36°49'04" E
853.01'

KEY MAP

NOT TO SCALE



UTILITY LEGEND

W	PROPOSED WATER LINE
SS SS	PROPOSED 8" SANITARY SEWER LINE
SS SS	EXISTING SANITARY SEWER LINE
W W	EXISTING WATER LINE
FH	PROPOSED FIRE HYDRANT

GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

ENLARGED UTILITY PLAN

C5.4

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CODE MINIMUM LANDSCAPE PLAN

THIS LANDSCAPE PLAN HAS BEEN DESIGNED TO MEET THE MINIMUM CODE REQUIREMENTS OF THE CITY OF COLUMBIA TN ZONING ORDINANCE FOR SITE DEVELOPMENT PLAN.

ZONING ORDINANCE 4.3.16 - CD-5 LANDSCAPING:
CONTINUOUS SHRUBS AROUND FOUNDATION AT FACADE. 1 SHRUB EVERY 10 LF
- SMALL MULTI-FAMILY BLDG 1, 3: REQ. 6 SHRUBS; PROVIDED: 10 SHRUBS
- SMALL MULTI-FAMILY BLDG 2, 4: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 5-7: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 8-11: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 12, 14: REQ. 6 SHRUBS; PROVIDED: 10 SHRUBS
- SMALL MULTI-FAMILY BLDG 13, 15-22: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 23-25: REQ. 5 SHRUBS; PROVIDED: 9 SHRUBS
- SMALL MULTI-FAMILY BLDG 26: REQ. 6 SHRUBS; PROVIDED: 10 SHRUBS
- SMALL MULTI-FAMILY BLDG 27: REQ. 6 SHRUBS; PROVIDED: 9 SHRUBS

- LARGE MULTI-FAMILY BLDG 1: REQ.13 SHRUBS; PROVIDED: 25 SHRUBS
- LARGE MULTI-FAMILY BLDG 2: REQ.13 SHRUBS; PROVIDED: 21 SHRUBS
- LARGE MULTI-FAMILY BLDG 3: REQ. 13 SHRUBS; PROVIDED: 25 SHRUBS
- LARGE MULTI-FAMILY BLDG 4: REQ. 13 SHRUBS; PROVIDED: 25 SHRUBS
- LARGE MULTI-FAMILY BLDG 5-7: REQ. 13 SHRUBS; PROVIDED: 23 SHRUBS

- DAYCARE: REQ. 17 SHRUBS; PROVIDED: 31 SHRUBS
- MIXED-USE BLDG 1-2: REQ. 17 SHRUBS; PROVIDED: 31 SHRUBS

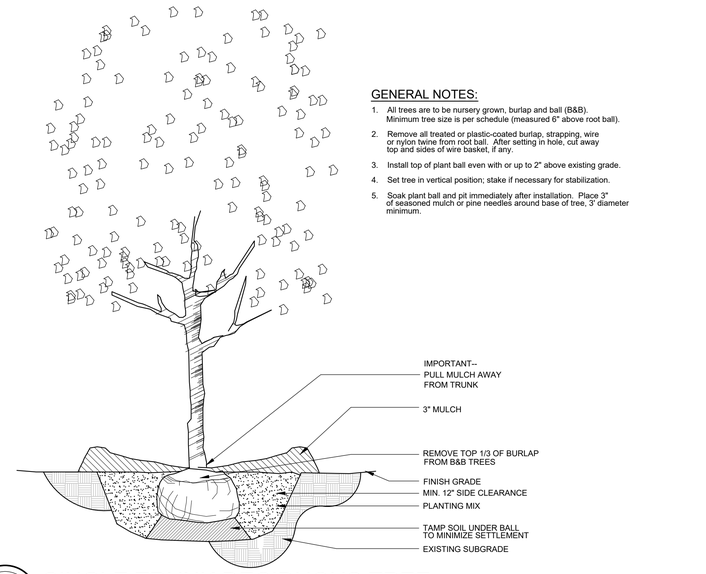
ZONING ORDINANCE 5.2.2.G-1 - URBAN CENTER STREET:
REQUIRED: 1 STREET TREE EVERY 50 LF.
PROVIDED: 1 STREET TREE EVERY 50 LF.

ZONING ORDINANCE 4.13.12.C - PARKING DESIGN:
REQUIRED: 1 SHADE TREE PER ISLAND/ 2 SHADE TREES FOR DOUBLE LENGTH ISLANDS.
PROVIDED: 1 SHADE TREE PER ISLAND/ 2 SHADE TREES FOR DOUBLE LENGTH ISLANDS

REQUIRED: 1 TREE PER 2,000 SF OF PARKING LOT
PROVIDED: xx SF PARKING AREA / 2,000 SF = xx TREES REQUIRED. PROVIDED: xx TREES

REQUIRED: 36" HEDGE TO SCREEN PARKING FROM CIVIC SPACE AND ADJACENT PROPERTY
PROVIDED: HEDGES PROVIDED AS REQUIRED.

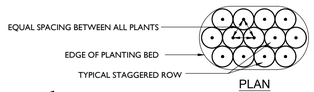
ZONING ORDINANCE 4.3.16.L - TREE PROTECTION:
CD-5 DOES NOT REQUIRED EXISTING TREE CANOPY PRESERVATION.
NO EXISTING TREES ARE DESIGNATED AS PRESERVED.

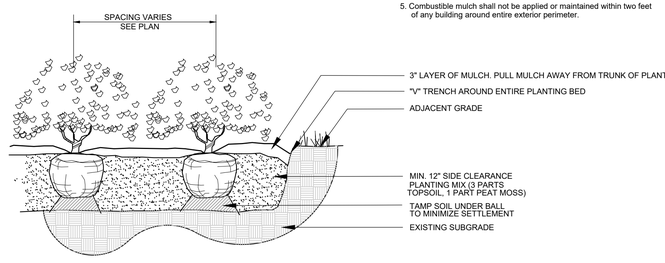


1 / L1.0 SECTION — **SINGLE TRUNK DECIDUOUS TREE** — DETAIL # NTS

GENERAL NOTES:

1. All trees are to be nursery grown, burlap and ball (B&B). Minimum tree size is per schedule (measured 6" above root ball).
2. Remove all treated or plastic-coated burlap, strapping, wire or nylon twine from root ball. After setting in hole, cut away top and sides of wire basket, if any.
3. Install top of plant ball even with or up to 2" above existing grade.
4. Set tree in vertical position; stake if necessary for stabilization.
5. Soak plant ball and pit immediately after installation. Place 3" of seasoned mulch or pine needles around base of tree, 3' diameter minimum.





2 / L1.0 SECTION — **SHRUB PLANTING** — DETAIL # NTS

GENERAL NOTES:

1. Install top of plant ball shall be level with finished grade.
2. Tamp planting mix firmly as pit is filled around each plant ball.
3. Soak each plant ball and pit immediately after installation.
4. Cut and remove burlap from top 1/3 of root ball. Non-degradable burlap shall be removed or rolled under ball after replacement of plant.
5. Combustible mulch shall not be applied or maintained within two feet of any building around entire exterior perimeter.

GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIAK REGISTERED AGRICULTURE LANDSCAPE ARCHITECT 4/15/24

Date: APRIL 15, 2024

Revision Date
△
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△

LANDSCAPE PLAN
SHEET
L2.0



QTY / SYM — PLANT KEY

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPECIES %	SPACING	NOTES
CANOPY TREES								
14	AR	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	2.5" CAL	10' MIN.	21%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN, MATCHING
11	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
13	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
10	QN	QUERCUS NUTTALLI	NUTTALL OAK	2.5" CAL	10' MIN.	15%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
7	QS	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	10' MIN.	18%		
SHRUBS								
10	BW	BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN KOREAN BOXWOOD		30" MIN.		36" O.C.	
16	DBC	DISTYLIUM HYBRID 'PIIDIST-II'	BLUE CASCADE DISTYLIUM		30" MIN.		36" O.C.	
17	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
10	IG	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY		30" MIN.		36" O.C.	
6	HP	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA		30" MIN.		48" O.C.	
6	TEG	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE		30" MIN.		AS SHOWN	
21	VB	VIBURNUM X BURWOODII 'CONOY'	CONOY VIBURNUM		30" MIN.		36" O.C.	

PLANT SIZE IS MINIMUM REQUIRED BY CITY OF COLUMBIA. MINIMUM HEIGHT AND CALIPER MUST BE MET REGARDLESS OF CONTAINER SIZE.

N

0 100 200 300

GRAPHIC SCALE 1"=100'-0"

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIAK REGISTERED LANDSCAPE ARCHITECT AGRICULTURE

Date: APRIL 15, 2024

Revision Date
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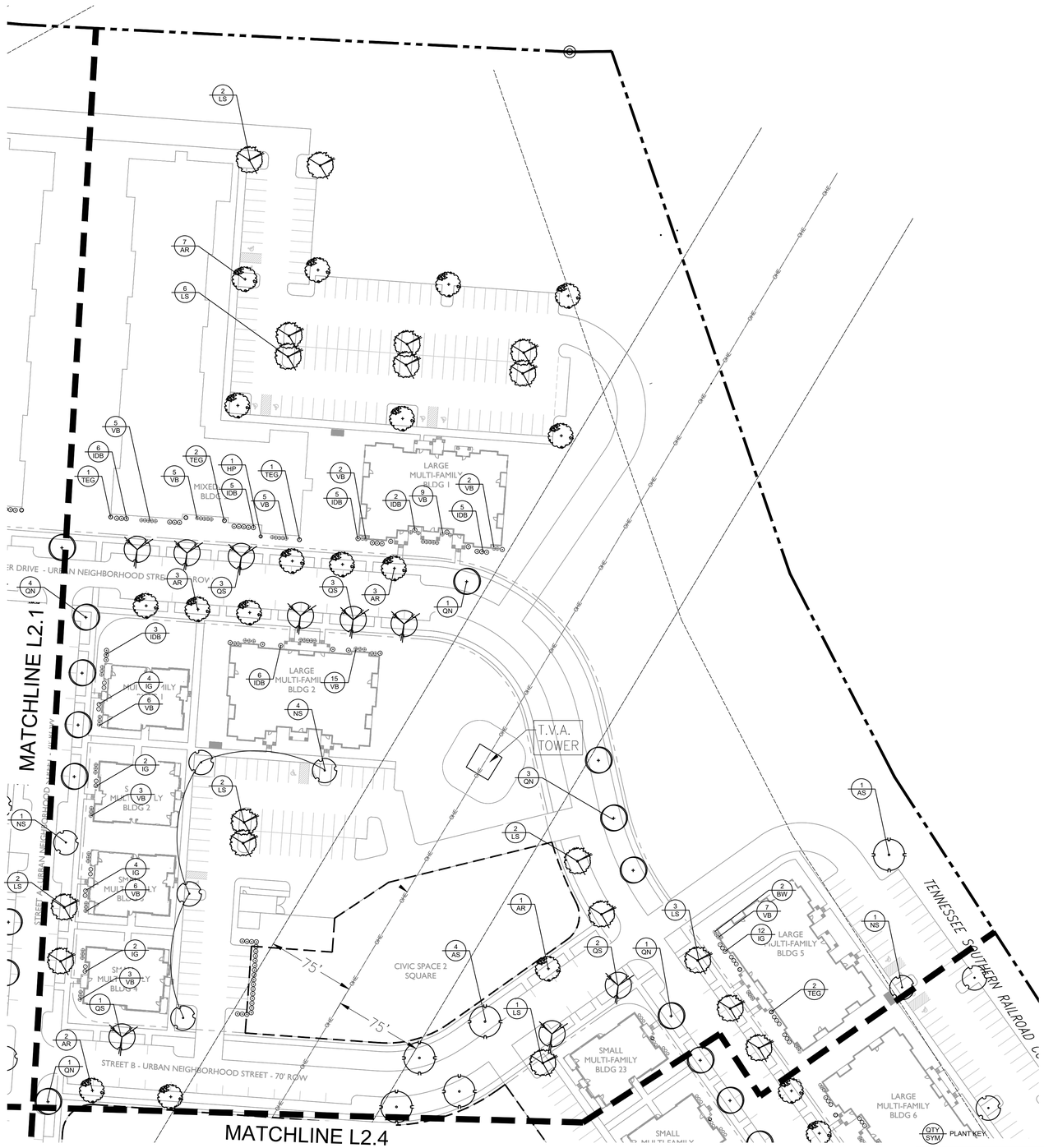
LANDSCAPE PLAN

SHEET L2.1



QTY / SYM — PLANT KEY

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPECIES %	SPACING	NOTES
CANOPY TREES								
16	AR	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	2.5" CAL	10' MIN.	21%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN, MATCHING
5	AS	ACER SACCHARUM 'LEGACY'	LEGACY SUGAR MAPLE	2.5" CAL	10' MIN.	11%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
17	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
6	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
10	QN	QUERCUS NUTTALLI	NUTTALL OAK	2.5" CAL	10' MIN.	15%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
9	QS	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	10' MIN.	18%		
SHRUBS								
2	BW	BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN KOREAN BOXWOOD		30" MIN.		36" O.C.	
32	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
24	IG	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY		30" MIN.		36" O.C.	
1	HP	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA		30" MIN.		48" O.C.	
6	TEG	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE		30" MIN.		AS SHOWN	
68	VB	VIBURNUM X BURWOODII 'CONOY'	CONOY VIBURNUM		30" MIN.		36" O.C.	

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N

0 100 200 300

GRAPHIC SCALE 1"=100'-0"

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIA REGISTERED LANDSCAPE ARCHITECT

Date: APRIL 15, 2024

Revision Date

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LANDSCAPE PLAN

SHEET

L2.2



QTY / SYM PLANT KEY

QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT	SPECIES %	SPACING	NOTES
CANOPY TREES								
2	AR	ACER RUBRUM 'AUTUMN FLAME'	AUTUMN FLAME RED MAPLE	2.5" CAL	10' MIN.	21%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN, MATCHING
1	AS	ACER SACCHARUM 'LEGACY'	LEGACY SUGAR MAPLE	2.5" CAL	10' MIN.	11%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
3	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
6	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
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SHRUBS								
64	DBC	DISTYLIUM HYBRID 'PIIDIST-II'	BLUE CASCADE DISTYLIUM		30" MIN.		36" O.C.	
5	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
10	HP	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA		30" MIN.		48" O.C.	

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GRAPHIC SCALE 1"=100'-0"

GAMBLE DESIGN COLLABORATIVE

DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIAK REGISTERED LANDSCAPE ARCHITECT

Date: APRIL 15, 2024

Revision Date
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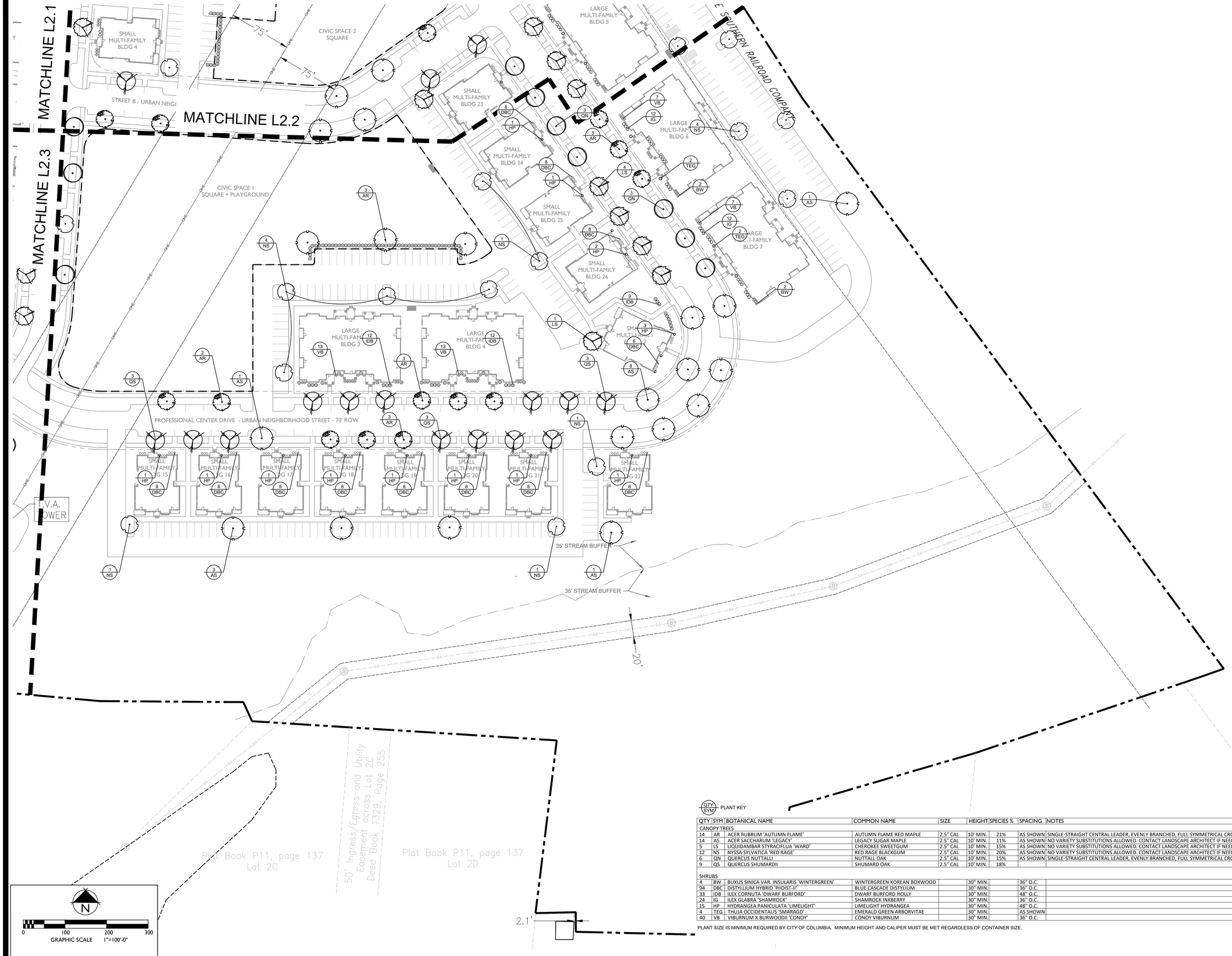
LANDSCAPE PLAN

SHEET L2.3



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5	LS	LIQUIDAMBAR STYRACIFLUA 'WARD'	CHEROKEE SWEETGUM	2.5" CAL	10' MIN.	15%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
12	NS	NYSSA SYLVATICA 'RED RAGE'	RED RAGE BLACKGUM	2.5" CAL	10' MIN.	20%	AS SHOWN	NO VARIETY SUBSTITUTIONS ALLOWED. CONTACT LANDSCAPE ARCHITECT IF NEED TO REPLACE
6	QN	QUERCUS NUTTALLI	NUTTALL OAK	2.5" CAL	10' MIN.	15%	AS SHOWN	SINGLE-STRAIGHT CENTRAL LEADER, EVENLY BRANCHED, FULL SYMMETRICAL CROWN
9	QS	QUERCUS SHUMARDII	SHUMARD OAK	2.5" CAL	10' MIN.	18%		
SHRUBS								
4	BW	BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN KOREAN BOXWOOD		30" MIN.		36" O.C.	
94	DBC	DISTYLLIUM HYBRID 'PIIDIST-II'	BLUE CASCADE DISTYLIUM		30" MIN.		36" O.C.	
33	IDB	ILEX CORNUTA 'DWARF BURFORD'	DWARF BURFORD HOLLY		30" MIN.		48" O.C.	
24	IG	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY		30" MIN.		36" O.C.	
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GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIA REGISTERED LANDSCAPE ARCHITECT

Date: APRIL 15, 2024

Revision Date
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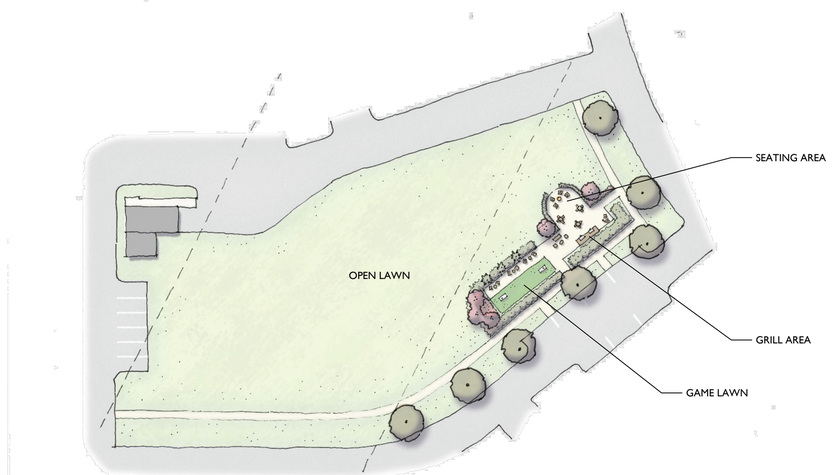
LANDSCAPE PLAN
SHEET
L2.4



1 L3.0 SQUARE - CIVIC SPACE 1
PLAN



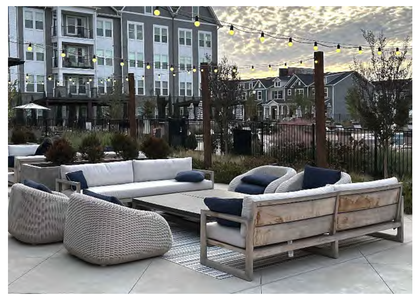
2 L3.0 SQUARE - CIVIC SPACE 2
PLAN



CIVIC SPACE		
REQUIRED: 5%-20% OF GROSS SITE AREA		
PROVIDED: 5.8% (2.97AC)		
TYPE:	AREA:	AMENITIES:
SQUARE 1	2.31 AC	HARDSCAPE; SEATING AREA, SITE FURNISHINGS, PAVILION, FORMAL PLANTINGS; PLAYGROUND
SQUARE 2	0.66 AC	HARDSCAPE, SITE FURNISHINGS, FORMAL PLANTINGS; GRILL PATIO

3 L3.0 CIVIC SPACE LOCATION PLAN
PLAN

CHARACTER IMAGES







GAMBLE DESIGN COLLABORATIVE
DEVELOPMENT PLANNING AND LANDSCAPE ARCHITECTURE

JAMES CAMPBELL BLVD PROPERTY
SITE DEVELOPMENT PLAN & PRELIMINARY PLAT
JAMES CAMPBELL & PROFESSIONAL CENTER DRIVE, Columbia, Tennessee

JEFFREY A. ROSIAK REGISTERED LANDSCAPE ARCHITECT TENNESSEE
4/15/24

Date: APRIL 15, 2024
Revision Date
△
△
△

CIVIC SPACE PLAN
SHEET
L3.0



1 MIXED USE BUILDING 2 - SIDE ELEVATION

3/32" = 1'-0"



2 MIXED USE BUILDING 2 - FRONT ELEVATION

3/32" = 1'-0"



3 MIXED USE BUILDING 2 - REAR ELEVATION

3/32" = 1'-0"



4 MIXED USE BUILDING 2 - SIDE ELEVATION

3/32" = 1'-0"

KLINE SWINNEY ASSOCIATES
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American Institute of Architects
United States Green Building Council
National Council of Architectural Registration Boards
Construction Specifications Institute
American Concrete Institute
Tennessee Society of Architects

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EXTERIOR ELEVATIONS - MIXED USE BUILDING 2

COLUMBIA MIXED USE DEVELOPMENT

COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO. 2138

DATE 4/11/2024

SHEET NO. 2A5.03

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1 MIXED USE BUILDING 1 - SIDE ELEVATION

3/32" = 1'-0"



2 MIXED USE BUILDING 1 - FRONT ELEVATION

3/32" = 1'-0"



3 MIXED USE BUILDING 1 - REAR ELEVATION

3/32" = 1'-0"



4 MIXED USE BUILDING 1 - SIDE ELEVATION

3/32" = 1'-0"

KLINE SWINNEY ASSOCIATES
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American Institute of Architects
United States Green Building Council
National Council of Architectural Registration Boards
Construction Specifications Institute
American Concrete Institute
Tennessee Society of Architects

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EXTERIOR ELEVATIONS - MIXED USE BUILDING 1

COLUMBIA MIXED USE DEVELOPMENT

COLUMBIA, TENNESSEE

REVISIONS

PROJECT NO. 2138

DATE 4/11/2024

SHEET NO. 2A5.02

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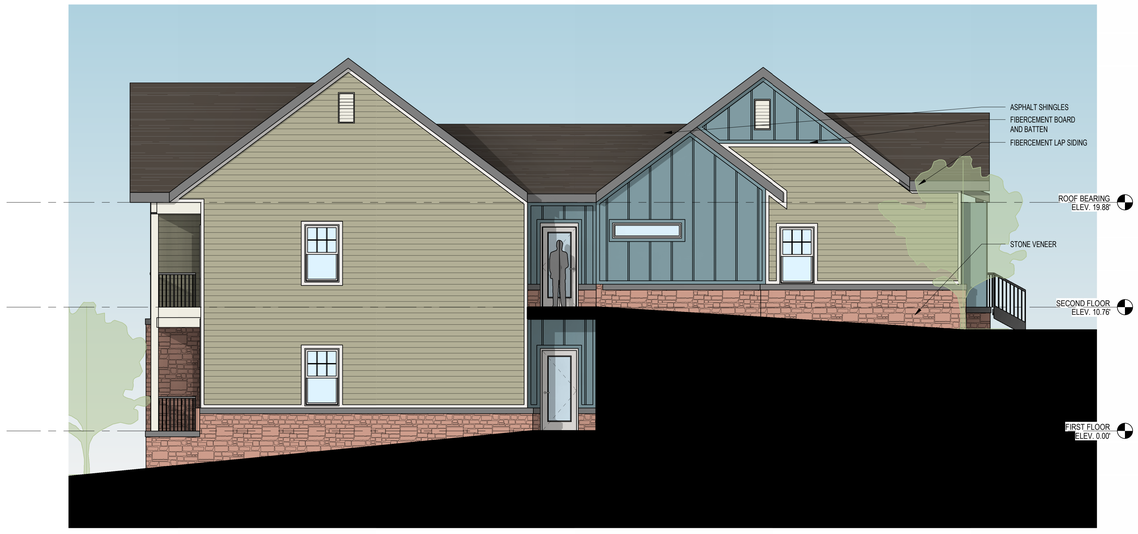
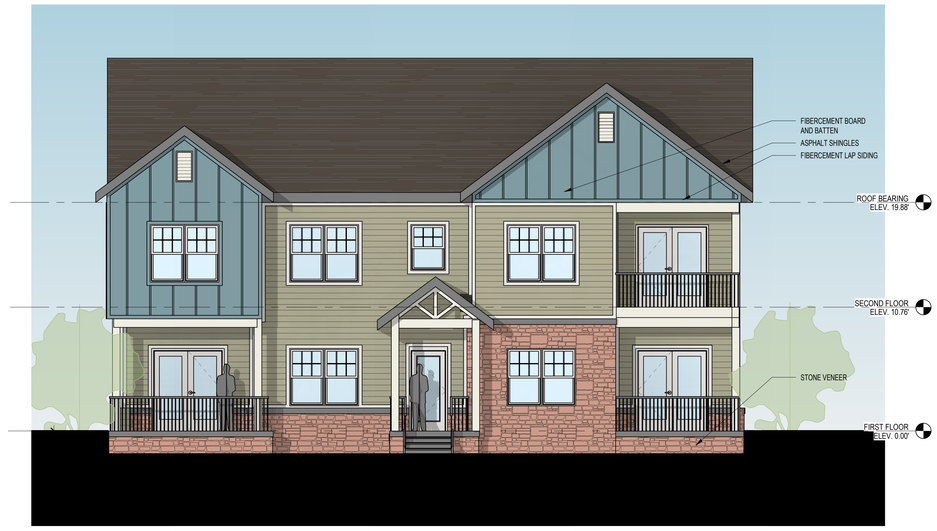


2 SIDE ELEVATION
3/16" = 1'-0"



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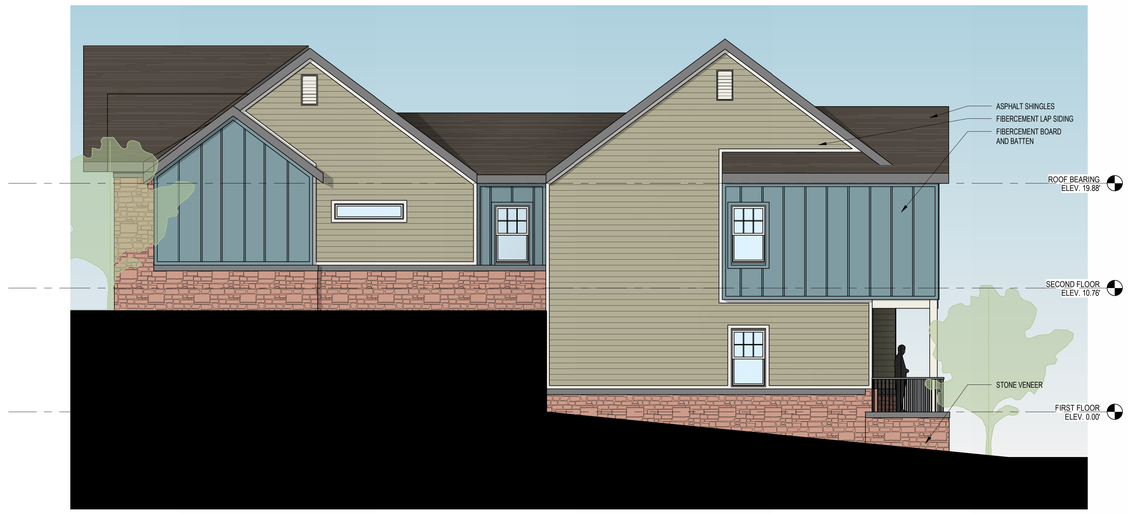

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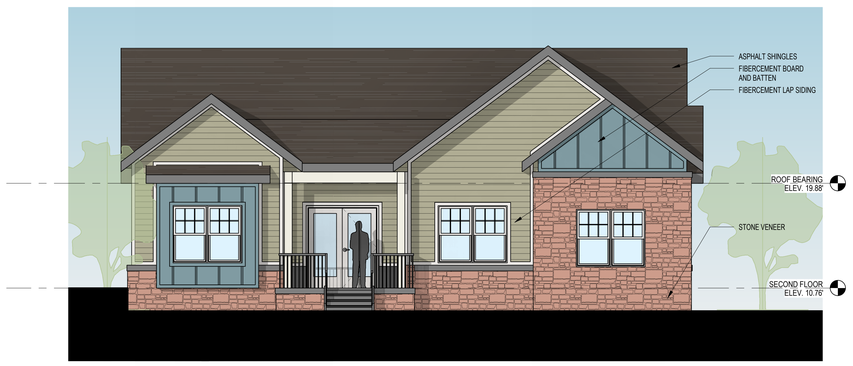

3 4D FRONT/REAR ELEVATION
3/16" = 1'-0"

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4D EXTERIOR ELEVATIONS

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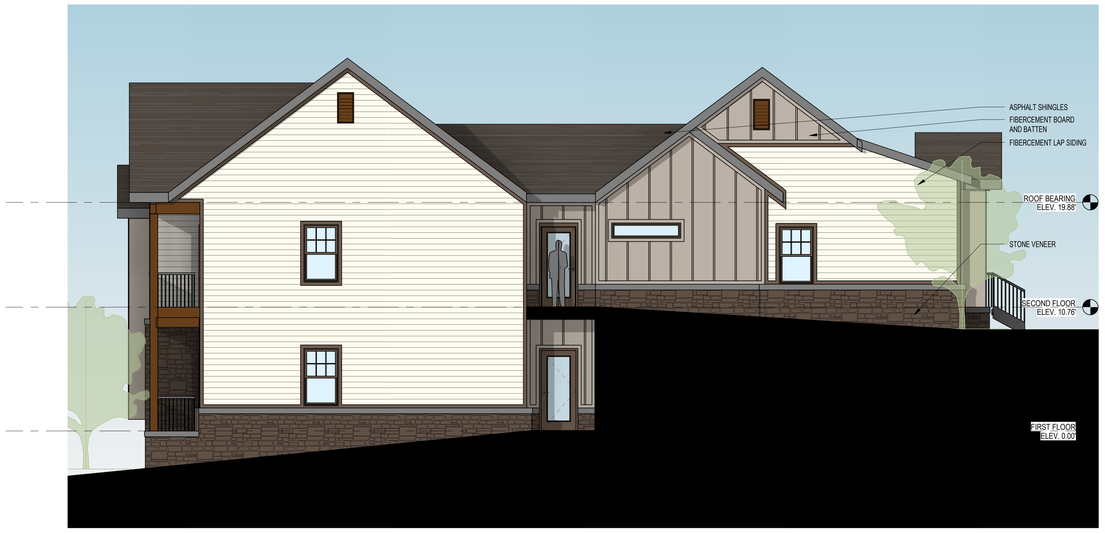

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1 4C FRONT/REAR ELEVATION
3/16" = 1'-0"



4 SIDE ELEVATION
3/16" = 1'-0"



3 4C FRONT/REAR ELEVATION
3/16" = 1'-0"

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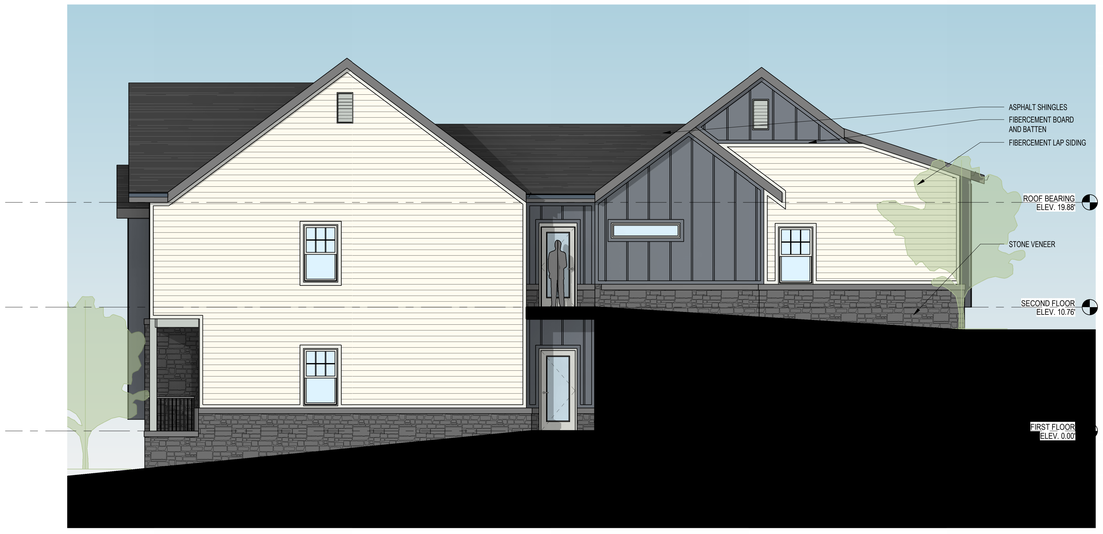

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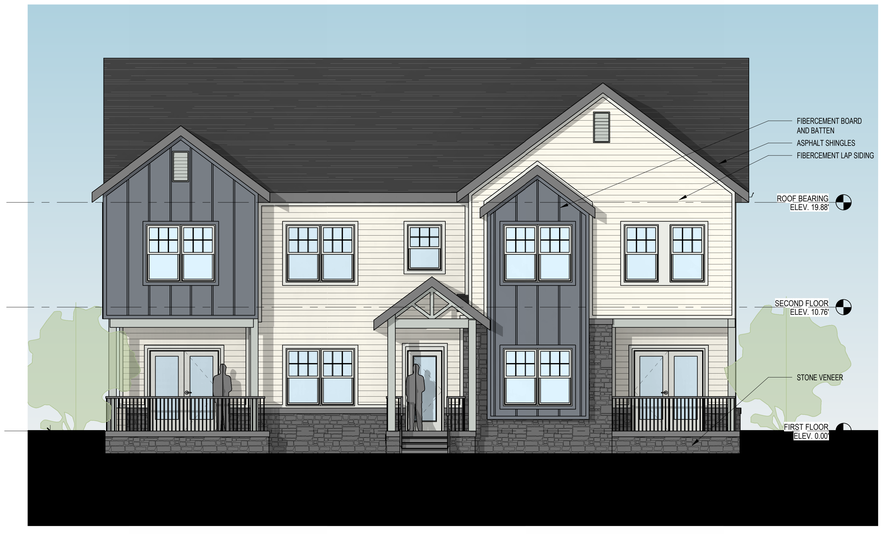

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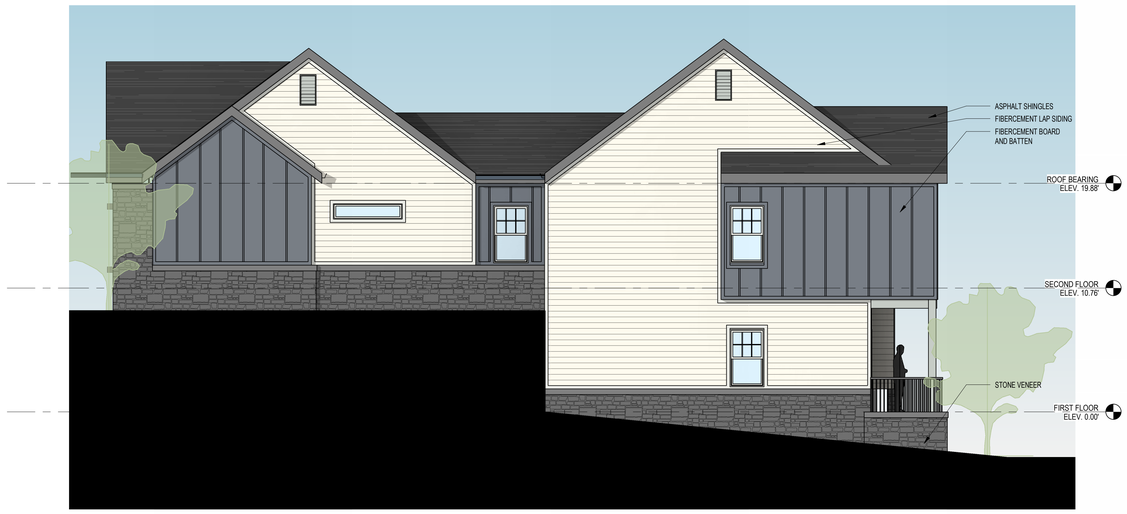

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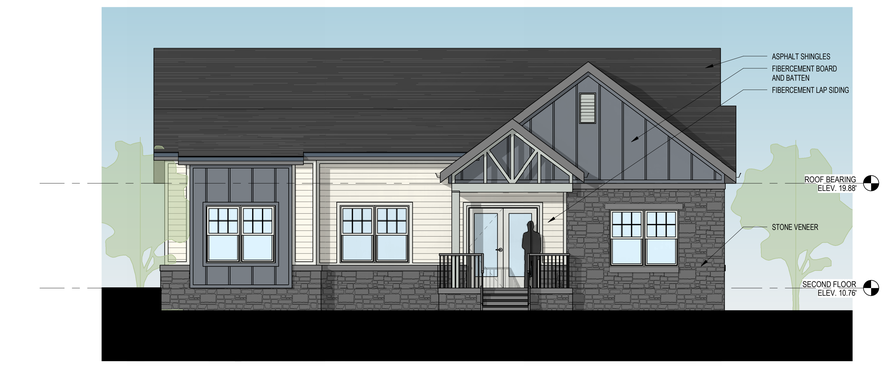

3 4B FRONT/REAR ELEVATION
3/16" = 1'-0"

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4B EXTERIOR ELEVATIONS

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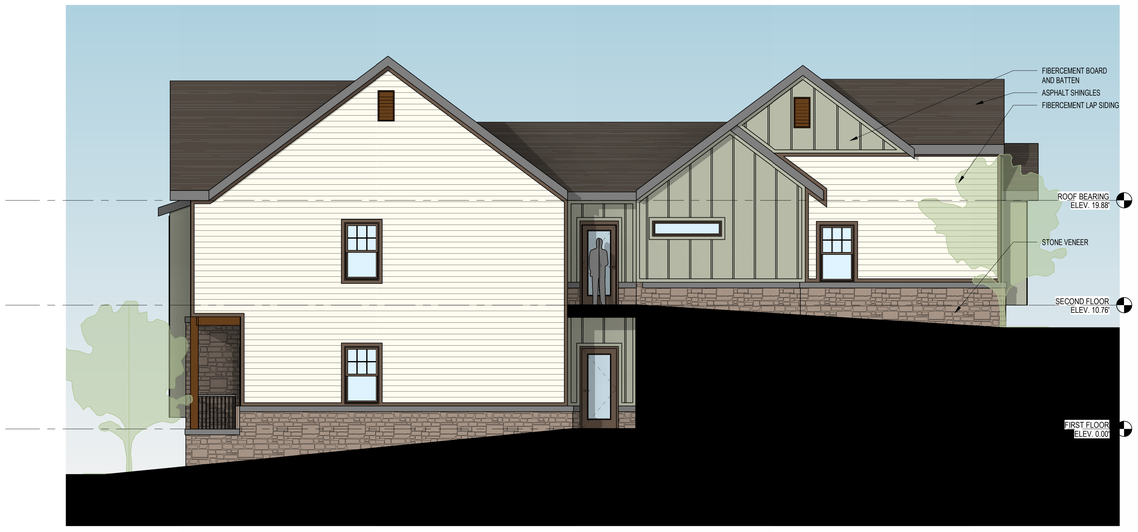

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1 4A FRONT/REAR ELEVATION
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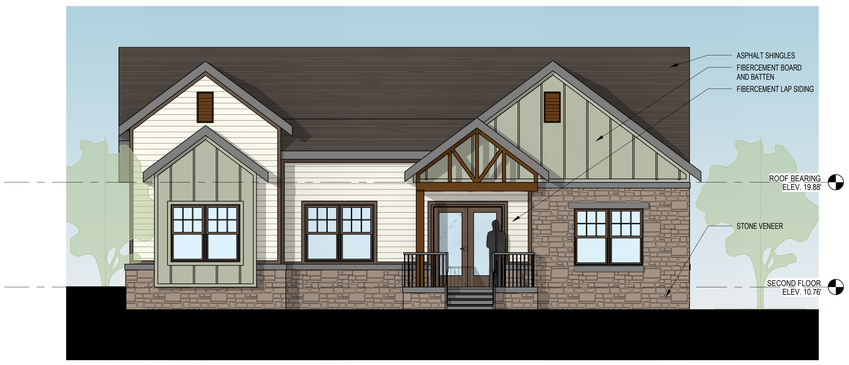
4 SIDE ELEVATION
3/16" = 1'-0"



3 4A FRONT/REAR ELEVATION
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2 SIDE ELEVATION
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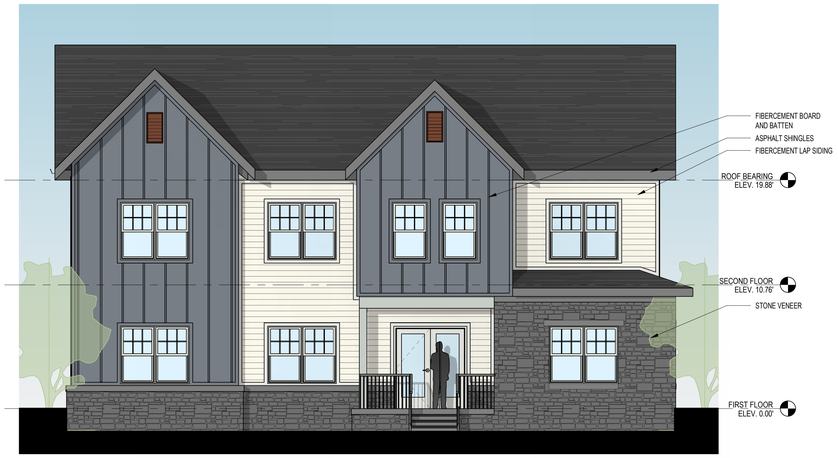
1 3B FRONT ELEVATION
3/16" = 1'-0"



4 SIDE ELEVATION
3/16" = 1'-0"



3 3B REAR ELEVATION
3/16" = 1'-0"

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3B EXTERIOR ELEVATIONS

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2 SIDE ELEVATION
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1 3A FRONT/3C REAR ELEVATION
3/16" = 1'-0"



4 SIDE ELEVATION
3/16" = 1'-0"



3 3C FRONT/3A REAR ELEVATION
3/16" = 1'-0"

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3A/3C EXTERIOR ELEVATIONS

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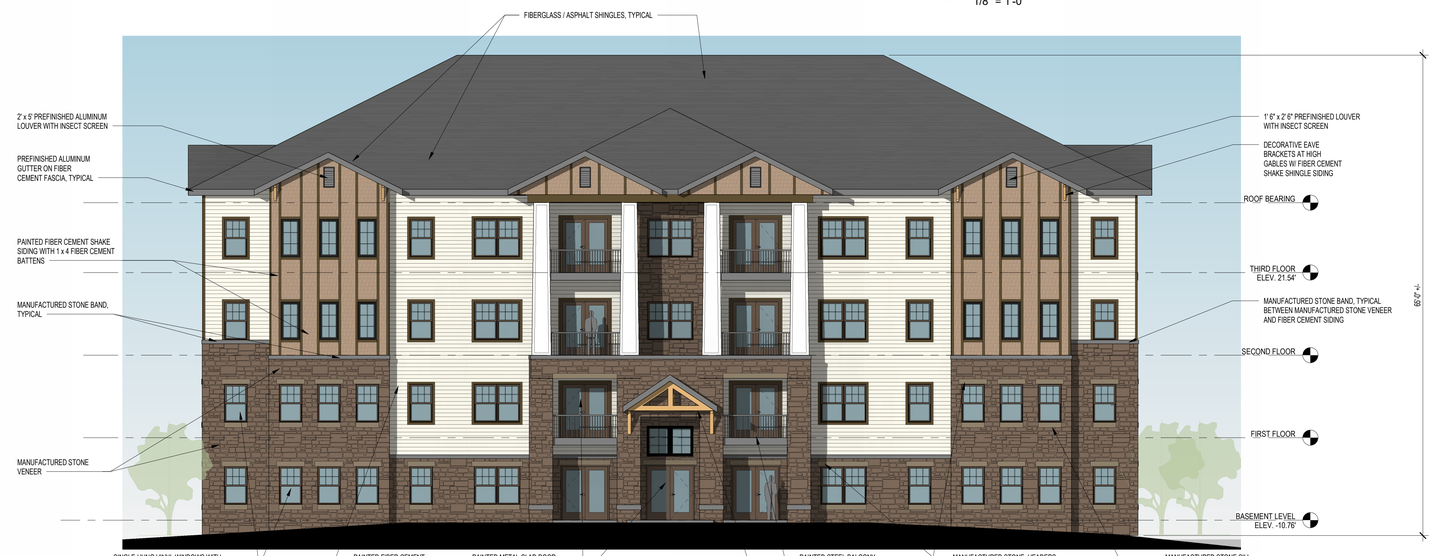

4 SIDE ELEVATION 'D' - BUILDING TYPE 2B
1/8" = 1'-0"

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2 END ELEVATION 'C' - BUILDING TYPE 2A
1/8" = 1'-0"



3 SIDE ELEVATION 'B' - BUILDING TYPE 2A
1/8" = 1'-0"



4 SIDE ELEVATION 'D' - BUILDING TYPE 2A
1/8" = 1'-0"

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EXTERIOR ELEVATIONS - BUILDING TYPE 2A

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2 END ELEVATION 'C' - BUILDING TYPE 1B
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3 SIDE ELEVATION 'B' - BUILDING TYPE 1B
1/8" = 1'-0"



4 SIDE ELEVATION 'D' - BUILDING TYPE 1B
1/8" = 1'-0"

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EXTERIOR ELEVATIONS - BUILDING TYPE 1B

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3 SIDE ELEVATION 'B' - BUILDING TYPE 1A
1/8" = 1'-0"



4 SIDE ELEVATION 'D' - BUILDING TYPE 1A
1/8" = 1'-0"

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EXTERIOR ELEVATIONS - BUILDING TYPE 1A

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COLUMBIA, TENNESSEE

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Traffic Impact Study

HRP - Columbia

April 2024

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

HRP Residential

Kimley»Horn

Traffic Impact Study

HRP - Columbia

FOR SUBMITTAL TO:

City of Columbia, Tennessee

PREPARED FOR:

HRP Residential



04/12/2024

PREPARED BY:

Kimley»Horn
4031 Aspen Grove Drive, Suite 200
Franklin, Tennessee 37067
615.564.2701

April 2024

Project Number 118517000

Kimley»Horn

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1.0 EXECUTIVE SUMMARY

This traffic study evaluated the anticipated traffic impacts associated with the *HRP - Columbia* development, which is expected to be completed in 2026 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 444 multifamily units, a 15,150 square foot daycare center, and 15,000 square feet of commercial retail. The approximate 50.39-acre site is located north of Hampshire Pike and east of James Campbell Boulevard within the City of Columbia, Tennessee.

This following scenarios were considered in this analysis:

- Existing 2023 Conditions
- Projected 2026 No-Build Conditions
- Projected 2026 Build Conditions

The study network for this analysis includes the following intersections:

1. Highway 43 Westbound Ramps at Industrial Park Road
2. Highway 43 Eastbound Ramps at Industrial Park Road
3. James Campbell Boulevard at Industrial Park Road
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2
6. James Campbell Boulevard at Hampshire Pike

The proposed development will be served by two full-movement driveways that will operate under two-way stop control (TWSC). Both driveways will be along James Campbell Boulevard as an extension of existing driveways.

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours with the exception of Industrial Park Road at Highway 43 Eastbound Ramps (Intersection 2). Under the projected 2026 No-Build and Build conditions, all study intersections are projected to operate at an acceptable overall LOS during the AM and PM peak hours with planned improvements.

1.1 NO-BUILD IMPROVEMENT RECOMMENDATIONS

The following development improvements are recommended to serve the Projected 2026 No-Build traffic conditions (Note: this would be the improvements needed to serve the background traffic and is unrelated to the *HRP - Columbia* development).

- Intersection 2 – Highway 43 EB Ramps at Industrial Park Road
  - Install a traffic signal (Columbia Fueling Center response from the City)
- Intersection 3 – James Campbell Boulevard at Industrial Park Road
  - Southbound shared through/left-turn lane along Industrial Park Road is to be restriped to provide a shared left/through/right-turn lane and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)
- Intersection 4 – James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
  - Add one (1) northbound left-turn lane along James Campbell Boulevard (Steadfast Hampshire Pike)
- Intersection 6 – James Campbell Boulevard at Hampshire Pike
  - Add one (1) southbound right-turn lane along James Campbell Boulevard and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)

1.2 BUILD IMPROVEMENT RECOMMENDATIONS

The following development improvements are recommended to serve the Projected 2026 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *HRP - Columbia* development).

- Intersection 4 – James Campbell Boulevard at Site Driveway 1
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 5 – James Campbell Boulevard at Site Driveway 2
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site
  - Construct one (1) southbound left-turn lane
  - Construct one (1) northbound right-turn lane

2.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *HRP - Columbia* development, which is expected to be completed in 2026 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 444 multifamily units, a 15,150 square foot daycare center, and 15,000 square feet of commercial retail. The approximate 50.39-acre site is located north of Hampshire Pike and east of James Campbell Boulevard within the City of Columbia, Tennessee.

This report will summarize the analyses of the following scenarios:

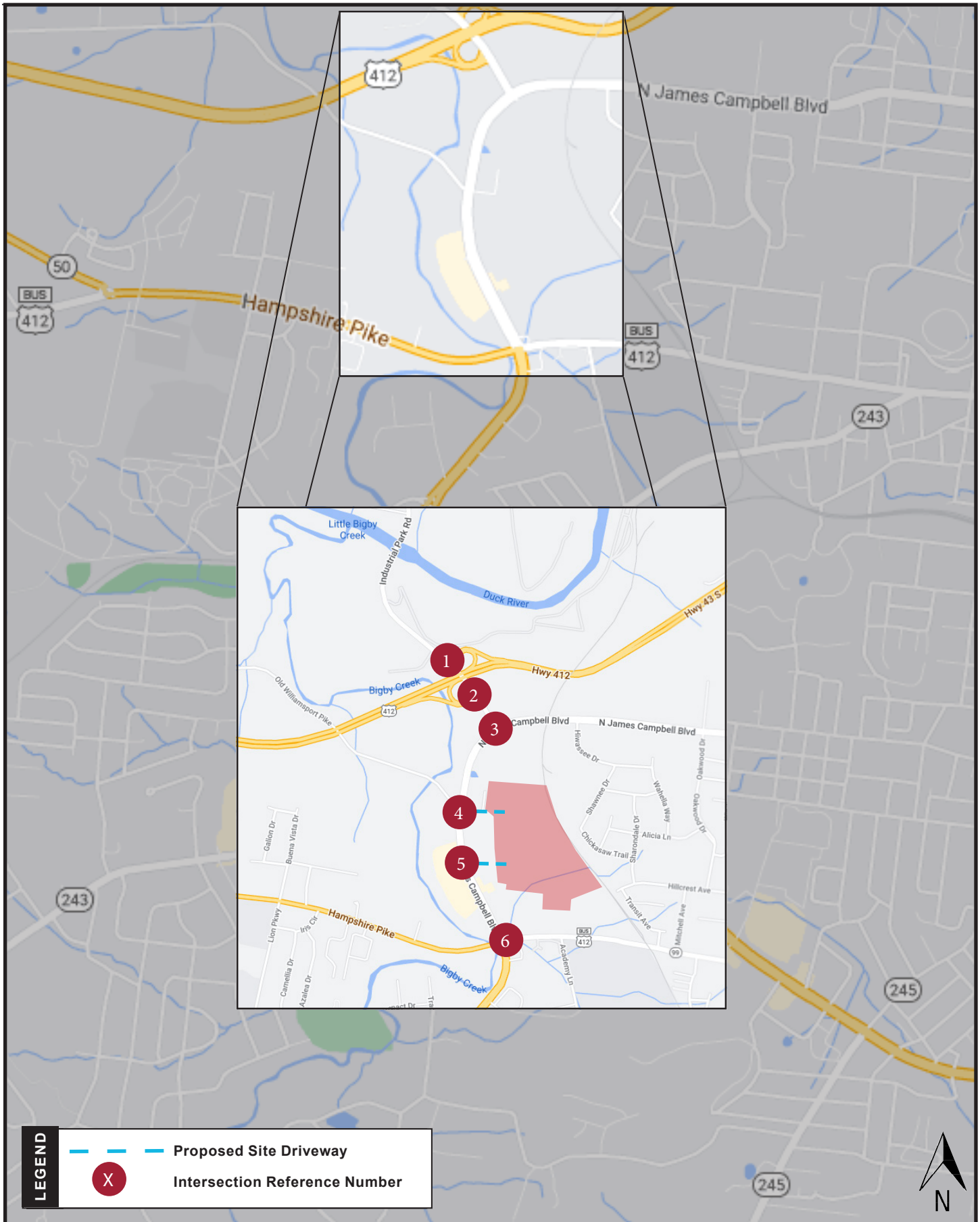
- Existing 2023 Conditions
- Projected 2026 No-Build Conditions
- Projected 2026 Build Conditions

The study network for this analysis includes the following intersections:

1. Highway 43 Westbound Ramps at Industrial Park Road
2. Highway 43 Eastbound Ramps at Industrial Park Road
3. James Campbell Boulevard at Industrial Park Road
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2
6. James Campbell Boulevard at Hampshire Pike

For the purposes of this traffic impact study, Highway 43 Ramps, James Campbell Boulevard (at Intersection 3), Old Williamsport Pike, Medical Plaza Driveway, Site Driveway 1, Site Driveway 2, and Hampshire Pike are considered to have an east-west orientation. James Campbell Boulevard (at all other intersections) and Industrial Park Road are considered to have a north-south orientation.

Figure 1 provides a location map of the project site. **Figure 2** provides an aerial image of the project site. A site plan is also included in **Appendix A**.



Kimley»Horn	HRP - Columbia Traffic Impact Study	Site Location Map	Figure 1

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Kimley»Horn	HRP - Columbia Traffic Impact Study	Site Aerial	Figure 2

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3.0 EXISTING CONDITIONS

3.1 VEHICULAR NETWORK

Characteristics for the roadways within the study are summarized in **Table 1**.

Table 1: Roadway Network				
Roadway	**Number of Lanes**	**Posted Speed Limit (MPH)**	**City of Columbia Classification**	**2023 TDOT AADT**
Highway 43	4	65	Freeway	26,421
Industrial Park Road	2+TWTL	45	Principle Arterial	13,360
James Campbell Boulevard	4	45	Principal Arterial	16,977
Old Williamsport Pike	2	35	Major Local	1,151
Hampshire Pike	2	45	Principle Arterial / Minor Arterial	11,705 / 6,601

The existing road geometry is illustrated in **Figure 3.**

3.2 VEHICULAR VOLUMES

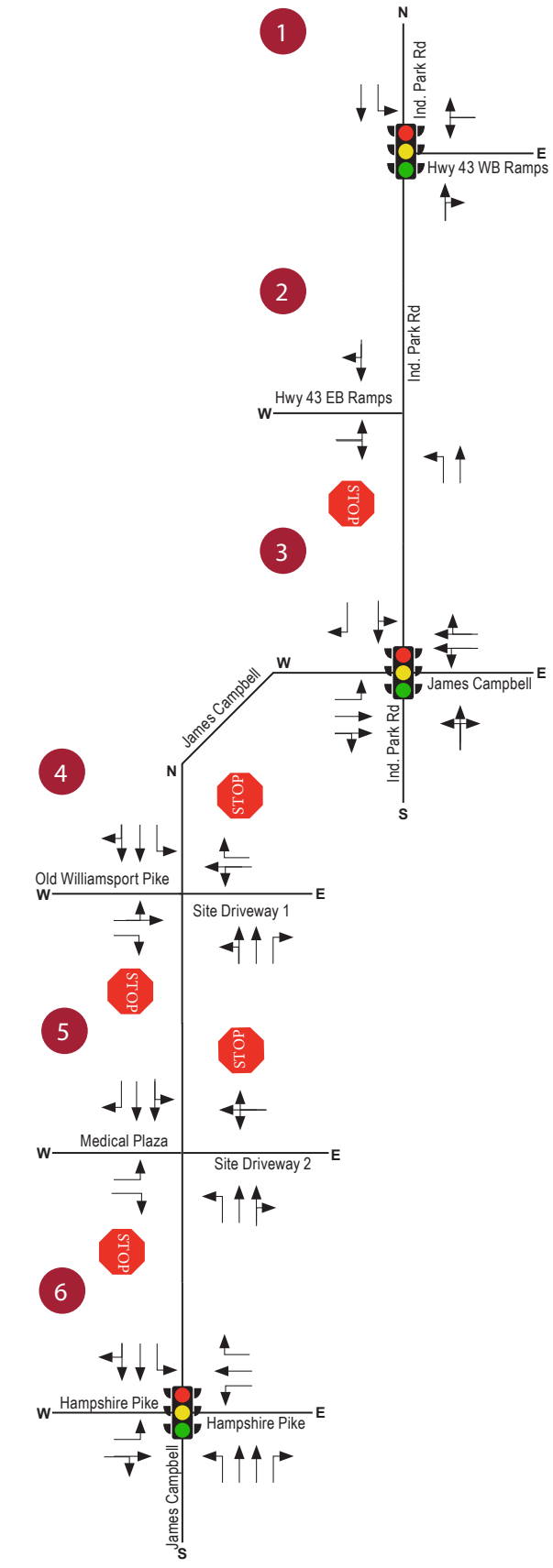
Vehicle peak hour turning movement counts (TMCs) were performed at each study intersection. The TMCs were collected during the AM period (6:00 AM – 9:00 AM) and the PM period (2:00 PM – 6:00 PM) on Wednesday, August 30, 2023. Peak hours for the study intersection are shown in **Table 2**.

Table 2: Intersection Peak Hours		
Intersection	**AM Peak Hour**	**PM Peak Hour**
1. Highway 43 Westbound Ramps at Industrial Park Road	7:00 AM – 8:00 AM	4:00 PM – 5:00 PM
2. Highway 43 Eastbound Ramps at Industrial Park Road	7:15 AM – 8:15 AM	3:30 PM – 4:30 PM
3. James Campbell Boulevard at Industrial Park Road	7:15 AM – 8:15 AM	3:30 PM – 4:30 PM
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1	7:00 AM – 8:00 AM	3:30 PM – 4:30 PM
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2	7:00 AM – 8:00 AM	3:30 PM – 4:30 PM
6. James Campbell Boulevard at Hampshire Pike	7:15 AM – 8:15 AM	2:45 PM – 3:45 PM

In addition to the TMCs, a 24-hour average daily traffic (ADT) count was also collected at the following location:

- James Campbell Boulevard south of Old Williamsport Pike (18,966 daily vehicles – 9,355 NB, 9,611 SB)

The Existing 2023 peak hour traffic volumes are shown in **Figure 4**. The complete traffic count data is provided in **Appendix B**.



Kimley»Horn	HRP - Columbia Traffic Impact Study	Existing 2023 Geometry	Figure 3

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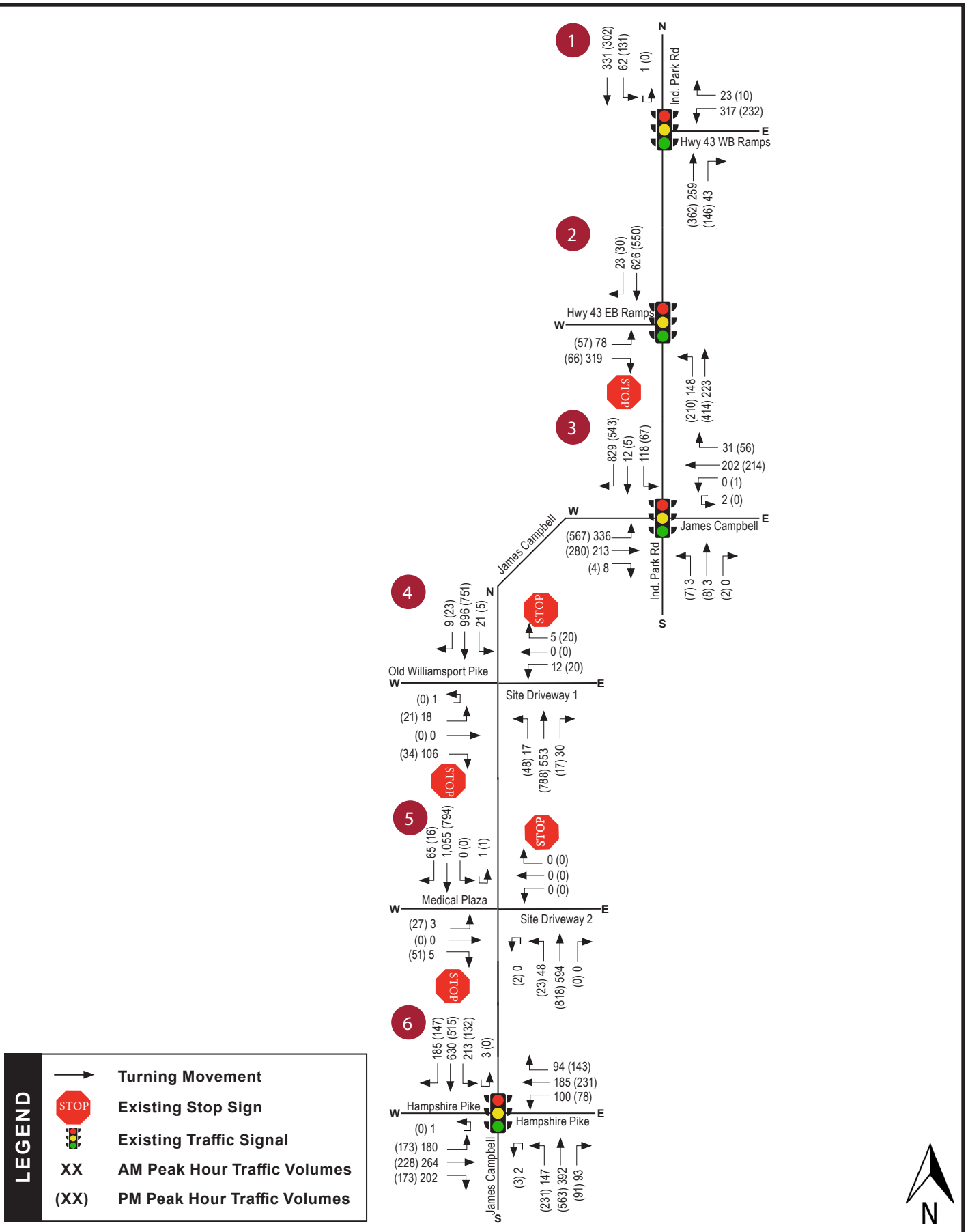

Kimley»Horn	HRP - Columbia Traffic Impact Study	Existing 2023 Traffic Volumes	Figure 4

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4.0 NO-BUILD CONDITIONS

Background traffic is defined as expected traffic on the roadway in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates.

To account for background traffic, the Existing 2023 traffic volumes were increased by 2.5% per year for three years to account for the expected background growth through year 2026. Additionally, project trips associated with the following developments were included in the Projected 2026 No-Build Traffic volumes:

- Williamsport Pike Development
  - Project trips added from TIA dated December 2020.
- Steadfast Hampshire Pike
  - Project trips added from TIA dated October 2021.
- Columbia Fueling Center
  - Project trips added from TIS dated August 5, 2022.

4.1 NO-BUILD IMPROVEMENTS BY OTHERS

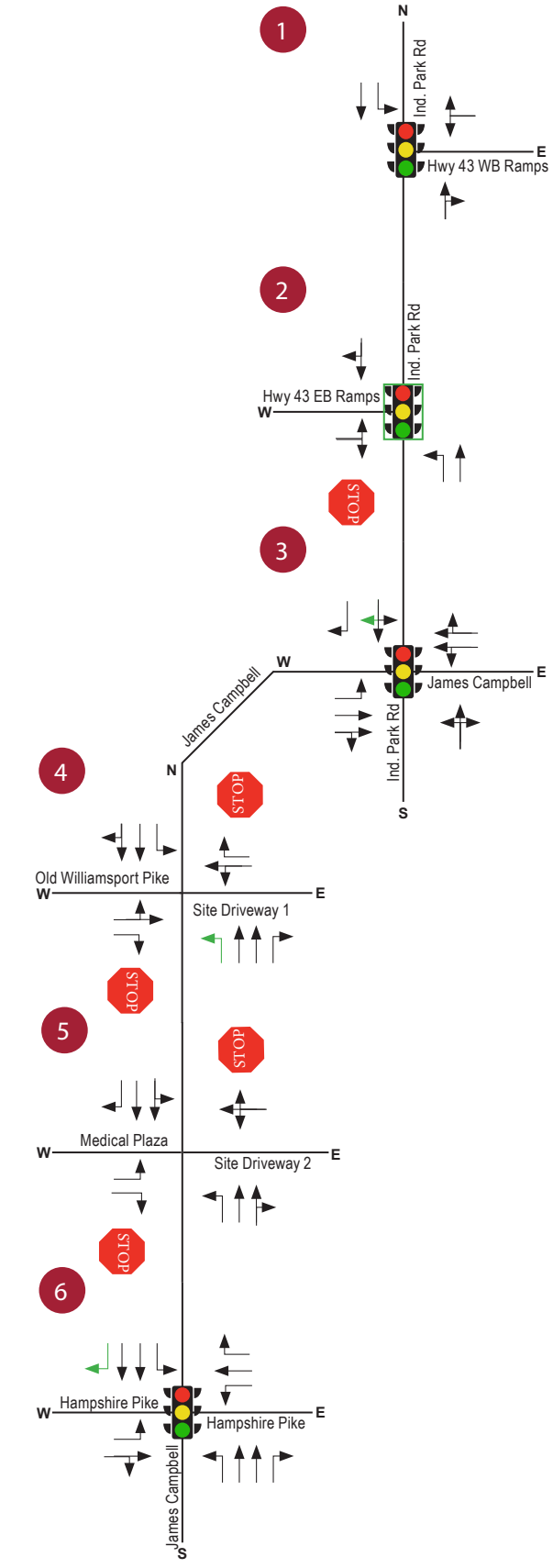
The following development improvements have been identified in traffic studies for nearby developments to serve the Projected 2026 No-Build traffic conditions.

- Intersection 2 – Highway 43 EB Ramps at Industrial Park Road
  - Install a traffic signal (Columbia Fueling Center response from the City)
- Intersection 3 – James Campbell Boulevard at Industrial Park Road
  - Southbound shared through/left-turn lane along Industrial Park Road is to be restriped to provide a shared left/through/right-turn lane and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)
- Intersection 4 – James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
  - Add one (1) northbound left-turn lane along James Campbell Boulevard (Steadfast Hampshire Pike)
- Intersection 6 – James Campbell Boulevard at Hampshire Pike
  - Add one (1) southbound right-turn lane along James Campbell Boulevard and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)

4.2 FUTURE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

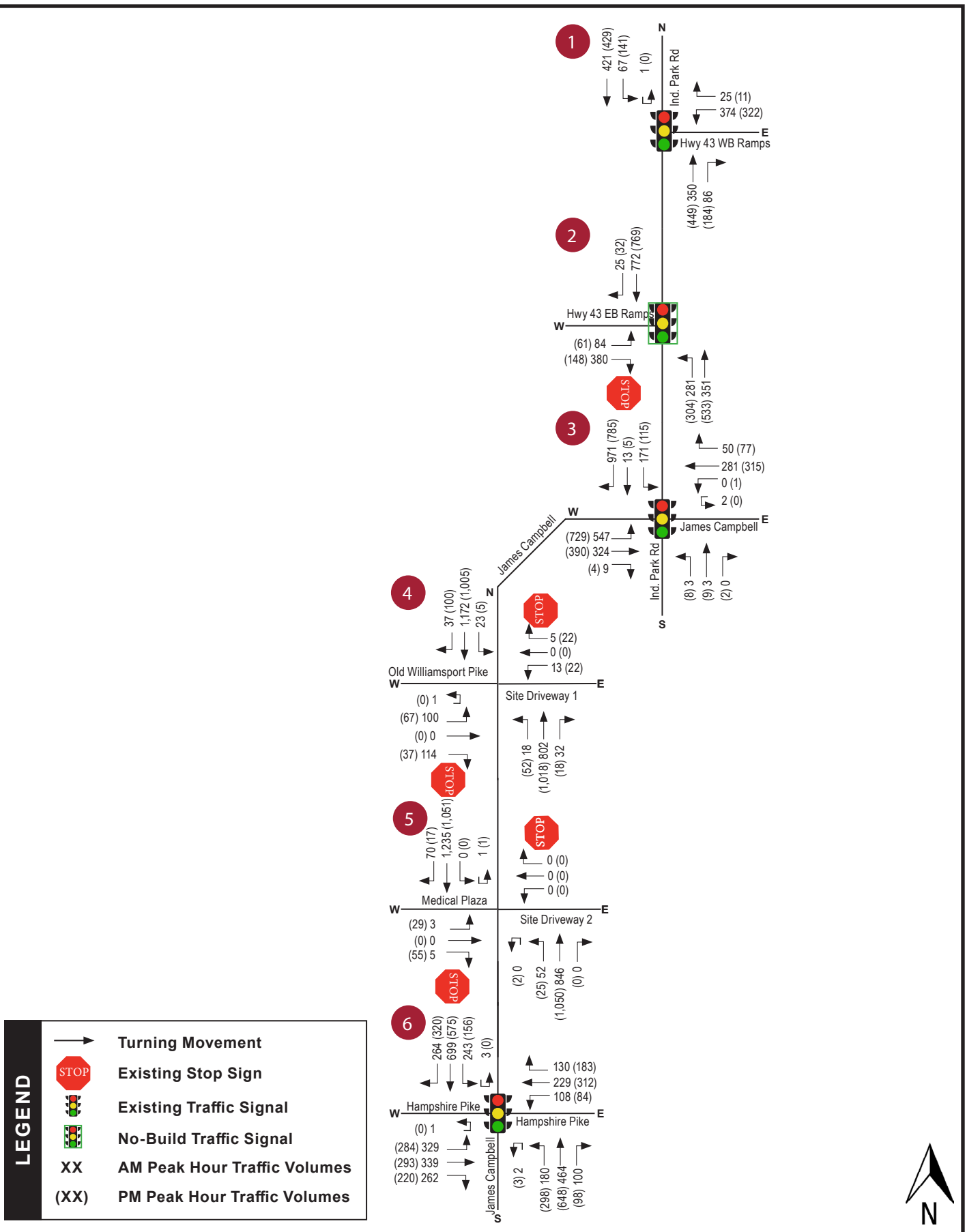
Tennessee Department of Transportation (TDOT) transportation projects were researched for currently planned/programmed transportation projects within the vicinity of the study area.

No other improvements were identified to be included in the capacity analyses. **Figure 5** shows the Projected 2026 No-Build intersection geometry and **Figure 6** illustrates the Projected 2026 No-Build traffic volumes.



Kimley»Horn	HRP - Columbia Traffic Impact Study	No-Build 2026 Geometry	Figure 5

K:\NSH_LDEV\118517000 - HRP James Campbell\5-Traffic\4-Report



Kimley»Horn

HRP - Columbia Traffic Impact Study

No-Build 2026 Traffic Volumes

Figure 6

K:\NSH_LDEV\118517000 - HRP James Campbell\5-Traffic\4-Report

5.0 BUILD CONDITIONS

5.1 SITE ACCESS AND CIRCULATION

A brief description of the site access is as follows:

- Site Driveway 1
  - Existing full-movement, unsignalized driveway along James Campbell Boulevard aligned with Old Williamsport Pike. The intersection currently operates under side street stop control and has one (1) ingress lane entering the site and two (2) egress lane exiting the site.
- Site Driveway 2
  - Proposed full-movement, unsignalized driveway along James Campbell Boulevard aligned with a business driveway approximately 1350' north of Hampshire Pike. The intersection is proposed to operate under side street stop control and has one (1) ingress lane entering the site and one (1) egress lane exiting the site.

Intersection sight distance measurements and calculations were performed for all site access points using methodology provided in *A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)*, published by the American Association of State Highways and Transportation Officials (AASHTO).

Table 3: Intersection Sight Distance

Intersection	Direction	Required	Available
4. James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1	WBL	500' – AASHTO	550'+
	WBR	430' – AASHTO	Approx 450'
5. James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2	WBL	500' – AASHTO	550'+
	WBR	430' – AASHTO	500'+

Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

5.2 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*, using equations where available.

Internal capture (or mixed-use) reductions represent the concept that trips generated by individual land uses within a site may remain internal to the site. Mixed-use vehicle trip reductions are calculated using guidance from the *ITE Trip Generation Handbook, 3rd Edition*.

Alternative modes of transportation include pedestrians, bicyclists, and transit users. Alternate mode reductions account for the notion that some site-generated trips will occur by a means other than automobile.

A pass-by trip occurs when a proposed development diverts traffic that is already traveling on a street adjacent to the site. Pass-by reductions are calculated using guidance from the *ITE Trip Generation Handbook, 3rd Edition*.

The trip generation for the site was performed with no reductions to gross trips to present a more conservative analysis.

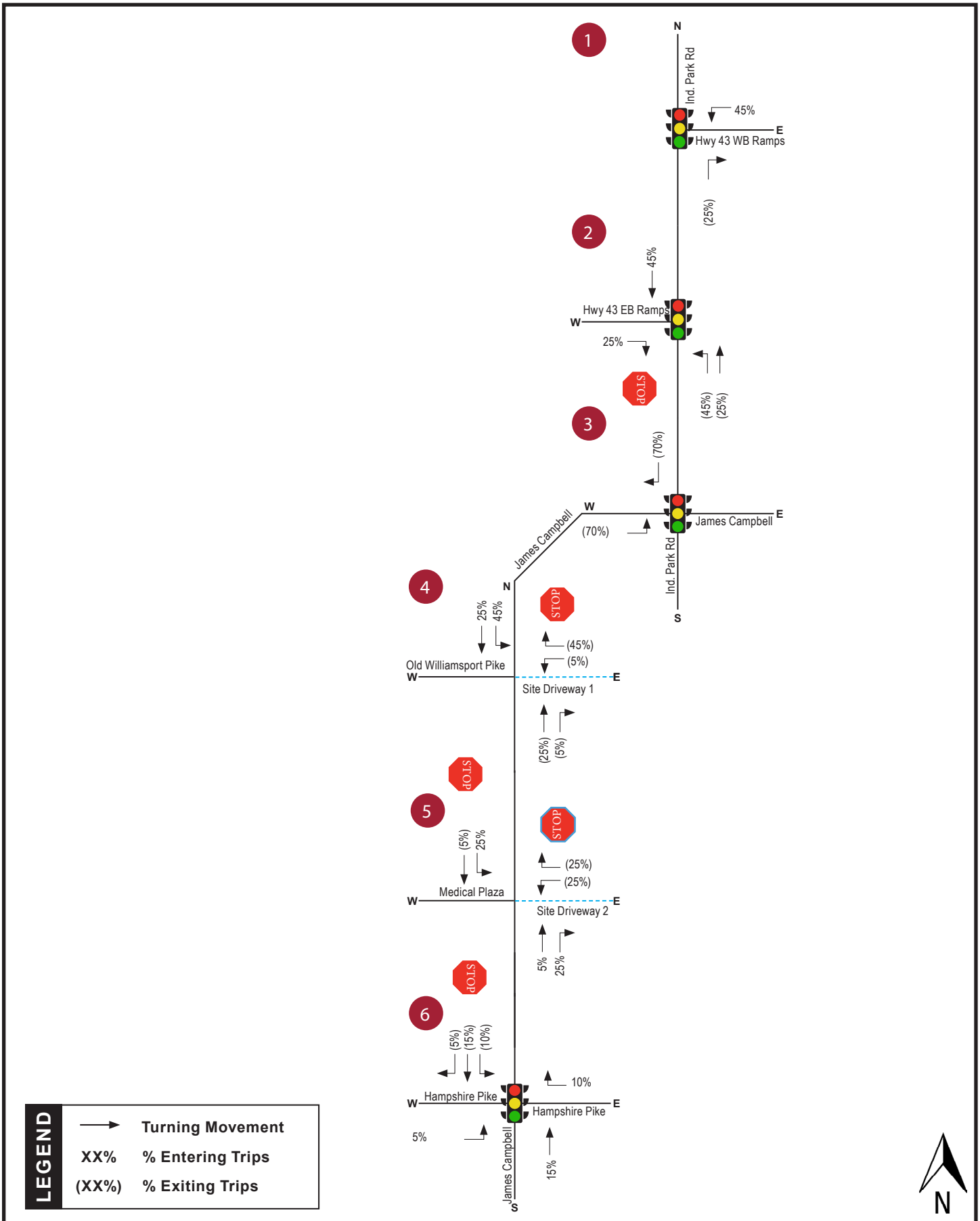
Table 4 summarizes the project trip generation. **Appendix C** provides a detailed trip generation worksheet for the proposed development.

Table 4: Trip Generation

ITE Code	Land Use	Density	Daily		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
220	Multifamily Housing (Low-Rise)	444 units	1,461	1,461	38	122	133	78
565	Day Care Center	15,150 s.f.	361	361	89	78	79	89
822	Strip Retail Plaza (<40K)	15,000 s.f.	431	431	23	15	52	52
Gross Trips			**2,253**	**2,253**	**150**	**215**	**264**	**219**

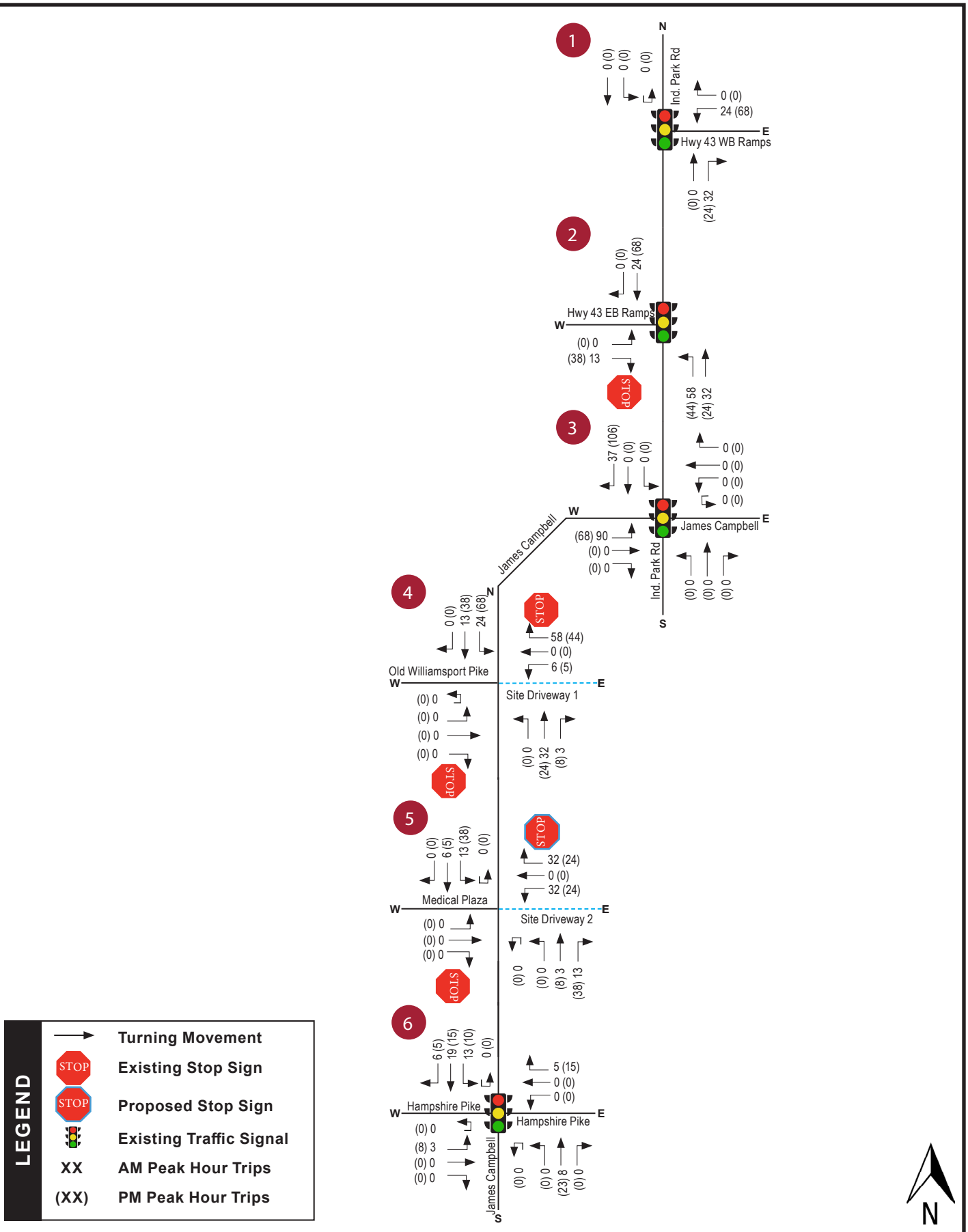
5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts. **Figure 7** provides the directional distribution and assignment of new project trips. **Figure 8** illustrates the assignment of project trips to the study network. The Projected 2026 Build peak hour volumes are shown in **Figure 9**. **Appendix C** provides intersection volume worksheets for all intersections and driveways within the study network.



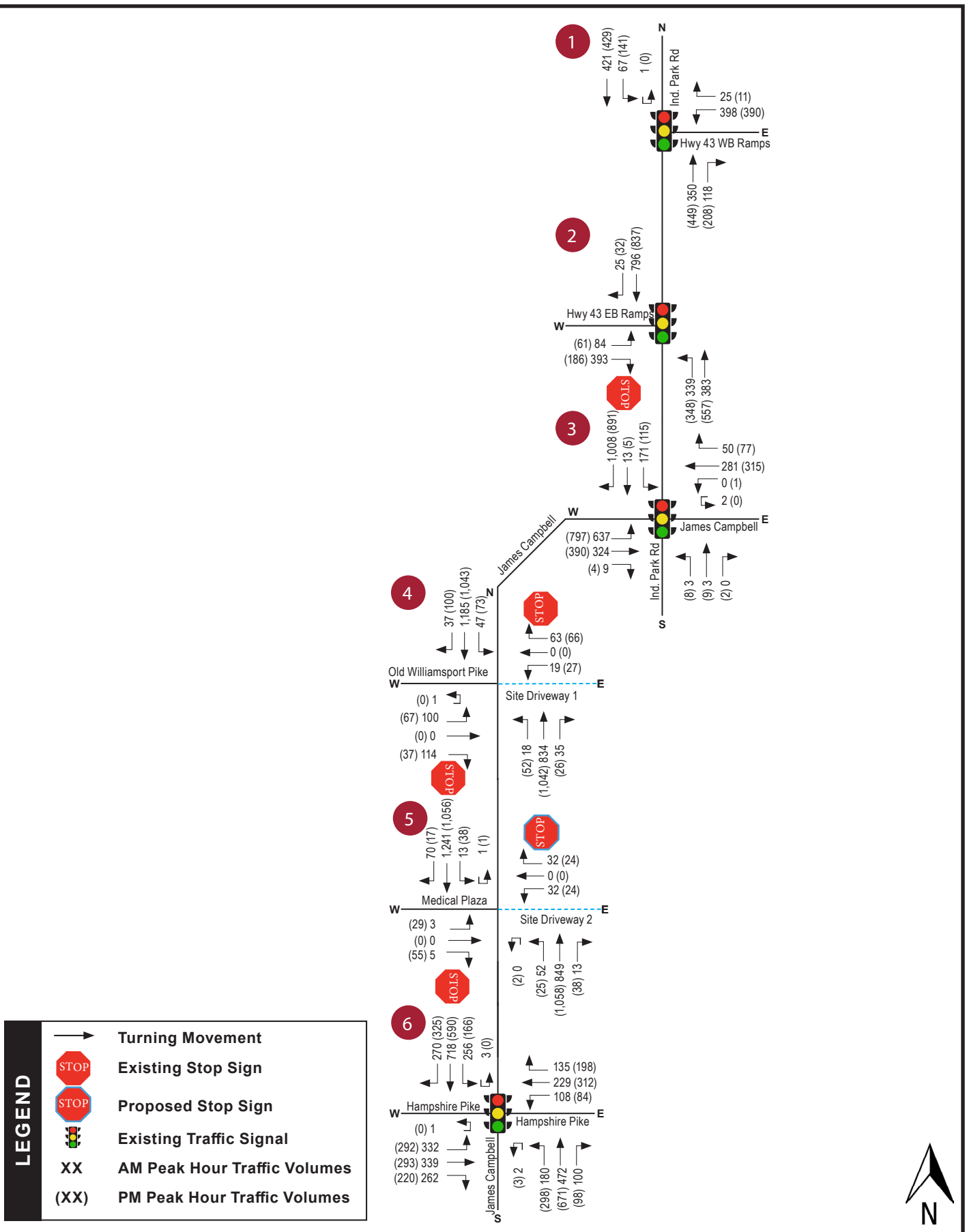
Kimley»Horn	HRP - Columbia Traffic Impact Study	Trip Distribution & Assignment	Figure 7

K:\NSH_LDEV\118517000 - HRP James Campbell\5-Traffic\4-Report



Kimley»Horn	HRP - Columbia Traffic Impact Study	Project Trips	Figure 8

K:\NSH_LDEV\118517000 - HRP James Campbell\5-Traffic\4-Report



Kimley»Horn	HRP - Columbia Traffic Impact Study	Build 2026 Traffic Volumes	Figure 9

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6.0 TURN LANE EVALUATION

TDOT HSAM Vol 3 Geometric Design Criteria was used to evaluate if turn lanes should be implemented along the major road at the unsignalized site driveways. From the TDOT HSAM, the following methodologies were applied to perform these evaluations:

- Figure 3-17 (“Left-Turn Warrant Along Four-Lane Rural Roadways (Unsignalized)
- Figure 3-18 (“Right-Turn Lane Warrant Along Four-Lane Roadway (Unsignalized Intersection with Two-Way Stop-Control”)

The results of the turn lane warrants are summarized in **Table 6**. **Appendix E** provides the TDOT Turn Lane Warrant charts used for the analysis.

Table 5: Turn Lane Warrants

Intersection	Movement	Analysis Scenario	AM Peak Hour	PM Peak Hour
5. James Campbell Boulevard at Medical Plaza Driveway / Driveway 2	NBR	Build 2026	Not Warranted	Warranted
	SBL	Build 2026	Warranted	Warranted

Per the TDOT HSAM, "The volume-based warrants indicate situations where turn lanes would help to mitigate traffic conflicts, not necessarily situations where a turn lane is required or must be constructed. Turn lanes can have an adverse safety and operational effect for pedestrians and bicyclists. All existing and future users of the roadway should be considered when determining turn lane needs."

A northbound right-turn lane is warranted at the intersection of James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2 (Intersection 5) during the PM peak hour but not during the AM peak hour.

A southbound left-turn lane is warranted at the intersection of James Campbell Boulevard at Medical Plaza Driveway/Site Driveway 2 (Intersection 5) during both the AM and PM peak hours.

7.0 CAPACITY ANALYSES

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro, Version 11.0. Synchro* software uses methodologies contained in the *Highway Capacity Manual, 6th Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Levels-of-service for signalized and all-way stop controlled (AWSC) intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

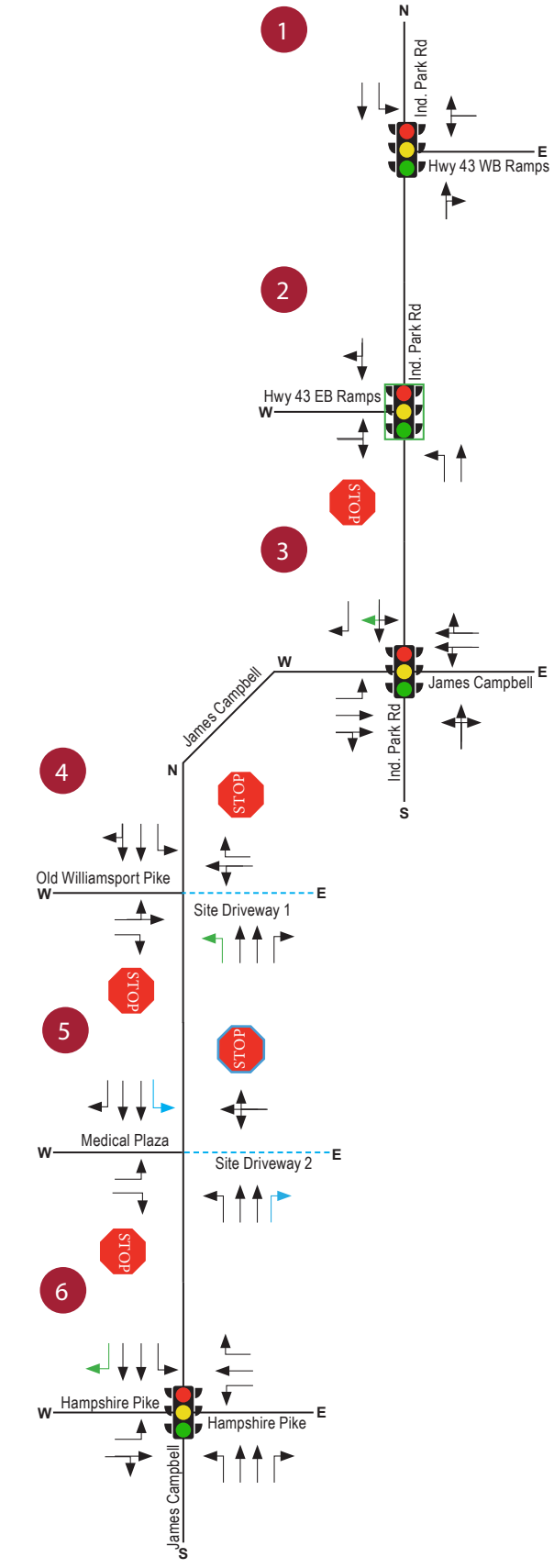
Capacity analyses were performed for the AM and PM peak hours under the Existing 2023, Projected 2026 No-Build, and Projected 2026 Build traffic conditions. The results of the capacity analyses are summarized in **Table 5**. The *Synchro* analyses reports are included in **Appendix D**.

The peak hour results for the existing scenario consist of the existing lane configuration/geometry at the intersections today. The No-Build scenario includes improvements made by other developments as outlined in Section 4.1. The Build scenario is consistent with the No-Build lane geometry with the addition of the turn lanes that were shown as warranted in section 7.0 at intersection 5.

Table 6: Level-of-Service Summary *LOS (Delay in Seconds)*							
Intersection	**Approach/ Movement**	**Existing 2023**		**Projected 2026 No-Build**		**Projected 2026 Build**	
		AM Peak	**PM Peak**	**AM Peak**	**PM Peak**	**AM Peak**	**PM Peak**
1. Highway 43 Westbound Ramps at Industrial Park Road (signalized)	Overall	C (28.3)	B (18.4)	D (35.9)	C (26.7)	D (37.8)	D (36.6)
2. Highway 43 Eastbound Ramps at Industrial Park Road (unsignalized/ signalized)	EB	F (176)	E (41.7)	--	--	--	--
	NBL	B (10.5)	A (9.8)	--	--	--	--
	Overall	--	--	C (34.5)	A (8.3)	E (58.9)	B (10.2)
3. James Campbell Boulevard at Industrial Park Road (signalized)	Overall	D (43.5)	B (15.0)	C (28.0)	C (22.0)	D (38.8)	C (25.5)
4. James Campbell Boulevard at Old Williamsport Pike / Site Driveway 1 (unsignalized)	EB	C (18.9)	C (17.5)	F (115.6)	E (48.6)	F (153.0)	F (94.5)
	WB	C (21.1)	C (20.3)	D (30.3)	D (27.9)	C (20.3)	D (26.8)
	NBL	B (11.4)	B (10.1)	B (13.0)	B (12.3)	B (13.2)	B (12.6)
	SBL	A (9.0)	A (9.8)	B (10.2)	B (11.0)	B (10.7)	B (12.0)
5. James Campbell Boulevard at Medical Plaza Driveway / Site Driveway 2 (unsignalized)	EB	C (20.4)	C (16.5)	D (25.8)	C (22.6)	D (26.9)	D (25.3)
	WB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	D (32.5)	D (31.8)
	NBL	B (12.5)	B (10.0)	B (14.4)	B (11.5)	B (14.4)	B (11.6)
	SBL	A (9.0)	A (9.8)	B (10.1)	B (11.0)	B (10.3)	B (11.8)
6. James Campbell Boulevard at Hampshire Pike (signalized)	Overall	D (36.6)	C (32.5)	E (59.6)	D (46.9)	E (61.2)	D (47.9)

All of the study intersections currently operate and are projected to operate at an acceptable overall LOS during both the AM and PM peak hours with the exception of Industrial Park Road at Highway 43 Eastbound Ramps (Intersection 2). Any overall LOS E for signalized intersections was first observed under the projected No-Build conditions with the addition of the project maintaining the same LOS letter as the No-Build. Additionally, low levels-of-service for unsignalized side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

The recommended lane configuration with the No-Build improvements as well as the site driveways is shown visually in **Figure 10.**



Kimley»Horn	HRP - Columbia Traffic Impact Study	Build 2026 Geometry	Figure 10

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8.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the *HRP - Columbia* development located north of Hampshire Pike and east of James Campbell Boulevard within City of Columbia, Tennessee. The development, which is approximately 50.39-acres in size, will include 444 multifamily units, a 15,150 square foot daycare center, and 15,000 square feet of commercial retail.

The study network was analyzed for the weekday AM and PM peak hours under Existing 2023 conditions, Projected 2026 No-Build conditions (three years of background traffic growth plus project traffic associated with *Steadfast Hampshire Pike, Williamsport Pike,* and *Columbia Fueling Center* developments), and Projected 2026 Build conditions (Projected 2026 No-Build conditions plus traffic generated by the proposed *HRP - Columbia* development).

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours with the exception of Industrial Park Road at Highway 43 Eastbound Ramps (Intersection 2). Under the projected 2026 No-Build and Build conditions, all study intersections are projected to operate at an acceptable overall LOS during the AM and PM peak hours with planned improvements.

8.1 NO-BUILD DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

The following development improvements are recommended to serve the Projected 2026 No-Build traffic conditions (Note: this would be the improvements needed to serve the background traffic and is unrelated to the *HRP - Columbia* development).

- Intersection 2 – Highway 43 EB Ramps at Industrial Park Road
  - Install a traffic signal (Columbia Fueling Center response from the City)
- Intersection 3 – James Campbell Boulevard at Industrial Park Road
  - Southbound shared through/left-turn lane along Industrial Park Road is to be restriped to provide a shared left/through/right-turn lane and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)
- Intersection 4 – James Campbell Boulevard at Old Williamsport Pike/Site Driveway 1
  - Add one (1) northbound left-turn lane along James Campbell Boulevard (Steadfast Hampshire Pike)
- Intersection 6 – James Campbell Boulevard at Hampshire Pike
  - Add one (1) southbound right-turn lane along James Campbell Boulevard and signal timings will be adjusted as necessary after lane modification (Steadfast Hampshire Pike)

8.2 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following development improvements to serve the Projected 2026 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *HRP - Columbia* development).

- Intersection 4 – James Campbell Boulevard at Site Driveway 1
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 5 – James Campbell Boulevard at Site Driveway 2
  - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site
  - Construct one (1) southbound left-turn lane
  - Construct one (1) northbound right-turn lane

APPENDIX A

Site Plan



Kimley»Horn

JAMES CAMPBELL BOULEVARD PROPERTY

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

GRAPHIC SCALE IN FEET
0 50 100 200

NORTH

APPENDIX B

Traffic Count Data

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

Columbia TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
N James Campbell Blvd,
south of Old Williamsport Pike

Date
Wednesday, August 30, 2023

Lat/Long
35.622168°, -87.067233°

Weather
Partly Cloudy
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (08-30-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	1	71	12	2	1	0	0	0	1	0	0	0	0	**88**
0100 - 0200	0	67	12	0	2	1	0	0	1	0	0	0	0	**83**
0200 - 0300	0	46	4	0	2	0	0	0	0	0	0	0	0	**52**
0300 - 0400	0	53	15	0	4	1	0	0	4	0	0	0	0	**77**
0400 - 0500	0	112	25	0	2	1	0	0	1	0	0	0	0	**141**
0500 - 0600	0	331	87	0	8	0	0	0	6	0	0	0	0	**432**
0600 - 0700	1	654	211	18	6	15	0	7	2	0	0	0	0	**914**
0700 - 0800	3	1276	361	33	27	4	0	4	11	0	0	0	0	**1719**
0800 - 0900	1	753	273	8	26	2	0	5	10	1	0	0	0	**1079**
0900 - 1000	0	688	247	3	25	2	0	4	8	0	0	0	0	**977**
1000 - 1100	3	720	260	3	19	0	0	3	7	0	0	0	0	**1015**
1100 - 1200	2	800	273	1	32	10	0	6	4	0	0	0	0	**1128**
1200 - 1300	5	764	262	4	20	8	0	13	8	1	0	0	0	**1085**
1300 - 1400	8	799	241	3	27	1	0	14	8	1	0	0	0	**1102**
1400 - 1500	4	1022	312	33	24	8	0	4	9	0	0	0	0	**1416**
1500 - 1600	4	1190	337	12	15	9	0	6	9	0	0	0	0	**1582**
1600 - 1700	11	1311	295	10	11	3	0	0	7	1	0	0	0	**1649**
1700 - 1800	2	1066	318	1	4	6	0	1	2	0	0	0	0	**1400**
1800 - 1900	3	803	179	0	6	0	0	1	1	0	0	0	0	**993**
1900 - 2000	4	646	139	0	1	0	0	3	2	0	0	0	0	**795**
2000 - 2100	4	431	83	0	3	1	0	0	1	0	0	0	0	**523**
2100 - 2200	5	303	41	0	2	1	0	0	1	0	0	0	0	**353**
2200 - 2300	1	192	24	0	2	0	0	0	0	0	0	0	0	**219**
2300 - 2400	0	117	21	0	5	0	0	0	1	0	0	0	0	**144**

Session Total	62	14215	4032	131	274	73	0	71	104	4	0	0	0	**18966**
Session Average	2.58	592.29	168.00	5.46	11.42	3.04	0.00	2.96	4.33	0.17	0.00	0.00	0.00	**790.25**
Session Percentage	0.33	74.95	21.26	0.69	1.44	0.38	0.00	0.37	0.55	0.02	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	-	0600 - 0700	0700 - 0800	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	3	1276	361	33	27	15	0	7	11	1	0	0	0	**1719**

Noon Peak Hour	1300 - 1400	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1100 - 1200	-	1300 - 1400	1400 - 1500	1200 - 1300	-	-	-	**1400 - 1500**
Noon Peak Volume	8	1022	312	33	32	10	0	14	9	1	0	0	0	**1416**

PM Peak Hour	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1500 - 1600	-	1500 - 1600	1500 - 1600	1600 - 1700	-	-	-	**1600 - 1700**
PM Peak Volume	11	1311	337	12	15	9	0	6	9	1	0	0	0	**1649**

Bi-Directional Class Count || Volume Summary 60min

Columbia TN

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 1
N James Campbell Blvd,
south of Old Williamsport Pike

Date
Wednesday, August 30, 2023

Lat/Long
35.622168°, -87.067233°

Weather
Partly Cloudy
75°F

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (08-30-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	40	48	**88**
0100 - 0200	27	56	**83**
0200 - 0300	26	26	**52**
0300 - 0400	41	36	**77**
0400 - 0500	83	58	**141**
0500 - 0600	265	167	**432**
0600 - 0700	425	489	**914**
0700 - 0800	602	1117	**1719**
0800 - 0900	425	654	**1079**
0900 - 1000	478	499	**977**
1000 - 1100	486	529	**1015**
1100 - 1200	589	539	**1128**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	532	553	**1085**
1300 - 1400	546	556	**1102**
1400 - 1500	707	709	**1416**
1500 - 1600	824	758	**1582**
1600 - 1700	906	743	**1649**
1700 - 1800	698	702	**1400**
1800 - 1900	520	473	**993**
1900 - 2000	449	346	**795**
2000 - 2100	288	235	**523**
2100 - 2200	209	144	**353**
2200 - 2300	112	107	**219**
2300 - 2400	77	67	**144**

Session Total	9355	9611	**18966**
Session Average	389.79	400.46	**790.25**
Session Percentage	49.33	50.67	

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	2	0	-	0	2	25	1	195	-	0	221	77	38	1	-	0	116	0	64	8	-	0	72	411
0730 - 0745	1	0	0	-	0	1	30	3	236	-	0	269	89	63	1	-	0	153	0	47	5	-	1	53	476
0745 - 0800	0	1	0	-	0	1	43	5	241	-	0	289	95	77	5	-	0	177	0	66	10	-	0	76	543
0800 - 0815	2	0	0	-	0	2	20	3	157	-	0	180	75	35	1	-	0	111	0	25	8	-	1	34	327
Total	3	3	0	0	0	6	118	12	829	0	0	959	336	213	8	0	0	557	0	202	31	0	2	235	1757
Approach %	50.00	50.00	0.00	0.00	0.00	-	12.30	1.25	86.44	0.00	0.00	-	60.32	38.24	1.44	0.00	0.00	-	0.00	85.96	13.19	0.00	0.85	-	
PHF	0.38	0.38	0.00	0.00	0.00	**0.75**	0.69	0.60	0.86	0.00	0.00	**0.83**	0.88	0.69	0.40	0.00	0.00	**0.79**	0.00	0.77	0.78	0.00	0.50	**0.77**	**0.81**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	25	1	192	-	0	218	72	36	1	-	0	109	0	62	8	-	0	70	397
0730 - 0745	1	0	0	-	0	1	29	3	228	-	0	260	77	59	1	-	0	137	0	44	4	-	1	49	447
0745 - 0800	0	0	0	-	0	0	41	5	231	-	0	277	88	74	5	-	0	167	0	63	9	-	0	72	516
0800 - 0815	2	0	0	-	0	2	19	2	152	-	0	173	65	32	1	-	0	98	0	24	7	-	1	32	305
Total	3	0	0	0	0	3	114	11	803	0	0	928	302	201	8	0	0	511	0	193	28	0	2	223	1665
Approach %	100.00	0.00	0.00	0.00	0.00	-	12.28	1.19	86.53	0.00	0.00	-	59.10	39.33	1.57	0.00	0.00	-	0.00	86.55	12.56	0.00	0.90	-	
PHF	0.38	0.00	0.00	0.00	0.00	**0.38**	0.70	0.55	0.87	0.00	0.00	**0.84**	0.86	0.68	0.40	0.00	0.00	**0.76**	0.00	0.77	0.78	0.00	0.50	**0.77**	**0.81**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	0	1	-	0	1	3	2	0	-	0	5	0	2	0	-	0	2	9
0730 - 0745	0	0	0	-	0	0	1	0	6	-	0	7	9	3	0	-	0	12	0	3	1	-	0	4	23
0745 - 0800	0	1	0	-	0	1	2	0	9	-	0	11	7	3	0	-	0	10	0	3	1	-	0	4	26
0800 - 0815	0	0	0	-	0	0	1	1	3	-	0	5	9	1	0	-	0	10	0	1	1	-	0	2	17
Total	0	2	0	0	0	2	4	1	19	0	0	24	28	9	0	0	0	37	0	9	3	0	0	12	75
Approach %	0.00	100.00	0.00	0.00	0.00	-	16.67	4.17	79.17	0.00	0.00	-	75.68	24.32	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.50	0.25	0.53	0.00	0.00	**0.55**	0.78	0.75	0.00	0.00	0.00	**0.77**	0.00	0.75	0.75	0.00	0.00	**0.75**	**0.72**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	0	2	-	0	2	2	0	0	-	0	2	0	0	0	-	0	0	5
0730 - 0745	0	0	0	-	0	0	0	0	2	-	0	2	3	1	0	-	0	4	0	0	0	-	0	0	6
0745 - 0800	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0800 - 0815	0	0	0	-	0	0	0	0	2	-	0	2	1	2	0	-	0	3	0	0	0	-	0	0	5
Total	0	1	0	0	0	1	0	0	7	0	0	7	6	3	0	0	0	9	0	0	0	0	0	0	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	66.67	33.33	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.88	0.00	0.00	**0.88**	0.50	0.38	0.00	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	2	2	1	-	0	5	23	2	135	-	0	160	132	77	2	-	0	211	1	45	17	-	0	63	439
1545 - 1600	1	1	1	-	0	3	11	0	141	-	0	152	118	63	2	-	0	183	0	58	15	-	0	73	411
1600 - 1615	4	2	0	-	0	6	14	1	141	-	0	156	161	67	0	-	0	228	0	53	16	-	0	69	459
1615 - 1630	0	3	0	-	0	3	19	2	126	-	0	147	156	73	0	-	0	229	0	58	8	-	0	66	445
Total	7	8	2	0	0	17	67	5	543	0	0	615	567	280	4	0	0	851	1	214	56	0	0	271	1754
Approach %	41.18	47.06	11.76	0.00	0.00	-	10.89	0.81	88.29	0.00	0.00	-	66.63	32.90	0.47	0.00	0.00	-	0.37	78.97	20.66	0.00	0.00	-	
PHF	0.44	0.67	0.50	0.00	0.00	**0.71**	0.73	0.63	0.96	0.00	0.00	**0.96**	0.88	0.91	0.50	0.00	0.00	**0.93**	0.25	0.92	0.82	0.00	0.00	**0.93**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	2	2	1	-	0	5	23	1	131	-	0	155	128	75	2	-	0	205	1	42	17	-	0	60	425
1545 - 1600	1	1	1	-	0	3	11	0	135	-	0	146	114	62	2	-	0	178	0	57	13	-	0	70	397
1600 - 1615	4	2	0	-	0	6	14	0	139	-	0	153	154	67	0	-	0	221	0	52	14	-	0	66	446
1615 - 1630	0	1	0	-	0	1	18	1	124	-	0	143	151	71	0	-	0	222	0	58	8	-	0	66	432
Total	7	6	2	0	0	15	66	2	529	0	0	597	547	275	4	0	0	826	1	209	52	0	0	262	1700
Approach %	46.67	40.00	13.33	0.00	0.00	-	11.06	0.34	88.61	0.00	0.00	-	66.22	33.29	0.48	0.00	0.00	-	0.38	79.77	19.85	0.00	0.00	-	
PHF	0.44	0.75	0.50	0.00	0.00	**0.63**	0.72	0.50	0.95	0.00	0.00	**0.96**	0.89	0.92	0.50	0.00	0.00	**0.93**	0.25	0.90	0.76	0.00	0.00	**0.94**	**0.95**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	3	-	0	3	3	1	0	-	0	4	0	1	0	-	0	1	8
1545 - 1600	0	0	0	-	0	0	0	0	3	-	0	3	3	1	0	-	0	4	0	1	1	-	0	2	9
1600 - 1615	0	0	0	-	0	0	0	1	1	-	0	2	7	0	0	-	0	7	0	1	2	-	0	3	12
1615 - 1630	0	1	0	-	0	1	0	1	0	-	0	1	4	2	0	-	0	6	0	0	0	-	0	0	8
Total	0	1	0	0	0	1	0	2	7	0	0	9	17	4	0	0	0	21	0	3	3	0	0	6	37
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	22.22	77.78	0.00	0.00	-	80.95	19.05	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.58	0.00	0.00	**0.75**	0.61	0.50	0.00	0.00	0.00	**0.75**	0.00	0.75	0.38	0.00	0.00	**0.50**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						Industrial Park Rd						N James Campbell Blvd (West)						N James Campbell Blvd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	1	1	-	0	2	1	1	0	-	0	2	0	2	0	-	0	2	6
1545 - 1600	0	0	0	-	0	0	0	0	3	-	0	3	1	0	0	-	0	1	0	0	1	-	0	1	5
1600 - 1615	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1615 - 1630	0	1	0	-	0	1	1	0	2	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	5
Total	0	1	0	0	0	1	1	1	7	0	0	9	3	1	0	0	0	4	0	2	1	0	0	3	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	11.11	11.11	77.78	0.00	0.00	-	75.00	25.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.25	0.25	0.58	0.00	0.00	**0.75**	0.75	0.25	0.00	0.00	0.00	**0.50**	0.00	0.25	0.25	0.00	0.00	**0.38**	**0.71**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	5	117	4	-	0	126	2	181	2	-	0	185	4	0	13	-	1	18	8	0	2	-	0	10	339
0715 - 0730	6	117	1	-	0	124	3	249	3	-	0	255	0	0	33	-	0	33	4	0	2	-	0	6	418
0730 - 0745	1	160	12	-	0	173	6	278	0	-	0	284	8	0	35	-	0	43	0	0	1	-	0	1	501
0745 - 0800	5	159	13	-	0	177	10	288	4	-	0	302	6	0	25	-	0	31	0	0	0	-	0	0	510
Total	17	553	30	0	0	600	21	996	9	0	0	1026	18	0	106	0	1	125	12	0	5	0	0	17	1768
Approach %	2.83	92.17	5.00	0.00	0.00	-	2.05	97.08	0.88	0.00	0.00	-	14.40	0.00	84.80	0.00	0.80	-	70.59	0.00	29.41	0.00	0.00	-	
PHF	0.71	0.86	0.58	0.00	0.00	**0.85**	0.53	0.86	0.56	0.00	0.00	**0.85**	0.56	0.00	0.76	0.00	0.25	**0.73**	0.38	0.00	0.63	0.00	0.00	**0.43**	**0.87**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	4	109	4	-	0	117	2	176	2	-	0	180	4	0	11	-	1	16	8	0	2	-	0	10	323
0715 - 0730	6	110	1	-	0	117	3	244	3	-	0	250	0	0	33	-	0	33	4	0	2	-	0	6	406
0730 - 0745	1	145	12	-	0	158	6	267	0	-	0	273	7	0	32	-	0	39	0	0	1	-	0	1	471
0745 - 0800	5	150	13	-	0	168	10	275	4	-	0	289	5	0	25	-	0	30	0	0	0	-	0	0	487
Total	16	514	30	0	0	560	21	962	9	0	0	992	16	0	101	0	1	118	12	0	5	0	0	17	1687
Approach %	2.86	91.79	5.36	0.00	0.00	-	2.12	96.98	0.91	0.00	0.00	-	13.56	0.00	85.59	0.00	0.85	-	70.59	0.00	29.41	0.00	0.00	-	
PHF	0.67	0.86	0.58	0.00	0.00	**0.83**	0.53	0.87	0.56	0.00	0.00	**0.86**	0.57	0.00	0.77	0.00	0.25	**0.76**	0.38	0.00	0.63	0.00	0.00	**0.43**	**0.87**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	1	5	0	-	0	6	0	4	0	-	0	4	0	0	2	-	0	2	0	0	0	-	0	0	12
0715 - 0730	0	5	0	-	0	5	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	8
0730 - 0745	0	11	0	-	0	11	0	9	0	-	0	9	1	0	3	-	0	4	0	0	0	-	0	0	24
0745 - 0800	0	9	0	-	0	9	0	12	0	-	0	12	1	0	0	-	0	1	0	0	0	-	0	0	22
Total	1	30	0	0	0	31	0	28	0	0	0	28	2	0	5	0	0	7	0	0	0	0	0	0	66
Approach %	3.23	96.77	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	28.57	0.00	71.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.68	0.00	0.00	0.00	**0.70**	0.00	0.58	0.00	0.00	0.00	**0.58**	0.50	0.00	0.42	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0700 - 0715	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
0730 - 0745	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
0745 - 0800	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	9	0	0	0	9	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Peak Hour Turning Movement Count

Columbia TN

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Marr Traffic DATA COLLECTION

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Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	14	192	6	-	0	212	2	186	3	-	0	191	7	0	16	-	0	23	5	0	4	-	0	9	435
1545 - 1600	6	162	7	-	0	175	0	192	7	-	0	199	5	0	11	-	0	16	6	0	7	-	0	13	403
1600 - 1615	12	237	4	-	0	253	1	194	7	-	0	202	7	0	3	-	0	10	6	0	6	-	0	12	477
1615 - 1630	16	197	0	-	0	213	2	179	6	-	0	187	2	0	4	-	0	6	3	0	3	-	0	6	412
Total	48	788	17	0	0	853	5	751	23	0	0	779	21	0	34	0	0	55	20	0	20	0	0	40	1727
Approach %	5.63	92.38	1.99	0.00	0.00	-	0.64	96.41	2.95	0.00	0.00	-	38.18	0.00	61.82	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.75	0.83	0.61	0.00	0.00	**0.84**	0.63	0.97	0.82	0.00	0.00	**0.96**	0.75	0.00	0.53	0.00	0.00	**0.60**	0.83	0.00	0.71	0.00	0.00	**0.77**	**0.91**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	11	187	6	-	0	204	2	179	3	-	0	184	7	0	16	-	0	23	5	0	4	-	0	9	420
1545 - 1600	6	157	7	-	0	170	0	185	7	-	0	192	5	0	11	-	0	16	6	0	7	-	0	13	391
1600 - 1615	12	229	3	-	0	244	1	191	7	-	0	199	7	0	3	-	0	10	5	0	6	-	0	11	464
1615 - 1630	16	191	0	-	0	207	2	177	6	-	0	185	2	0	2	-	0	4	3	0	3	-	0	6	402
Total	45	764	16	0	0	825	5	732	23	0	0	760	21	0	32	0	0	53	19	0	20	0	0	39	1677
Approach %	5.45	92.61	1.94	0.00	0.00	-	0.66	96.32	3.03	0.00	0.00	-	39.62	0.00	60.38	0.00	0.00	-	48.72	0.00	51.28	0.00	0.00	-	
PHF	0.70	0.83	0.57	0.00	0.00	**0.85**	0.63	0.96	0.82	0.00	0.00	**0.95**	0.75	0.00	0.50	0.00	0.00	**0.58**	0.79	0.00	0.71	0.00	0.00	**0.75**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	3	3	0	-	0	6	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	10
1545 - 1600	0	4	0	-	0	4	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	8
1600 - 1615	0	8	1	-	0	9	0	2	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	12
1615 - 1630	0	5	0	-	0	5	0	0	0	-	0	0	0	0	2	-	0	2	0	0	0	-	0	0	7
Total	3	20	1	0	0	24	0	10	0	0	0	10	0	0	2	0	0	2	1	0	0	0	0	1	37
Approach %	12.50	83.33	4.17	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.25	0.00	0.00	**0.67**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Old Williamsport Pike (West)						Old Williamsport Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1530 - 1545	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
1545 - 1600	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1600 - 1615	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1615 - 1630	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	4	0	0	0	4	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	13
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.65**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0700 - 0800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	9	132	0	-	0	141	0	194	8	-	0	202	0	0	1	-	0	1	0	0	0	-	0	0	344
0715 - 0730	7	127	0	-	0	134	0	267	18	-	0	285	0	0	0	-	0	0	0	0	0	-	0	0	419
0730 - 0745	16	165	0	-	0	181	0	297	17	-	1	315	0	0	1	-	0	1	0	0	0	-	0	0	497
0745 - 0800	16	170	0	-	0	186	0	297	22	-	0	319	3	0	3	-	0	6	0	0	0	-	0	0	511
Total	48	594	0	0	0	642	0	1055	65	0	1	1121	3	0	5	0	0	8	0	0	0	0	0	0	1771
Approach %	7.48	92.52	0.00	0.00	0.00	-	0.00	94.11	5.80	0.00	0.09	-	37.50	0.00	62.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.87	0.00	0.00	0.00	**0.86**	0.00	0.89	0.74	0.00	0.25	**0.88**	0.25	0.00	0.42	0.00	0.00	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	9	122	0	-	0	131	0	187	8	-	0	195	0	0	1	-	0	1	0	0	0	-	0	0	327
0715 - 0730	7	121	0	-	0	128	0	262	18	-	0	280	0	0	0	-	0	0	0	0	0	-	0	0	408
0730 - 0745	16	149	0	-	0	165	0	283	17	-	1	301	0	0	1	-	0	1	0	0	0	-	0	0	467
0745 - 0800	16	162	0	-	0	178	0	285	21	-	0	306	3	0	3	-	0	6	0	0	0	-	0	0	490
Total	48	554	0	0	0	602	0	1017	64	0	1	1082	3	0	5	0	0	8	0	0	0	0	0	0	1692
Approach %	7.97	92.03	0.00	0.00	0.00	-	0.00	93.99	5.91	0.00	0.09	-	37.50	0.00	62.50	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.85	0.00	0.00	0.00	**0.85**	0.00	0.89	0.76	0.00	0.25	**0.88**	0.25	0.00	0.42	0.00	0.00	**0.33**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	0	7	0	-	0	7	0	6	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	13
0715 - 0730	0	4	0	-	0	4	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	7
0730 - 0745	0	12	0	-	0	12	0	12	0	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	24
0745 - 0800	0	8	0	-	0	8	0	11	1	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	20
Total	0	31	0	0	0	31	0	32	1	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	64
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	96.97	3.03	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.65	0.00	0.00	0.00	**0.65**	0.00	0.67	0.25	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0700 - 0715	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
0730 - 0745	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
0745 - 0800	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	9	0	0	0	9	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

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Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	11	210	0	-	1	222	0	206	6	-	0	212	4	0	8	-	0	12	0	0	0	-	0	0	446
1545 - 1600	4	162	0	-	0	166	0	201	5	-	0	206	6	0	19	-	0	25	0	0	0	-	0	0	397
1600 - 1615	4	247	0	-	0	251	0	199	3	-	1	203	7	0	17	-	0	24	0	0	0	-	0	0	478
1615 - 1630	4	199	0	-	1	204	0	188	2	-	0	190	10	0	7	-	0	17	0	0	0	-	0	0	411
Total	23	818	0	0	2	843	0	794	16	0	1	811	27	0	51	0	0	78	0	0	0	0	0	0	1732
Approach %	2.73	97.03	0.00	0.00	0.24	-	0.00	97.90	1.97	0.00	0.12	-	34.62	0.00	65.38	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.52	0.83	0.00	0.00	0.50	**0.84**	0.00	0.96	0.67	0.00	0.25	**0.96**	0.68	0.00	0.67	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1545 - 1600	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	11	203	0	-	1	215	0	199	6	-	0	205	4	0	8	-	0	12	0	0	0	-	0	0	432
1545 - 1600	3	159	0	-	0	162	0	194	5	-	0	199	5	0	19	-	0	24	0	0	0	-	0	0	385
1600 - 1615	4	238	0	-	0	242	0	195	3	-	1	199	7	0	17	-	0	24	0	0	0	-	0	0	465
1615 - 1630	4	194	0	-	1	199	0	184	2	-	0	186	10	0	7	-	0	17	0	0	0	-	0	0	402
Total	22	794	0	0	2	818	0	772	16	0	1	789	26	0	51	0	0	77	0	0	0	0	0	0	1684
Approach %	2.69	97.07	0.00	0.00	0.24	-	0.00	97.85	2.03	0.00	0.13	-	33.77	0.00	66.23	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.83	0.00	0.00	0.50	**0.85**	0.00	0.97	0.67	0.00	0.25	**0.96**	0.65	0.00	0.67	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	0	6	0	-	0	6	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	10
1545 - 1600	1	2	0	-	0	3	0	4	0	-	0	4	1	0	0	-	0	1	0	0	0	-	0	0	8
1600 - 1615	0	9	0	-	0	9	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	12
1615 - 1630	0	4	0	-	0	4	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	6
Total	1	21	0	0	0	22	0	13	0	0	0	13	1	0	0	0	0	1	0	0	0	0	0	0	36
Approach %	4.55	95.45	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.58	0.00	0.00	0.00	**0.61**	0.00	0.81	0.00	0.00	0.00	**0.81**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	N James Campbell Blvd (South)						N James Campbell Blvd (North)						Business Driveway						Driveway						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1530 - 1545	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1545 - 1600	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1600 - 1615	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1615 - 1630	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	3	0	0	0	3	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	12
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	37	86	15	-	0	138	45	129	72	-	0	246	36	65	47	-	0	148	26	70	16	-	0	112	644
0730 - 0745	42	111	32	-	0	185	72	170	48	-	1	291	60	68	54	-	1	183	21	48	25	-	0	94	753
0745 - 0800	31	102	27	-	1	161	52	206	38	-	1	297	56	74	56	-	0	186	27	40	32	-	0	99	743
0800 - 0815	37	93	19	-	1	150	44	125	27	-	1	197	28	57	45	-	0	130	26	27	21	-	0	74	551
Total	147	392	93	0	2	634	213	630	185	0	3	1031	180	264	202	0	1	647	100	185	94	0	0	379	2691
Approach %	23.19	61.83	14.67	0.00	0.32	-	20.66	61.11	17.94	0.00	0.29	-	27.82	40.80	31.22	0.00	0.15	-	26.39	48.81	24.80	0.00	0.00	-	
PHF	0.88	0.88	0.73	0.00	0.50	**0.86**	0.74	0.76	0.64	0.00	0.75	**0.87**	0.75	0.89	0.90	0.00	0.25	**0.87**	0.93	0.66	0.73	0.00	0.00	**0.85**	**0.89**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	31	82	15	-	0	128	45	124	72	-	0	241	33	64	44	-	0	141	24	66	16	-	0	106	616
0730 - 0745	41	104	31	-	0	176	68	161	47	-	1	277	52	64	52	-	1	169	20	47	24	-	0	91	713
0745 - 0800	31	96	25	-	1	153	50	200	35	-	1	286	54	73	54	-	0	181	26	37	32	-	0	95	715
0800 - 0815	36	81	17	-	1	135	42	121	27	-	1	191	28	55	44	-	0	127	25	26	19	-	0	70	523
Total	139	363	88	0	2	592	205	606	181	0	3	995	167	256	194	0	1	618	95	176	91	0	0	362	2567
Approach %	23.48	61.32	14.86	0.00	0.34	-	20.60	60.90	18.19	0.00	0.30	-	27.02	41.42	31.39	0.00	0.16	-	26.24	48.62	25.14	0.00	0.00	-	
PHF	0.85	0.87	0.71	0.00	0.50	**0.84**	0.75	0.76	0.63	0.00	0.75	**0.87**	0.77	0.88	0.90	0.00	0.25	**0.85**	0.91	0.67	0.71	0.00	0.00	**0.85**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	6	2	0	-	0	8	0	3	0	-	0	3	3	1	1	-	0	5	2	4	0	-	0	6	22
0730 - 0745	1	3	0	-	0	4	4	7	1	-	0	12	8	4	2	-	0	14	1	0	1	-	0	2	32
0745 - 0800	0	6	1	-	0	7	2	5	3	-	0	10	2	1	1	-	0	4	1	2	0	-	0	3	24
0800 - 0815	1	9	2	-	0	12	1	3	0	-	0	4	0	1	1	-	0	2	1	1	2	-	0	4	22
Total	8	20	3	0	0	31	7	18	4	0	0	29	13	7	5	0	0	25	5	7	3	0	0	15	100
Approach %	25.81	64.52	9.68	0.00	0.00	-	24.14	62.07	13.79	0.00	0.00	-	52.00	28.00	20.00	0.00	0.00	-	33.33	46.67	20.00	0.00	0.00	-	
PHF	0.33	0.56	0.38	0.00	0.00	**0.65**	0.44	0.64	0.33	0.00	0.00	**0.60**	0.41	0.44	0.63	0.00	0.00	**0.45**	0.63	0.44	0.38	0.00	0.00	**0.63**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	2	-	0	2	0	0	0	-	0	0	6
0730 - 0745	0	4	1	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	8
0745 - 0800	0	0	1	-	0	1	0	1	0	-	0	1	0	0	1	-	0	1	0	1	0	-	0	1	4
0800 - 0815	0	3	0	-	0	3	1	1	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	6
Total	0	9	2	0	0	11	1	6	0	0	0	7	0	1	3	0	0	4	0	2	0	0	0	2	24
Approach %	0.00	81.82	18.18	0.00	0.00	-	14.29	85.71	0.00	0.00	0.00	-	0.00	25.00	75.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.50	0.00	0.00	**0.55**	0.25	0.75	0.00	0.00	0.00	**0.88**	0.00	0.25	0.38	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1445 - 1545

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	59	134	26	-	2	221	36	119	35	-	0	190	50	54	38	-	0	142	15	61	29	-	0	105	658
1500 - 1515	55	142	26	-	1	224	33	101	29	-	0	163	58	69	48	-	0	175	22	76	48	-	0	146	708
1515 - 1530	57	135	14	-	0	206	30	145	39	-	0	214	37	57	43	-	0	137	21	49	29	-	0	99	656
1530 - 1545	60	152	25	-	0	237	33	150	44	-	0	227	28	48	44	-	0	120	20	45	37	-	0	102	686
Total	231	563	91	0	3	888	132	515	147	0	0	794	173	228	173	0	0	574	78	231	143	0	0	452	2708
Approach %	26.01	63.40	10.25	0.00	0.34	-	16.62	64.86	18.51	0.00	0.00	-	30.14	39.72	30.14	0.00	0.00	-	17.26	51.11	31.64	0.00	0.00	-	
PHF	0.96	0.93	0.88	0.00	0.38	**0.94**	0.92	0.86	0.84	0.00	0.00	**0.87**	0.75	0.83	0.90	0.00	0.00	**0.82**	0.89	0.76	0.74	0.00	0.00	**0.77**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	58	127	26	-	2	213	36	113	35	-	0	184	42	51	36	-	0	129	14	59	28	-	0	101	627
1500 - 1515	54	134	24	-	1	213	31	96	28	-	0	155	58	68	43	-	0	169	20	73	45	-	0	138	675
1515 - 1530	57	131	14	-	0	202	29	142	39	-	0	210	37	53	41	-	0	131	21	47	28	-	0	96	639
1530 - 1545	58	146	21	-	0	225	31	146	43	-	0	220	27	46	42	-	0	115	20	45	37	-	0	102	662
Total	227	538	85	0	3	853	127	497	145	0	0	769	164	218	162	0	0	544	75	224	138	0	0	437	2603
Approach %	26.61	63.07	9.96	0.00	0.35	-	16.51	64.63	18.86	0.00	0.00	-	30.15	40.07	29.78	0.00	0.00	-	17.16	51.26	31.58	0.00	0.00	-	
PHF	0.98	0.92	0.82	0.00	0.38	**0.95**	0.88	0.85	0.84	0.00	0.00	**0.87**	0.71	0.80	0.94	0.00	0.00	**0.80**	0.89	0.77	0.77	0.00	0.00	**0.79**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	1	6	0	-	0	7	0	4	0	-	0	4	8	2	1	-	0	11	1	2	1	-	0	4	26
1500 - 1515	1	6	2	-	0	9	2	5	0	-	0	7	0	0	4	-	0	4	1	2	3	-	0	6	26
1515 - 1530	0	2	0	-	0	2	1	2	0	-	0	3	0	3	1	-	0	4	0	2	1	-	0	3	12
1530 - 1545	1	6	4	-	0	11	1	2	1	-	0	4	0	2	2	-	0	4	0	0	0	-	0	0	19
Total	3	20	6	0	0	29	4	13	1	0	0	18	8	7	8	0	0	23	2	6	5	0	0	13	83
Approach %	10.34	68.97	20.69	0.00	0.00	-	22.22	72.22	5.56	0.00	0.00	-	34.78	30.43	34.78	0.00	0.00	-	15.38	46.15	38.46	0.00	0.00	-	
PHF	0.75	0.83	0.38	0.00	0.00	**0.66**	0.50	0.65	0.25	0.00	0.00	**0.64**	0.25	0.58	0.50	0.00	0.00	**0.52**	0.50	0.75	0.42	0.00	0.00	**0.54**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	1	0	-	0	1	0	2	0	-	0	2	0	1	1	-	0	2	0	0	0	-	0	0	5
1500 - 1515	0	2	0	-	0	2	0	0	1	-	0	1	0	1	1	-	0	2	1	1	0	-	0	2	7
1515 - 1530	0	2	0	-	0	2	0	1	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	5
1530 - 1545	1	0	0	-	0	1	1	2	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	5
Total	1	5	0	0	0	6	1	5	1	0	0	7	1	3	3	0	0	7	1	1	0	0	0	2	22
Approach %	16.67	83.33	0.00	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	-	14.29	42.86	42.86	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.00	0.00	0.00	**0.75**	0.25	0.63	0.25	0.00	0.00	**0.58**	0.25	0.75	0.75	0.00	0.00	**0.88**	0.25	0.25	0.00	0.00	0.00	**0.25**	**0.79**

Peak Hour Turning Movement Count

Columbia TN

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Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	37	86	15	-	0	138	45	129	72	-	0	246	36	65	47	-	0	148	26	70	16	-	0	112	644
0730 - 0745	42	111	32	-	0	185	72	170	48	-	1	291	60	68	54	-	1	183	21	48	25	-	0	94	753
0745 - 0800	31	102	27	-	1	161	52	206	38	-	1	297	56	74	56	-	0	186	27	40	32	-	0	99	743
0800 - 0815	37	93	19	-	1	150	44	125	27	-	1	197	28	57	45	-	0	130	26	27	21	-	0	74	551
Total	147	392	93	0	2	634	213	630	185	0	3	1031	180	264	202	0	1	647	100	185	94	0	0	379	2691
Approach %	23.19	61.83	14.67	0.00	0.32	-	20.66	61.11	17.94	0.00	0.29	-	27.82	40.80	31.22	0.00	0.15	-	26.39	48.81	24.80	0.00	0.00	-	
PHF	0.88	0.88	0.73	0.00	0.50	**0.86**	0.74	0.76	0.64	0.00	0.75	**0.87**	0.75	0.89	0.90	0.00	0.25	**0.87**	0.93	0.66	0.73	0.00	0.00	**0.85**	**0.89**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	31	82	15	-	0	128	45	124	72	-	0	241	33	64	44	-	0	141	24	66	16	-	0	106	616
0730 - 0745	41	104	31	-	0	176	68	161	47	-	1	277	52	64	52	-	1	169	20	47	24	-	0	91	713
0745 - 0800	31	96	25	-	1	153	50	200	35	-	1	286	54	73	54	-	0	181	26	37	32	-	0	95	715
0800 - 0815	36	81	17	-	1	135	42	121	27	-	1	191	28	55	44	-	0	127	25	26	19	-	0	70	523
Total	139	363	88	0	2	592	205	606	181	0	3	995	167	256	194	0	1	618	95	176	91	0	0	362	2567
Approach %	23.48	61.32	14.86	0.00	0.34	-	20.60	60.90	18.19	0.00	0.30	-	27.02	41.42	31.39	0.00	0.16	-	26.24	48.62	25.14	0.00	0.00	-	
PHF	0.85	0.87	0.71	0.00	0.50	**0.84**	0.75	0.76	0.63	0.00	0.75	**0.87**	0.77	0.88	0.90	0.00	0.25	**0.85**	0.91	0.67	0.71	0.00	0.00	**0.85**	**0.90**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	6	2	0	-	0	8	0	3	0	-	0	3	3	1	1	-	0	5	2	4	0	-	0	6	22
0730 - 0745	1	3	0	-	0	4	4	7	1	-	0	12	8	4	2	-	0	14	1	0	1	-	0	2	32
0745 - 0800	0	6	1	-	0	7	2	5	3	-	0	10	2	1	1	-	0	4	1	2	0	-	0	3	24
0800 - 0815	1	9	2	-	0	12	1	3	0	-	0	4	0	1	1	-	0	2	1	1	2	-	0	4	22
Total	8	20	3	0	0	31	7	18	4	0	0	29	13	7	5	0	0	25	5	7	3	0	0	15	100
Approach %	25.81	64.52	9.68	0.00	0.00	-	24.14	62.07	13.79	0.00	0.00	-	52.00	28.00	20.00	0.00	0.00	-	33.33	46.67	20.00	0.00	0.00	-	
PHF	0.33	0.56	0.38	0.00	0.00	**0.65**	0.44	0.64	0.33	0.00	0.00	**0.60**	0.41	0.44	0.63	0.00	0.00	**0.45**	0.63	0.44	0.38	0.00	0.00	**0.63**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	0	0	2	-	0	2	0	0	0	-	0	0	6
0730 - 0745	0	4	1	-	0	5	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	8
0745 - 0800	0	0	1	-	0	1	0	1	0	-	0	1	0	0	1	-	0	1	0	1	0	-	0	1	4
0800 - 0815	0	3	0	-	0	3	1	1	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	6
Total	0	9	2	0	0	11	1	6	0	0	0	7	0	1	3	0	0	4	0	2	0	0	0	2	24
Approach %	0.00	81.82	18.18	0.00	0.00	-	14.29	85.71	0.00	0.00	0.00	-	0.00	25.00	75.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.50	0.00	0.00	**0.55**	0.25	0.75	0.00	0.00	0.00	**0.88**	0.00	0.25	0.38	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1445 - 1545

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	59	134	26	-	2	221	36	119	35	-	0	190	50	54	38	-	0	142	15	61	29	-	0	105	658
1500 - 1515	55	142	26	-	1	224	33	101	29	-	0	163	58	69	48	-	0	175	22	76	48	-	0	146	708
1515 - 1530	57	135	14	-	0	206	30	145	39	-	0	214	37	57	43	-	0	137	21	49	29	-	0	99	656
1530 - 1545	60	152	25	-	0	237	33	150	44	-	0	227	28	48	44	-	0	120	20	45	37	-	0	102	686
Total	231	563	91	0	3	888	132	515	147	0	0	794	173	228	173	0	0	574	78	231	143	0	0	452	2708
Approach %	26.01	63.40	10.25	0.00	0.34	-	16.62	64.86	18.51	0.00	0.00	-	30.14	39.72	30.14	0.00	0.00	-	17.26	51.11	31.64	0.00	0.00	-	
PHF	0.96	0.93	0.88	0.00	0.38	**0.94**	0.92	0.86	0.84	0.00	0.00	**0.87**	0.75	0.83	0.90	0.00	0.00	**0.82**	0.89	0.76	0.74	0.00	0.00	**0.77**	**0.96**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	58	127	26	-	2	213	36	113	35	-	0	184	42	51	36	-	0	129	14	59	28	-	0	101	627
1500 - 1515	54	134	24	-	1	213	31	96	28	-	0	155	58	68	43	-	0	169	20	73	45	-	0	138	675
1515 - 1530	57	131	14	-	0	202	29	142	39	-	0	210	37	53	41	-	0	131	21	47	28	-	0	96	639
1530 - 1545	58	146	21	-	0	225	31	146	43	-	0	220	27	46	42	-	0	115	20	45	37	-	0	102	662
Total	227	538	85	0	3	853	127	497	145	0	0	769	164	218	162	0	0	544	75	224	138	0	0	437	2603
Approach %	26.61	63.07	9.96	0.00	0.35	-	16.51	64.63	18.86	0.00	0.00	-	30.15	40.07	29.78	0.00	0.00	-	17.16	51.26	31.58	0.00	0.00	-	
PHF	0.98	0.92	0.82	0.00	0.38	**0.95**	0.88	0.85	0.84	0.00	0.00	**0.87**	0.71	0.80	0.94	0.00	0.00	**0.80**	0.89	0.77	0.77	0.00	0.00	**0.79**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	1	6	0	-	0	7	0	4	0	-	0	4	8	2	1	-	0	11	1	2	1	-	0	4	26
1500 - 1515	1	6	2	-	0	9	2	5	0	-	0	7	0	0	4	-	0	4	1	2	3	-	0	6	26
1515 - 1530	0	2	0	-	0	2	1	2	0	-	0	3	0	3	1	-	0	4	0	2	1	-	0	3	12
1530 - 1545	1	6	4	-	0	11	1	2	1	-	0	4	0	2	2	-	0	4	0	0	0	-	0	0	19
Total	3	20	6	0	0	29	4	13	1	0	0	18	8	7	8	0	0	23	2	6	5	0	0	13	83
Approach %	10.34	68.97	20.69	0.00	0.00	-	22.22	72.22	5.56	0.00	0.00	-	34.78	30.43	34.78	0.00	0.00	-	15.38	46.15	38.46	0.00	0.00	-	
PHF	0.75	0.83	0.38	0.00	0.00	**0.66**	0.50	0.65	0.25	0.00	0.00	**0.64**	0.25	0.58	0.50	0.00	0.00	**0.52**	0.50	0.75	0.42	0.00	0.00	**0.54**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	TN-50 N James Campbell Blvd						N James Campbell Blvd						TN-99 Hampshire Pike (West)						TN-99 Hampshire Pike (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	4.1	4.2	4.3		4.4	Total	4.5	4.6	4.7		4.8	Total	4.9	4.10	4.11		4.12	Total	4.13	4.14	4.15		4.16	Total	Total
1445 - 1500	0	1	0	-	0	1	0	2	0	-	0	2	0	1	1	-	0	2	0	0	0	-	0	0	5
1500 - 1515	0	2	0	-	0	2	0	0	1	-	0	1	0	1	1	-	0	2	1	1	0	-	0	2	7
1515 - 1530	0	2	0	-	0	2	0	1	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	5
1530 - 1545	1	0	0	-	0	1	1	2	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	5
Total	1	5	0	0	0	6	1	5	1	0	0	7	1	3	3	0	0	7	1	1	0	0	0	2	22
Approach %	16.67	83.33	0.00	0.00	0.00	-	14.29	71.43	14.29	0.00	0.00	-	14.29	42.86	42.86	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	
PHF	0.25	0.63	0.00	0.00	0.00	**0.75**	0.25	0.63	0.25	0.00	0.00	**0.58**	0.25	0.75	0.75	0.00	0.00	**0.88**	0.25	0.25	0.00	0.00	0.00	**0.25**	**0.79**

Peak Hour Turning Movement Count

Columbia TN

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Marr Traffic DATA COLLECTION

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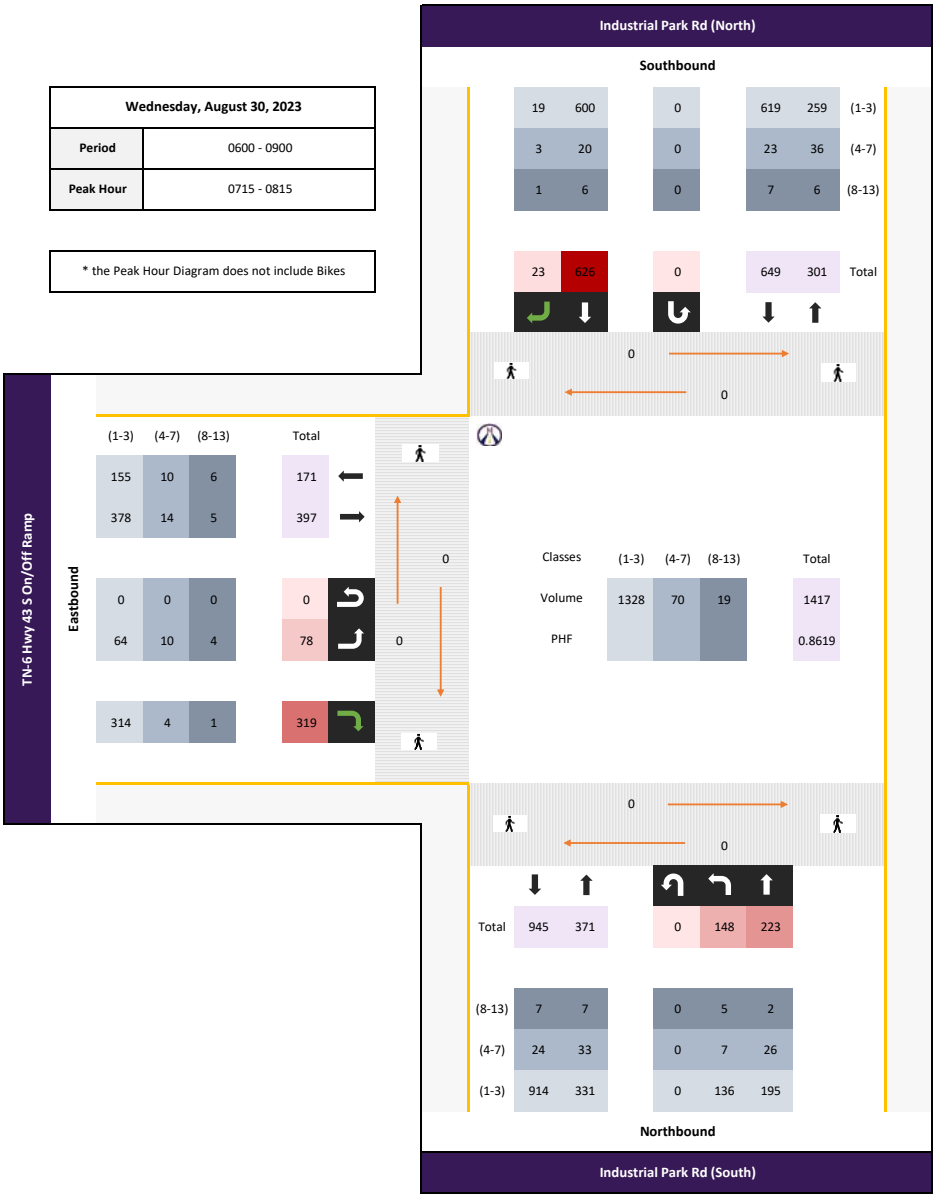
Wednesday, August 30, 2023	
Period	0600 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	28	55	-	-	0	83	-	143	8	-	0	151	22	-	82	-	0	104	-	-	-	-	-	0	338
0730 - 0745	39	58	-	-	0	97	-	175	4	-	0	179	14	-	92	-	0	106	-	-	-	-	-	0	382
0745 - 0800	45	62	-	-	0	107	-	183	3	-	0	186	24	-	94	-	0	118	-	-	-	-	-	0	411
0800 - 0815	36	48	-	-	0	84	-	125	8	-	0	133	18	-	51	-	0	69	-	-	-	-	-	0	286
Total	148	223	0	0	0	371	0	626	23	0	0	649	78	0	319	0	0	397	0	0	0	0	0	0	1417
Approach %	39.89	60.11	0.00	0.00	0.00	-	0.00	96.46	3.54	0.00	0.00	-	19.65	0.00	80.35	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.82	0.90	0.00	0.00	0.00	**0.87**	0.00	0.86	0.72	0.00	0.00	**0.87**	0.81	0.00	0.85	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Bikes

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	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
0745 - 0800	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	24	52	-	-	0	76	-	140	6	-	0	146	20	-	82	-	0	102	-	-	-	-	-	0	324
0730 - 0745	36	48	-	-	0	84	-	169	2	-	0	171	12	-	89	-	0	101	-	-	-	-	-	0	356
0745 - 0800	43	55	-	-	0	98	-	172	3	-	0	175	20	-	93	-	0	113	-	-	-	-	-	0	386
0800 - 0815	33	40	-	-	0	73	-	119	8	-	0	127	12	-	50	-	0	62	-	-	-	-	-	0	262
Total	136	195	0	0	0	331	0	600	19	0	0	619	64	0	314	0	0	378	0	0	0	0	0	0	1328
Approach %	41.09	58.91	0.00	0.00	0.00	-	0.00	96.93	3.07	0.00	0.00	-	16.93	0.00	83.07	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.79	0.89	0.00	0.00	0.00	**0.84**	0.00	0.87	0.59	0.00	0.00	**0.88**	0.80	0.00	0.84	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	1	3	-	-	0	4	-	1	2	-	0	3	2	-	0	-	0	2	-	-	-	-	-	0	9
0730 - 0745	1	9	-	-	0	10	-	5	1	-	0	6	1	-	2	-	0	3	-	-	-	-	-	0	19
0745 - 0800	2	7	-	-	0	9	-	10	0	-	0	10	3	-	1	-	0	4	-	-	-	-	-	0	23
0800 - 0815	3	7	-	-	0	10	-	4	0	-	0	4	4	-	1	-	0	5	-	-	-	-	-	0	19
Total	7	26	0	0	0	33	0	20	3	0	0	23	10	0	4	0	0	14	0	0	0	0	0	0	70
Approach %	21.21	78.79	0.00	0.00	0.00	-	0.00	86.96	13.04	0.00	0.00	-	71.43	0.00	28.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.58	0.72	0.00	0.00	0.00	**0.83**	0.00	0.50	0.38	0.00	0.00	**0.58**	0.63	0.00	0.50	0.00	0.00	**0.70**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.76**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
0715 - 0730	3	0	-	-	0	3	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	5
0730 - 0745	2	1	-	-	0	3	-	1	1	-	0	2	1	-	1	-	0	2	-	-	-	-	-	0	7
0745 - 0800	0	0	-	-	0	0	-	1	0	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	2
0800 - 0815	0	1	-	-	0	1	-	2	0	-	0	2	2	-	0	-	0	2	-	-	-	-	-	0	5
Total	5	2	0	0	0	7	0	6	1	0	0	7	4	0	1	0	0	5	0	0	0	0	0	0	19
Approach %	71.43	28.57	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.42	0.50	0.00	0.00	0.00	**0.58**	0.00	0.75	0.25	0.00	0.00	**0.88**	0.50	0.00	0.25	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.68**

Peak Hour Turning Movement Count

Columbia TN

Click here for Map

Marr Traffic DATA COLLECTION

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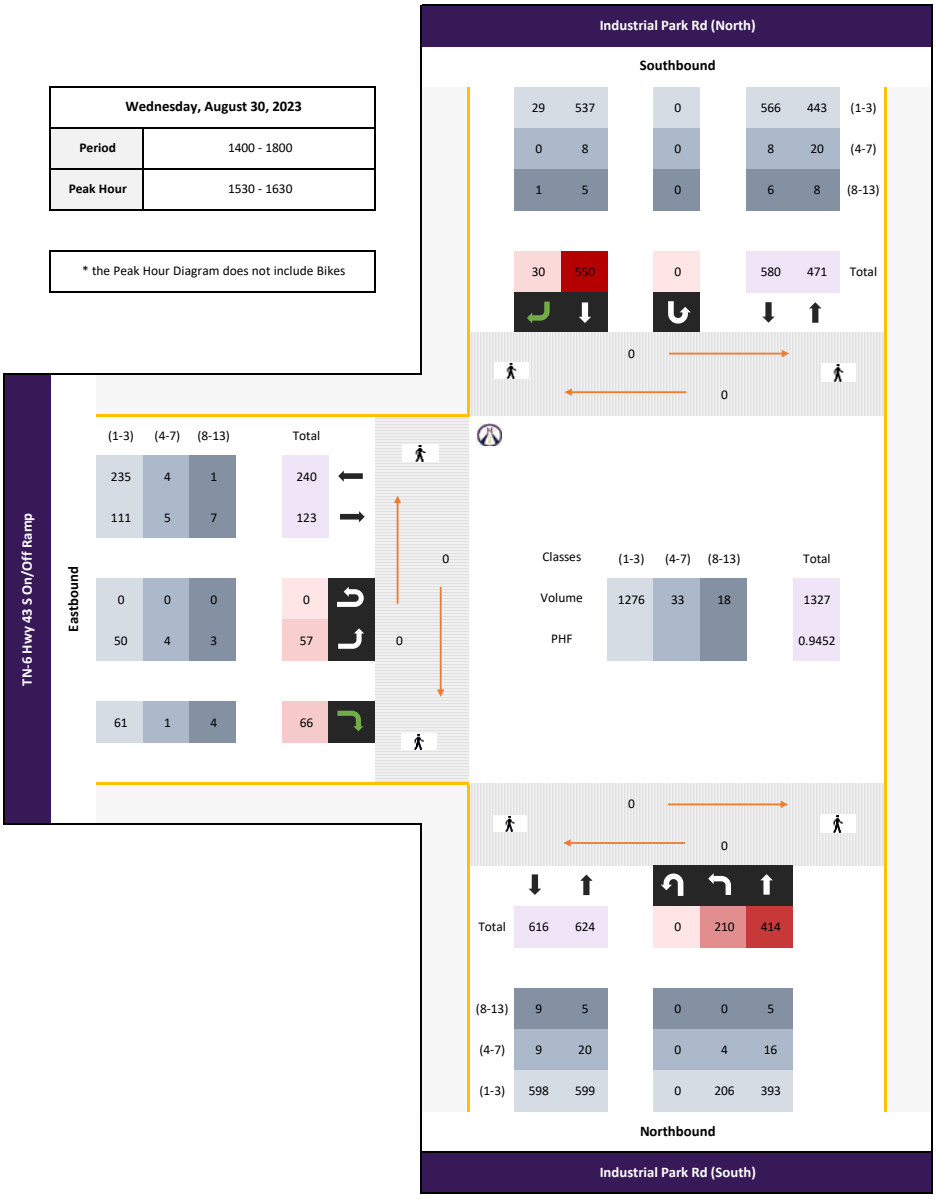
Wednesday, August 30, 2023	
Period	1400 - 1800
Peak Hour	1530 - 1630

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	46	102	-	-	0	148	-	148	8	-	0	156	16	-	16	-	0	32	-	-	-	-	-	0	336
1545 - 1600	50	85	-	-	0	135	-	140	3	-	0	143	15	-	15	-	0	30	-	-	-	-	-	0	308
1600 - 1615	53	122	-	-	0	175	-	137	11	-	0	148	10	-	18	-	0	28	-	-	-	-	-	0	351
1615 - 1630	61	105	-	-	0	166	-	125	8	-	0	133	16	-	17	-	0	33	-	-	-	-	-	0	332
Total	210	414	0	0	0	624	0	550	30	0	0	580	57	0	66	0	0	123	0	0	0	0	0	0	1327
Approach %	33.65	66.35	0.00	0.00	0.00	-	0.00	94.83	5.17	0.00	0.00	-	46.34	0.00	53.66	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.86	0.85	0.00	0.00	0.00	**0.89**	0.00	0.93	0.68	0.00	0.00	**0.93**	0.89	0.00	0.92	0.00	0.00	**0.93**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Bikes

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1545 - 1600	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1600 - 1615	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	45	99	-	-	0	144	-	145	8	-	0	153	14	-	14	-	0	28	-	-	-	-	-	0	325
1545 - 1600	50	79	-	-	0	129	-	135	3	-	0	138	14	-	14	-	0	28	-	-	-	-	-	0	295
1600 - 1615	52	116	-	-	0	168	-	134	11	-	0	145	9	-	18	-	0	27	-	-	-	-	-	0	340
1615 - 1630	59	99	-	-	0	158	-	123	7	-	0	130	13	-	15	-	0	28	-	-	-	-	-	0	316
Total	206	393	0	0	0	599	0	537	29	0	0	566	50	0	61	0	0	111	0	0	0	0	0	0	1276
Approach %	34.39	65.61	0.00	0.00	0.00	-	0.00	94.88	5.12	0.00	0.00	-	45.05	0.00	54.95	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.87	0.85	0.00	0.00	0.00	**0.89**	0.00	0.93	0.66	0.00	0.00	**0.92**	0.89	0.00	0.85	0.00	0.00	**0.99**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	1	2	-	-	0	3	-	2	0	-	0	2	1	-	1	-	0	2	-	-	-	-	-	0	7
1545 - 1600	0	4	-	-	0	4	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	7
1600 - 1615	1	6	-	-	0	7	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	9
1615 - 1630	2	4	-	-	0	6	-	1	0	-	0	1	3	-	0	-	0	3	-	-	-	-	-	0	10
Total	4	16	0	0	0	20	0	8	0	0	0	8	4	0	1	0	0	5	0	0	0	0	0	0	33
Approach %	20.00	80.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.67	0.00	0.00	0.00	**0.71**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.33	0.00	0.25	0.00	0.00	**0.42**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Industrial Park Rd (South)						Industrial Park Rd (North)						TN-6 Hwy 43 S On/Off Ramp												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	6.1	6.2			6.3	Total		6.4	6.5		6.6	Total	6.7		6.8		6.9	Total						Total	Total
1530 - 1545	0	1	-	-	0	1	-	1	0	-	0	1	1	-	1	-	0	2	-	-	-	-	-	0	4
1545 - 1600	0	2	-	-	0	2	-	2	0	-	0	2	1	-	1	-	0	2	-	-	-	-	-	0	6
1600 - 1615	0	0	-	-	0	0	-	1	0	-	0	1	1	-	0	-	0	1	-	-	-	-	-	0	2
1615 - 1630	0	2	-	-	0	2	-	1	1	-	0	2	0	-	2	-	0	2	-	-	-	-	-	0	6
Total	0	5	0	0	0	5	0	5	1	0	0	6	3	0	4	0	0	7	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	83.33	16.67	0.00	0.00	-	42.86	0.00	57.14	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.63	0.25	0.00	0.00	**0.75**	0.75	0.00	0.50	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

APPENDIX C

Volume Development

Trip Generation - HRP Columbia

ITE Code	Land Use	Setting/Location	Density		Daily			AM Peak Hour			PM Peak Hour		
					Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
220	Multifamily Housing (Low-Rise)	General Urban/Suburban	444	d.u.	2,922	1,461	1,461	160	38	122	211	133	78
822	Strip Retail Plaza(<40K)	General Urban/Suburban	15,000	s.f.	862	431	431	38	23	15	104	52	52
565	Day Care Center	General Urban/Suburban	15,150	s.f.	722	361	361	167	89	78	168	79	89
GROSS TRIPS					**4,506**	**2,253**	**2,253**	**365**	**150**	**215**	**483**	**264**	**219**

INTERSECTION VOLUME WORKSHEET

INTERSECTION 1

Highway 43 WB Ramps at Industrial Park Road

AM PEAK HOUR

	Eastbound				Highway 43 WB Ramps Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes						**317**		**23**			**259**	**43**	**1**	**62**	**331**		**1036**
Existing Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	
Conflicting Pedestrians						0		0				0		0			
Heavy Vehicles						11		0			30	1		7	17		
Heavy Vehicle %	2	2	2	2	2	3	2	2	2	2	12	2	2	11	5	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	0	0	0	0	24	0	2	0	0	20	3	0	5	25	0	79
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	10	0	0	0	0	41	10	0	0	42	0	103
Steadfast Hampshire Pike Distribution IN						50%									50%		
Steadfast Hampshire Pike Distribution OUT											50%	50%					
Steadfast Hampshire Pike Trips	0	0	0	0	0	16	0	0	0	0	26	27	0	0	16	0	85
Williamsport Pike Distribution IN						50%									50%		
Williamsport Pike Distribution OUT											50%	50%					
Williamsport Pike Trips	0	0	0	0	0	7	0	0	0	0	4	3	0	0	7	0	20
No-Build 2026 AM Volumes	**0**	**0**	**0**	**0**	**0**	**374**	**0**	**25**	**0**	**0**	**350**	**86**	**1**	**67**	**421**	**0**	**1323**
Project Traffic																	
Trip Distribution IN						45%											
Trip Distribution OUT												25%					
Project Trips	0	0	0	0	0	24	0	0	0	0	0	32	0	0	0	0	56
Build 2026 AM Volumes	**0**	**0**	**0**	**0**	**0**	**398**	**0**	**25**	**0**	**0**	**350**	**118**	**1**	**67**	**421**	**0**	**1379**
% from Existing (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	79.7%	0.0%	92.0%	0.0%	0.0%	74.0%	36.4%	100.0%	92.5%	78.7%	0.0%	75.1%
% from Background Growth (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	8.0%	0.0%	0.0%	26.0%	36.4%	0.0%	7.5%	21.3%	0.0%	20.8%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.1%	0.0%	0.0%	0.0%	0.0%	4.1%

PM PEAK HOUR

	Eastbound				Highway 43 WB Ramps Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes						**232**		**10**			**362**	**146**		**131**	**302**		**1183**
Existing Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Conflicting Pedestrians						0		0				0		0			
Heavy Vehicles						7		0			18	5		6	4		
Heavy Vehicle %	2	2	2	2	2	3	2	2	2	2	5	3	2	5	2	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	0	0	0	0	18	0	1	0	0	28	11	0	10	23	0	91
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	10	0	0	0	0	41	10	0	0	42	0	103
Steadfast Hampshire Pike Distribution IN						50%									50%		
Steadfast Hampshire Pike Distribution OUT											50%	50%					
Steadfast Hampshire Pike Trips	0	0	0	0	0	45	0	0	0	0	15	14	0	0	45	0	119
Williamsport Pike Distribution IN						50%									50%		
Williamsport Pike Distribution OUT											50%	50%					
Williamsport Pike Trips	0	0	0	0	0	17	0	0	0	0	4	3	0	0	17	0	40.95
No-Build 2026 PM Volumes	**0**	**0**	**0**	**0**	**0**	**322**	**0**	**11**	**0**	**0**	**449**	**184**	**0**	**141**	**429**	**0**	**1537**
Project Traffic																	
Trip Distribution IN						45%											
Trip Distribution OUT												25%					
Project Trips	0	0	0	0	0	68	0	0	0	0	0	24	0	0	0	0	92
Build 2026 PM Volumes	**0**	**0**	**0**	**0**	**0**	**390**	**0**	**11**	**0**	**0**	**449**	**208**	**0**	**141**	**429**	**0**	**1629**
% from Existing (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	59.4%	0.0%	90.9%	0.0%	0.0%	80.6%	70.2%	0.0%	92.9%	70.3%	0.0%	72.6%
% from Background Growth (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	23.2%	0.0%	9.1%	0.0%	0.0%	19.4%	18.3%	0.0%	7.1%	29.7%	0.0%	21.7%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	17.4%	0.0%	0.0%	0.0%	0.0%	0.0%	11.5%	0.0%	0.0%	0.0%	0.0%	5.6%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 2

Highway 43 EB Ramps at Industrial Park Road

AM PEAK HOUR

	Highway 43 EB Ramps Eastbound				- Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes		**78**		**319**						**148**	**223**				**626**	**23**	**1417**
Existing Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Conflicting Pedestrians		0		0						0						0	
Heavy Vehicles		14		5						12	28				26	4	
Heavy Vehicle %	2	18	2	2	2	2	2	2	2	8	13	2	2	2	4	17	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	6	0	25	0	0	0	0	0	11	17	0	0	0	48	2	109
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	11	0	0	0	0	0	11	51	0	0	0	52	0	125
Steadfast Hampshire Pike Distribution IN				35%											65%		
Steadfast Hampshire Pike Distribution OUT										65%	35%						
Steadfast Hampshire Pike Trips	0		0	17	0	0	0	0	0	98	53	0	0	0	32	0	200
Williamsport Pike Distribution IN				35%											65%		
Williamsport Pike Distribution OUT										65%	35%						
Williamsport Pike Trips	0	0	0	7	0	0	0	0	0	13	7	0	0	0	14	0	41
No-Build 2026 AM Volumes	**0**	**84**	**0**	**380**	**0**	**0**	**0**	**0**	**0**	**281**	**351**	**0**	**0**	**0**	**772**	**25**	**1892**
Project Traffic																	
Trip Distribution IN				25%											45%		
Trip Distribution OUT										45%	25%						
Project Trips	0	0	0	13	0	0	0	0	0	58	32	0	0	0	24	0	127
Build 2026 AM Volumes	**0**	**84**	**0**	**393**	**0**	**0**	**0**	**0**	**0**	**339**	**383**	**0**	**0**	**0**	**796**	**25**	**2019**
% from Existing (Build-Out)	0.0%	92.9%	0.0%	81.3%	0.0%	0.0%	0.0%	0.0%	0.0%	43.6%	58.2%	0.0%	0.0%	0.0%	78.7%	92.0%	70.2%
% from Background Growth (Build-Out)	0.0%	7.1%	0.0%	15.4%	0.0%	0.0%	0.0%	0.0%	0.0%	39.3%	33.4%	0.0%	0.0%	0.0%	18.3%	8.0%	23.5%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	17.1%	8.4%	0.0%	0.0%	0.0%	3.0%	0.0%	6.3%

PM PEAK HOUR

	Highway 43 EB Ramps Eastbound				- Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		**57**		**66**						**210**	**414**				**550**	**30**	**1327**
Existing Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Conflicting Pedestrians		0		0						0						0	
Heavy Vehicles		7		5						4	21				13	1	
Heavy Vehicle %	2	12	2	8	2	2	2	2	2	2	5	2	2	2	2	3	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	4	0	5	0	0	0	0	0	16	32	0	0	0	42	2	101
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	10	0	0	0	0	0	11	51	0	0	0	52	0	124
Steadfast Hampshire Pike Distribution IN				35%											65%		
Steadfast Hampshire Pike Distribution OUT										65%	35%						
Steadfast Hampshire Pike Trips	0	0	0	49	0	0	0	0	0	54	29	0	0	0	90	0	222
Williamsport Pike Distribution IN				35%											65%		
Williamsport Pike Distribution OUT										65%	35%						
Williamsport Pike Trips	0	0	0	19	0	0	0	0	0	13	7	0	0	0	34	0	73
No-Build 2026 PM Volumes	**0**	**61**	**0**	**148**	**0**	**0**	**0**	**0**	**0**	**304**	**533**	**0**	**0**	**0**	**769**	**32**	**1847**
Project Traffic																	
Trip Distribution IN				25%											45%		
Trip Distribution OUT										45%	25%						
Project Trips	0	0	0	38	0	0	0	0	0	44	24	0	0	0	68	0	174
Build 2026 PM Volumes	**0**	**61**	**0**	**186**	**0**	**0**	**0**	**0**	**0**	**348**	**557**	**0**	**0**	**0**	**837**	**32**	**2021**
% from Existing (Build-Out)	0.0%	93.4%	0.0%	35.4%	0.0%	0.0%	0.0%	0.0%	0.0%	60.4%	74.3%	0.0%	0.0%	0.0%	65.7%	93.8%	65.7%
% from Background Growth (Build-Out)	0.0%	6.6%	0.0%	44.1%	0.0%	0.0%	0.0%	0.0%	0.0%	27.0%	21.4%	0.0%	0.0%	0.0%	26.1%	6.3%	25.7%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	20.4%	0.0%	0.0%	0.0%	0.0%	0.0%	12.6%	4.3%	0.0%	0.0%	0.0%	8.1%	0.0%	8.6%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 3

James Campbell Blvd at Industrial Park Road

AM PEAK HOUR

	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes		**336**	**213**	**8**	**2**	**0**	**202**	**31**		**3**	**3**	**0**		**118**	**12**	**829**	**1757**
Existing Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		34	12	0	0	0	9	3		0	3	0		4	1	26	
Heavy Vehicle %	2	10	6	2	2	2	4	10	2	2	100	2	2	3	8	3	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	26	16	1	0	0	16	2	0	0	0	0	0	9	1	64	135
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	14	63	0	0	0	47	17	0	0	0	0	0	44	0	8	193
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	151	12	0	0	0	6	0	0	0	0	0	0	0	0	49	218
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	20	20	0	0	0	10	0	0	0	0	0	0	0	0	21	71
No-Build 2026 AM Volumes	**0**	**547**	**324**	**9**	**2**	**0**	**281**	**50**	**0**	**3**	**3**	**0**	**0**	**171**	**13**	**971**	**2374**
Project Traffic																	
Trip Distribution IN																70%	
Trip Distribution OUT		70%															
Project Trips	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	37	127
Build 2026 AM Volumes	**0**	**637**	**324**	**9**	**2**	**0**	**281**	**50**	**0**	**3**	**3**	**0**	**0**	**171**	**13**	**1008**	**2501**
% from Existing (Build-Out)	0.0%	52.7%	65.7%	88.9%	100.0%	0.0%	71.9%	62.0%	0.0%	100.0%	100.0%	0.0%	0.0%	69.0%	92.3%	82.2%	70.3%
% from Background Growth (Build-Out)	0.0%	33.1%	34.3%	11.1%	0.0%	0.0%	28.1%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.0%	7.7%	14.1%	24.7%
% from Project Trips (Build-Out)	0.0%	14.1%	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%	3.7%	5.1%

PM PEAK HOUR

	James Campbell Boulevard Eastbound				James Campbell Boulevard Westbound				Industrial Park Road Northbound				Industrial Park Road Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		**567**	**280**	**4**		**1**	**214**	**56**		**7**	**8**	**2**		**67**	**5**	**543**	**1754**
Existing Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		20	5	0		0	5	4		0	2	0		1	3	14	
Heavy Vehicle %	2	4	2	2	2	2	2	7	2	2	25	2	2	2	60	3	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	44	22	0	0	0	16	4	0	1	1	0	0	5	0	42	135
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	15	61	0	0	0	46	17	0	0	0	0	0	43	0	8	190
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	83	7	0	0	0	12	0	0	0	0	0	0	0	0	139	241
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	20	20	0	0	0	27	0	0	0	0	0	0	0	0	53	120
No-Build 2026 PM Volumes	**0**	**729**	**390**	**4**	**0**	**1**	**315**	**77**	**0**	**8**	**9**	**2**	**0**	**115**	**5**	**785**	**2440**
Project Traffic																	
Trip Distribution IN																70%	
Trip Distribution OUT		70%															
Project Trips	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	106	174
Build 2026 PM Volumes	**0**	**797**	**390**	**4**	**0**	**1**	**315**	**77**	**0**	**8**	**9**	**2**	**0**	**115**	**5**	**891**	**2614**
% from Existing (Build-Out)	0.0%	71.1%	71.8%	100.0%	0.0%	100.0%	67.9%	72.7%	0.0%	87.5%	88.9%	100.0%	0.0%	58.3%	100.0%	60.9%	67.1%
% from Background Growth (Build-Out)	0.0%	20.3%	28.2%	0.0%	0.0%	0.0%	32.1%	27.3%	0.0%	12.5%	11.1%	0.0%	0.0%	41.7%	0.0%	27.2%	26.2%
% from Project Trips (Build-Out)	0.0%	8.5%	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%	11.9%	6.7%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 4

James Campbell Blvd at Old Williamsport Pk/Site Driveway 1

AM PEAK HOUR

	Old Williamsport Pike Eastbound				Site Driveway 1 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes	**1**	**18**	**0**	**106**		**12**	**0**	**5**		**17**	**553**	**30**		**21**	**996**	**9**	**1768**
Existing Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles	0	2	0	5		0	0	0		1	39	0		0	34	0	
Heavy Vehicle %	2	11	2	5	2	2	2	2	2	6	7	2	2	2	3	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	1	0	8	0	1	0	0	0	1	43	2	0	2	77	1	136
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	84	0	0	0	40	0	124
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	81	0	0	0	0	0	0	0	0	82	0	0	0	28	27	218
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	31	0	71
No-Build 2026 AM Volumes	**1**	**100**	**0**	**114**	**0**	**13**	**0**	**5**	**0**	**18**	**802**	**32**	**0**	**23**	**1172**	**37**	**2317**
Project Traffic																	
Trip Distribution IN												5%		45%	25%		
Trip Distribution OUT						5%		45%			25%						
Project Trips	0	0	0	0	0	6	0	58	0	0	32	3	0	24	13	0	136
Build 2026 AM Volumes	**1**	**100**	**0**	**114**	**0**	**19**	**0**	**63**	**0**	**18**	**834**	**35**	**0**	**47**	**1185**	**37**	**2453**
% from Existing (Build-Out)	100.0%	18.0%	0.0%	93.0%	0.0%	63.2%	0.0%	7.9%	0.0%	94.4%	66.3%	85.7%	0.0%	44.7%	84.1%	24.3%	72.1%
% from Background Growth (Build-Out)	0.0%	82.0%	0.0%	7.0%	0.0%	5.3%	0.0%	0.0%	0.0%	5.6%	29.9%	5.7%	0.0%	4.3%	14.9%	75.7%	22.4%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	31.6%	0.0%	92.1%	0.0%	0.0%	3.8%	8.6%	0.0%	51.1%	1.1%	0.0%	5.5%

PM PEAK HOUR

	Old Williamsport Pike Eastbound				Site Driveway 1 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		**21**	**0**	**34**		**20**	**0**	**20**		**48**	**788**	**17**		**5**	**751**	**23**	**1727**
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		0	0	2		1	0	0		3	24	1		0	19	0	
Heavy Vehicle %	2	2	2	6	2	5	2	2	2	6	3	6	2	2	3	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	2	0	3	0	2	0	2	0	4	61	1	0	0	58	2	135
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	83	0	0	0	40	0	123
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	44	0	0	0	0	0	0	0	0	46	0	0	0	76	75	241
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	80	0	120
No-Build 2026 PM Volumes	**0**	**67**	**0**	**37**	**0**	**22**	**0**	**22**	**0**	**52**	**1018**	**18**	**0**	**5**	**1005**	**100**	**2346**
Project Traffic																	
Trip Distribution IN												5%		45%	25%		
Trip Distribution OUT						5%		45%			25%						
Project Trips	0	0	0	0	0	5	0	44	0	0	24	8	0	68	38	0	187
Build 2026 PM Volumes	**0**	**67**	**0**	**37**	**0**	**27**	**0**	**66**	**0**	**52**	**1042**	**26**	**0**	**73**	**1043**	**100**	**2533**
% from Existing (Build-Out)	0.0%	31.3%	0.0%	91.9%	0.0%	74.1%	0.0%	30.3%	0.0%	92.3%	75.6%	65.4%	0.0%	6.8%	72.0%	23.0%	68.2%
% from Background Growth (Build-Out)	0.0%	68.7%	0.0%	8.1%	0.0%	7.4%	0.0%	3.0%	0.0%	7.7%	22.1%	3.8%	0.0%	0.0%	24.4%	77.0%	24.4%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	18.5%	0.0%	66.7%	0.0%	0.0%	2.3%	30.8%	0.0%	93.2%	3.6%	0.0%	7.4%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 5

James Campbell Blvd at Medical Plaza Driveway/Site Driveway 2

AM PEAK HOUR

	Medical Plaza Driveway Eastbound				Site Driveway 2 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes		**3**	**0**	**5**		**0**	**0**	**0**		**48**	**594**	**0**	**1**	**0**	**1055**	**65**	**1771**
Existing Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		0	0	0		0	0	0		0	40	0	0	0	38	1	
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	7	2	2	2	4	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	0	0	0	0	0	0	0	0	4	46	0	0	0	81	5	136
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	84	0	0	0	40	0	124
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	0	0	0	0	0	0	0	0	0	82	0	0	0	28	0	110
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	31	0	71
No-Build 2026 AM Volumes	**0**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**52**	**846**	**0**	**1**	**0**	**1235**	**70**	**2212**
Project Traffic																	
Trip Distribution IN											5%	25%		25%			
Trip Distribution OUT						25%		25%							5%		
Project Trips	0	0	0	0	0	32	0	32	0	0	3	13	0	13	6	0	99
Build 2026 AM Volumes	**0**	**3**	**0**	**5**	**0**	**32**	**0**	**32**	**0**	**52**	**849**	**13**	**1**	**13**	**1241**	**70**	**2311**
% from Existing (Build-Out)	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	92.3%	70.0%	0.0%	100.0%	0.0%	85.0%	92.9%	76.6%
% from Background Growth (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	29.7%	0.0%	0.0%	0.0%	14.5%	7.1%	19.1%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.4%	100.0%	0.0%	100.0%	0.5%	0.0%	4.3%

PM PEAK HOUR

	Medical Plaza Driveway Eastbound				Site Driveway 2 Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		**27**	**0**	**51**		**0**	**0**	**0**	**2**	**23**	**818**	**0**	**1**	**0**	**794**	**16**	**1732**
Existing Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		1	0	0		0	0	0	0	1	24	0	0	0	22	0	
Heavy Vehicle %	2	4	2	2	2	2	2	2	2	4	3	2	2	2	3	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	2	0	4	0	0	0	0	0	2	63	0	0	0	61	1	133
Columbia Fuel Station Distribution IN																	
Columbia Fuel Station Distribution OUT																	
Columbia Fuel Station Trips	0	0	0	0	0	0	0	0	0	0	83	0	0	0	40	0	123
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	0	0	0	0	0	0	0	0	0	46	0	0	0	76	0	122
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	0	0	0	0	0	0	0	0	0	40	0	0	0	80	0	120
No-Build 2026 PM Volumes	**0**	**29**	**0**	**55**	**0**	**0**	**0**	**0**	**2**	**25**	**1050**	**0**	**1**	**0**	**1051**	**17**	**2230**
Project Traffic																	
Trip Distribution IN											5%	25%		25%			
Trip Distribution OUT						25%		25%							5%		
Project Trips	0	0	0	0	0	24	0	24	0	0	8	38	0	38	5	0	137
Build 2026 PM Volumes	**0**	**29**	**0**	**55**	**0**	**24**	**0**	**24**	**2**	**25**	**1058**	**38**	**1**	**38**	**1056**	**17**	**2367**
% from Existing (Build-Out)	0.0%	93.1%	0.0%	92.7%	0.0%	0.0%	0.0%	0.0%	100.0%	92.0%	77.3%	0.0%	100.0%	0.0%	75.2%	94.1%	73.2%
% from Background Growth (Build-Out)	0.0%	6.9%	0.0%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	21.9%	0.0%	0.0%	0.0%	24.3%	5.9%	21.0%
% from Project Trips (Build-Out)	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.8%	100.0%	0.0%	100.0%	0.5%	0.0%	5.8%

INTERSECTION VOLUME WORKSHEET

INTERSECTION 6

James Campbell Blvd at Hampshire Pk

AM PEAK HOUR

	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 AM Volumes	**1**	**180**	**264**	**202**		**100**	**185**	**94**	**2**	**147**	**392**	**93**	**3**	**213**	**630**	**185**	**2691**
Existing Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles	0	13	8	8		5	9	3	0	8	29	5	0	8	24	4	
Heavy Vehicle %	2	7	3	4	2	5	5	3	2	5	7	5	2	4	4	2	
Background Traffic																	
Annual Growth Rate (Build-Out)	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor (Build-Out)	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips (Build-Out)	0	14	20	16	0	8	14	7	0	11	30	7	0	16	49	14	206
Columbia Fuel Station Distribution IN		15%						35%			50%						
Columbia Fuel Station Distribution OUT														35%	50%	15%	
Columbia Fuel Station Trips	0	13	0	0	0	0	0	29	0	0	42	0	0	14	20	6	124
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	82	25	24	0	0	16	0	0	11	0	0	0	0	0	28	186
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	40	30	20	0	0	14	0	0	11	0	0	0	0	0	31	146
No-Build 2026 AM Volumes	**1**	**329**	**339**	**262**	**0**	**108**	**229**	**130**	**2**	**180**	**464**	**100**	**3**	**243**	**699**	**264**	**3353**
Project Traffic																	
Trip Distribution IN		5%						10%			15%						
Trip Distribution OUT														10%	15%	5%	
Project Trips	0	3	0	0	0	0	0	5	0	0	8	0	0	13	19	6	54
Build 2026 AM Volumes	**1**	**332**	**339**	**262**	**0**	**108**	**229**	**135**	**2**	**180**	**472**	**100**	**3**	**256**	**718**	**270**	**3407**
% from Existing (Build-Out)	100.0%	54.3%	77.9%	77.1%	0.0%	92.6%	80.8%	69.4%	100.0%	81.7%	83.1%	93.0%	100.0%	83.2%	87.7%	68.5%	79.0%
% from Background Growth (Build-Out)	0.0%	44.8%	22.1%	22.9%	0.0%	7.4%	19.2%	26.9%	0.0%	18.3%	15.3%	7.0%	0.0%	11.7%	9.6%	29.3%	19.4%
% from Project Trips (Build-Out)	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	1.7%	0.0%	0.0%	5.1%	2.6%	2.2%	1.6%

PM PEAK HOUR

	Hampshire Pike Eastbound				Hampshire Pike Westbound				James Campbell Boulevard Northbound				James Campbell Boulevard Southbound				Total Intersection
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Existing Traffic																	
Existing 2023 PM Volumes		**173**	**228**	**173**		**78**	**231**	**143**	**3**	**231**	**563**	**91**		**132**	**515**	**147**	**2708**
Existing Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Conflicting Pedestrians		0		0		0		0		0		0		0		0	
Heavy Vehicles		9	10	11		3	7	5	0	4	25	6		5	18	2	
Heavy Vehicle %	2	5	4	6	2	4	3	3	2	2	4	7	2	4	3	2	
Background Traffic																	
Annual Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	
Growth Factor	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	1.077	
Growth Trips	0	13	18	13	0	6	18	11	0	18	43	7	0	10	40	11	208
Columbia Fuel Station Distribution IN		15%						35%			50%						
Columbia Fuel Station Distribution OUT														35%	50%	15%	
Columbia Fuel Station Trips	0	12	0	0	0	0	0	29	0	0	42	0	0	14	20	6	123
Steadfast Hampshire Pike Distribution IN																	
Steadfast Hampshire Pike Distribution OUT																	
Steadfast Hampshire Pike Trips	0	46	17	14	0	0	23	0	0	22	0	0	0	0	0	76	198
Williamsport Pike Distribution IN																	
Williamsport Pike Distribution OUT																	
Williamsport Pike Trips	0	40	30	20	0	0	40	0	0	27	0	0	0	0	0	80	237
No-Build 2026 PM Volumes	**0**	**284**	**293**	**220**	**0**	**84**	**312**	**183**	**3**	**298**	**648**	**98**	**0**	**156**	**575**	**320**	**3474**
Project Traffic																	
Trip Distribution IN		5%						10%			15%						
Trip Distribution OUT														10%	15%	5%	
Project Trips	0	8	0	0	0	0	0	15	0	0	23	0	0	10	15	5	76
Build 2026 PM Volumes	**0**	**292**	**293**	**220**	**0**	**84**	**312**	**198**	**3**	**298**	**671**	**98**	**0**	**166**	**590**	**325**	**3550**
% from Existing (Build-Out)	0.0%	59.2%	77.8%	78.6%	0.0%	92.9%	74.0%	72.2%	100.0%	77.5%	84.0%	92.9%	0.0%	79.5%	87.3%	45.2%	76.3%
% from Background Growth (Build-Out)	0.0%	38.1%	22.2%	21.4%	0.0%	7.1%	26.0%	20.2%	0.0%	22.5%	12.6%	7.1%	0.0%	14.5%	10.2%	53.2%	21.6%
% from Project Trips (Build-Out)	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.6%	0.0%	0.0%	3.4%	0.0%	0.0%	6.0%	2.5%	1.5%	2.1%

APPENDIX D

Synchro Reports



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	317	23	259	43	63	331
Future Volume (veh/h)	317	23	259	43	63	331
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1737	1826
Adj Flow Rate, veh/h	360	26	294	49	72	376
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	12	2	11	5
Cap, veh/h	373	27	632	105	512	1096
Arrive On Green	0.23	0.23	0.44	0.44	0.08	0.60
Sat Flow, veh/h	1631	118	1439	240	1654	1826
Grp Volume(v), veh/h	387	0	0	343	72	376
Grp Sat Flow(s),veh/h/ln	1753	0	0	1679	1654	1826
Q Serve(g_s), s	15.3	0.0	0.0	10.1	1.5	7.3
Cycle Q Clear(g_c), s	15.3	0.0	0.0	10.1	1.5	7.3
Prop In Lane	0.93	0.07		0.14	1.00	
Lane Grp Cap(c), veh/h	401	0	0	737	512	1096
V/C Ratio(X)	0.97	0.00	0.00	0.47	0.14	0.34
Avail Cap(c_a), veh/h	401	0	0	737	671	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	0.0	13.8	8.8	7.1
Incr Delay (d2), s/veh	36.0	0.0	0.0	2.1	0.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.0	0.0	3.6	0.4	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.7	0.0	0.0	16.0	8.9	7.9
LnGrp LOS	E	A	A	B	A	A
Approach Vol, veh/h	387		343			448
Approach Delay, s/veh	62.7		16.0			8.1
Approach LOS	E		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.3	36.7		22.0		48.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	12.0	24.0		16.0		42.0
Max Q Clear Time (g_c+I1), s	3.5	12.1		17.3		9.3
Green Ext Time (p_c), s	0.1	1.4		0.0		2.2

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

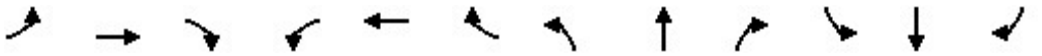
Intersection	
Int Delay, s/veh	50.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	319	148	223	626	23
Future Vol, veh/h	78	319	148	223	626	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	18	2	8	13	4	17
Mvmt Flow	91	371	172	259	728	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1345	742	755	0	-	0
Stage 1	742	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.58	6.22	4.18	-	-	-
Critical Hdwy Stg 1	5.58	-	-	-	-	-
Critical Hdwy Stg 2	5.58	-	-	-	-	-
Follow-up Hdwy	3.662	3.318	2.272	-	-	-
Pot Cap-1 Maneuver	154	416	829	-	-	-
Stage 1	443	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	416	829	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	176	4.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	829	-	361	-	-
HCM Lane V/C Ratio	0.208	-	1.279	-	-
HCM Control Delay (s)	10.5	-	176	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.8	-	20.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	213	8	2	202	31	3	3	0	118	12	829
Future Volume (veh/h)	336	213	8	2	202	31	3	3	0	118	12	829
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	1752	1811	1870	1870	1841	1752	1870	418	1870	1856	1781	1856
Adj Flow Rate, veh/h	415	263	10	2	249	38	4	4	0	0	0	1189
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	10	6	2	2	4	10	2	100	2	3	8	3
Cap, veh/h	752	2252	85	41	1414	211	74	25	0	0	384	1130
Arrive On Green	0.14	0.67	0.67	0.47	0.47	0.47	0.22	0.22	0.00	0.00	0.00	0.22
Sat Flow, veh/h	1668	3380	128	3	2984	446	76	117	0	0	1781	3145
Grp Volume(v), veh/h	415	133	140	153	0	136	8	0	0	0	0	1189
Grp Sat Flow(s),veh/h/ln	1668	1721	1788	1838	0	1595	193	0	0	0	1781	1572
Q Serve(g_s), s	11.1	2.6	2.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	20.0
Cycle Q Clear(g_c), s	11.1	2.6	2.6	4.4	0.0	4.5	1.4	0.0	0.0	0.0	0.0	20.0
Prop In Lane	1.00		0.07	0.01		0.28	0.50		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	752	1146	1191	910	0	756	100	0	0	0	384	1130
V/C Ratio(X)	0.55	0.12	0.12	0.17	0.00	0.18	0.08	0.00	0.00	0.00	0.00	1.05
Avail Cap(c_a), veh/h	881	1146	1191	910	0	756	100	0	0	0	384	1130
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	5.6	5.6	14.0	0.0	14.0	29.1	0.0	0.0	0.0	0.0	29.8
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.4	0.0	0.5	0.1	0.0	0.0	0.0	0.0	41.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.8	0.8	1.8	0.0	1.6	0.1	0.0	0.0	0.0	0.0	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	5.8	5.8	14.4	0.0	14.6	29.3	0.0	0.0	0.0	0.0	71.5
LnGrp LOS	A	A	A	B	A	B	C	A	A	A	A	F
Approach Vol, veh/h		688			289			8			1189	
Approach Delay, s/veh		7.5			14.5			29.3			71.5	
Approach LOS		A			B			C			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.8	50.0		25.0		67.8		25.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	20.5	44.0		18.0		44.0		20.0				
Max Q Clear Time (g_c+I1), s	13.1	6.5		3.4		4.6		22.0				
Green Ext Time (p_c), s	0.3	4.3		0.0		3.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		43.5	
HCM 6th LOS		D	

Notes
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	106	12	0	5	17	553	30	21	996	9
Future Vol, veh/h	19	0	106	12	0	5	17	553	30	21	996	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	-	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	2	5	2	2	2	6	7	2	2	3	2
Mvmt Flow	22	0	122	14	0	6	20	636	34	24	1145	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1556	1908	578	1297	1879	318	1155	0	0	670	0	0
Stage 1	1198	1198	-	676	676	-	-	-	-	-	-	-
Stage 2	358	710	-	621	1203	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.54	7	7.54	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.02	3.35	3.52	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	70	68	452	119	71	678	578	-	-	916	-	-
Stage 1	183	257	-	409	451	-	-	-	-	-	-	-
Stage 2	608	435	-	442	256	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	63	452	82	65	678	578	-	-	916	-	-
Mov Cap-2 Maneuver	140	166	-	189	162	-	-	-	-	-	-	-
Stage 1	173	250	-	387	426	-	-	-	-	-	-	-
Stage 2	570	411	-	314	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	21.1	0.6	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	578	-	-	140	452	189	678	916	-	-
HCM Lane V/C Ratio	0.034	-	-	0.156	0.27	0.073	0.008	0.026	-	-
HCM Control Delay (s)	11.4	0.3	-	35.4	15.9	25.5	10.4	9	-	-
HCM Lane LOS	B	A	-	E	C	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.1	0.2	0	0.1	-	-

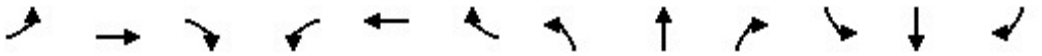
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	0	0	0	48	594	0	1	1055	65
Future Vol, veh/h	3	0	5	0	0	0	48	594	0	1	1055	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	4	2
Mvmt Flow	3	0	6	0	0	0	55	683	0	1	1213	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1667	2008	607	1402	2083	342	1288	0	0	683	0	0
Stage 1	1215	1215	-	793	793	-	-	-	-	-	-	-
Stage 2	452	793	-	609	1290	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	63	59	439	100	52	654	534	-	-	906	-	-
Stage 1	192	252	-	348	398	-	-	-	-	-	-	-
Stage 2	557	398	-	449	232	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	53	439	91	46	654	534	-	-	906	-	-
Mov Cap-2 Maneuver	136	158	-	198	126	-	-	-	-	-	-	-
Stage 1	172	251	-	312	357	-	-	-	-	-	-	-
Stage 2	500	357	-	441	231	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.4	0	0.9	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	534	-	-	136	439	-	906	-	-
HCM Lane V/C Ratio	0.103	-	-	0.025	0.013	-	0.001	-	-
HCM Control Delay (s)	12.5	-	-	32.2	13.3	0	9	0	-
HCM Lane LOS	B	-	-	D	B	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	264	202	100	185	94	149	392	93	216	630	185
Future Volume (veh/h)	181	264	202	100	185	94	149	392	93	216	630	185
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	1796	1856	1841	1826	1826	1856	1826	1796	1826	1841	1841	1870
Adj Flow Rate, veh/h	203	297	227	112	208	106	167	440	104	243	708	208
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	4	5	5	3	5	7	5	4	4	2
Cap, veh/h	487	349	267	246	562	484	199	680	308	293	918	416
Arrive On Green	0.11	0.36	0.36	0.06	0.31	0.31	0.11	0.20	0.20	0.17	0.26	0.26
Sat Flow, veh/h	1711	976	746	1739	1826	1572	1739	3413	1547	1753	3497	1585
Grp Volume(v), veh/h	203	0	524	112	208	106	167	440	104	243	708	208
Grp Sat Flow(s),veh/h/ln	1711	0	1721	1739	1826	1572	1739	1706	1547	1753	1749	1585
Q Serve(g_s), s	7.4	0.0	27.5	4.3	8.7	4.9	9.2	11.6	5.6	13.1	18.3	10.9
Cycle Q Clear(g_c), s	7.4	0.0	27.5	4.3	8.7	4.9	9.2	11.6	5.6	13.1	18.3	10.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	0	615	246	562	484	199	680	308	293	918	416
V/C Ratio(X)	0.42	0.00	0.85	0.46	0.37	0.22	0.84	0.65	0.34	0.83	0.77	0.50
Avail Cap(c_a), veh/h	734	0	615	583	839	723	444	1568	711	430	1607	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	29.1	23.8	26.5	25.1	42.5	36.0	33.7	39.4	33.4	30.6
Incr Delay (d2), s/veh	2.1	0.0	13.9	0.5	0.2	0.1	3.6	1.0	0.6	19.3	1.4	0.9
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	3.0	0.0	12.9	1.7	3.6	1.7	4.0	4.7	2.1	6.9	7.5	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	43.0	24.3	26.6	25.2	46.1	37.1	34.3	58.7	34.8	31.6
LnGrp LOS	C	A	D	C	C	C	D	D	C	E	C	C
Approach Vol, veh/h		727			426			711			1159	
Approach Delay, s/veh		36.7			25.7			38.8			39.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.0	22.4	24.5	15.9	35.2	16.2	30.7
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	6.3	29.5	15.1	13.6	9.4	10.7	11.2	20.3
Green Ext Time (p_c), s	0.1	1.3	1.3	3.1	1.5	0.8	0.1	5.4

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	232	10	362	146	131	302
Future Volume (veh/h)	232	10	362	146	131	302
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1826	1856	1826	1870
Adj Flow Rate, veh/h	249	11	389	157	141	325
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	2	5	3	5	2
Cap, veh/h	297	13	557	225	447	1197
Arrive On Green	0.18	0.18	0.45	0.45	0.10	0.64
Sat Flow, veh/h	1677	74	1237	499	1739	1870
Grp Volume(v), veh/h	261	0	0	546	141	325
Grp Sat Flow(s),veh/h/ln	1758	0	0	1736	1739	1870
Q Serve(g_s), s	9.4	0.0	0.0	16.6	2.4	5.0
Cycle Q Clear(g_c), s	9.4	0.0	0.0	16.6	2.4	5.0
Prop In Lane	0.95	0.04		0.29	1.00	
Lane Grp Cap(c), veh/h	312	0	0	781	447	1197
V/C Ratio(X)	0.84	0.00	0.00	0.70	0.32	0.27
Avail Cap(c_a), veh/h	429	0	0	781	594	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	0.0	14.5	9.5	5.2
Incr Delay (d2), s/veh	10.1	0.0	0.0	5.2	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	6.3	0.7	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.2	0.0	0.0	19.6	9.9	5.7
LnGrp LOS	D	A	A	B	A	A
Approach Vol, veh/h	261		546			466
Approach Delay, s/veh	36.2		19.6			7.0
Approach LOS	D		B			A

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.5	35.5		17.6		48.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	12.0	24.0		16.0		42.0
Max Q Clear Time (g_c+I1), s	4.4	18.6		11.4		7.0
Green Ext Time (p_c), s	0.2	1.6		0.3		1.8

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

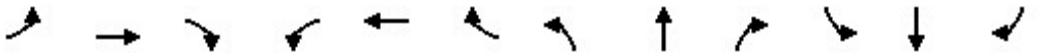
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	66	210	414	550	30
Future Vol, veh/h	57	66	210	414	550	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	12	8	2	5	2	3
Mvmt Flow	60	69	221	436	579	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1473	595	611	0	-	0
Stage 1	595	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Critical Hdwy	6.52	6.28	4.12	-	-	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.372	2.218	-	-	-
Pot Cap-1 Maneuver	133	493	968	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	103	493	968	-	-	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	411	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.7	3.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	968	-	222	-	-
HCM Lane V/C Ratio	0.228	-	0.583	-	-
HCM Control Delay (s)	9.8	-	41.7	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.9	-	3.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	567	280	4	1	214	56	7	8	2	67	5	543
Future Volume (veh/h)	567	280	4	1	214	56	7	8	2	67	5	543
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	1841	1870	1870	1870	1870	1796	1870	1530	1870	1870	1011	1856
Adj Flow Rate, veh/h	591	292	4	1	223	58	7	8	2	0	0	644
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	2	2	2	2	7	2	25	2	2	60	3
Cap, veh/h	854	2508	34	39	1270	321	115	110	23	0	188	1181
Arrive On Green	0.19	0.70	0.70	0.46	0.46	0.46	0.19	0.19	0.19	0.00	0.00	0.19
Sat Flow, veh/h	1753	3589	49	1	2750	695	333	592	123	0	1011	3145
Grp Volume(v), veh/h	591	144	152	150	0	132	17	0	0	0	0	644
Grp Sat Flow(s),veh/h/ln	1753	1777	1862	1869	0	1577	1048	0	0	0	1011	1572
Q Serve(g_s), s	15.9	2.5	2.5	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	15.3
Cycle Q Clear(g_c), s	15.9	2.5	2.5	4.5	0.0	4.7	0.9	0.0	0.0	0.0	0.0	15.3
Prop In Lane	1.00		0.03	0.01		0.44	0.41		0.12	0.00		1.00
Lane Grp Cap(c), veh/h	854	1242	1301	901	0	728	248	0	0	0	188	1181
V/C Ratio(X)	0.69	0.12	0.12	0.17	0.00	0.18	0.07	0.00	0.00	0.00	0.00	0.55
Avail Cap(c_a), veh/h	899	1242	1301	901	0	728	251	0	0	0	212	1257
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	8.2	4.7	4.7	15.0	0.0	15.1	31.9	0.0	0.0	0.0	0.0	23.4
Incr Delay (d2), s/veh	1.7	0.2	0.2	0.4	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.2
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	4.9	0.8	0.8	1.8	0.0	1.6	0.3	0.0	0.0	0.0	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	4.9	4.9	15.4	0.0	15.6	32.0	0.0	0.0	0.0	0.0	23.5
LnGrp LOS	A	A	A	B	A	B	C	A	A	A	A	C
Approach Vol, veh/h		887			282			17			644	
Approach Delay, s/veh		8.3			15.5			32.0			23.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.6	50.0		22.7		72.6		22.7				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	20.5	44.0		18.0		44.0		20.0				
Max Q Clear Time (g_c+I1), s	17.9	6.7		2.9		4.5		17.3				
Green Ext Time (p_c), s	0.2	4.2		0.0		3.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	34	20	0	20	48	788	17	5	751	23
Future Vol, veh/h	21	0	34	20	0	20	48	788	17	5	751	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	-	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	5	2	2	6	3	6	2	3	2
Mvmt Flow	23	0	37	22	0	22	53	866	19	5	825	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1387	1839	425	1395	1832	433	850	0	0	885	0	0
Stage 1	848	848	-	972	972	-	-	-	-	-	-	-
Stage 2	539	991	-	423	860	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.6	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.55	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	102	75	567	98	75	571	759	-	-	760	-	-
Stage 1	322	376	-	265	329	-	-	-	-	-	-	-
Stage 2	494	322	-	571	371	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	64	567	81	64	571	759	-	-	760	-	-
Mov Cap-2 Maneuver	188	172	-	172	165	-	-	-	-	-	-	-
Stage 1	278	373	-	228	284	-	-	-	-	-	-	-
Stage 2	409	278	-	530	368	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.5	20.3	1.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	188	567	172	571	760	-	-
HCM Lane V/C Ratio	0.069	-	-	0.123	0.066	0.128	0.038	0.007	-	-
HCM Control Delay (s)	10.1	0.6	-	26.8	11.8	29	11.6	9.8	-	-
HCM Lane LOS	B	A	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.2	0.4	0.1	0	-	-

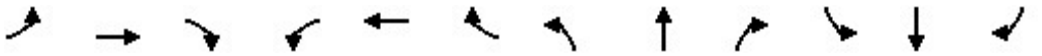
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	51	0	0	0	25	818	0	1	794	16
Future Vol, veh/h	27	0	51	0	0	0	25	818	0	1	794	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	2	2	2	2	2	4	3	2	2	3	2
Mvmt Flow	30	0	56	0	0	0	27	899	0	1	873	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1379	1828	437	1392	1846	450	891	0	0	899	0	0
Stage 1	875	875	-	953	953	-	-	-	-	-	-	-
Stage 2	504	953	-	439	893	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	102	76	567	101	74	556	744	-	-	751	-	-
Stage 1	306	365	-	278	336	-	-	-	-	-	-	-
Stage 2	513	336	-	567	358	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	99	73	567	88	71	556	744	-	-	751	-	-
Mov Cap-2 Maneuver	210	189	-	193	182	-	-	-	-	-	-	-
Stage 1	295	364	-	268	324	-	-	-	-	-	-	-
Stage 2	494	324	-	509	357	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.5	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	744	-	-	210	567	-	751	-	-
HCM Lane V/C Ratio	0.037	-	-	0.141	0.099	-	0.001	-	-
HCM Control Delay (s)	10	-	-	24.9	12	0	9.8	0	-
HCM Lane LOS	B	-	-	C	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	228	173	78	231	143	234	563	91	132	515	147
Future Volume (veh/h)	173	228	173	78	231	143	234	563	91	132	515	147
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	1826	1841	1811	1841	1856	1856	1870	1841	1796	1841	1856	1870
Adj Flow Rate, veh/h	180	238	180	81	241	149	244	586	95	138	536	153
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	6	4	3	3	2	4	7	4	3	2
Cap, veh/h	465	366	277	324	599	508	279	867	377	183	728	327
Arrive On Green	0.10	0.38	0.38	0.05	0.32	0.32	0.16	0.25	0.25	0.10	0.21	0.21
Sat Flow, veh/h	1739	973	736	1753	1856	1572	1781	3497	1522	1753	3526	1585
Grp Volume(v), veh/h	180	0	418	81	241	149	244	586	95	138	536	153
Grp Sat Flow(s),veh/h/ln	1739	0	1708	1753	1856	1572	1781	1749	1522	1753	1763	1585
Q Serve(g_s), s	6.0	0.0	18.8	2.8	9.4	6.6	12.5	14.1	4.7	7.1	13.2	7.9
Cycle Q Clear(g_c), s	6.0	0.0	18.8	2.8	9.4	6.6	12.5	14.1	4.7	7.1	13.2	7.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	642	324	599	508	279	867	377	183	728	327
V/C Ratio(X)	0.39	0.00	0.65	0.25	0.40	0.29	0.87	0.68	0.25	0.75	0.74	0.47
Avail Cap(c_a), veh/h	760	0	642	714	897	760	478	1691	736	452	1704	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	24.0	20.6	24.5	23.6	38.4	31.6	28.1	40.5	34.6	32.4
Incr Delay (d2), s/veh	1.9	0.0	5.1	0.1	0.2	0.1	4.1	0.9	0.3	20.1	1.5	1.0
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	2.4	0.0	7.9	1.1	3.9	2.3	5.5	5.7	1.6	4.0	5.5	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	29.1	20.7	24.7	23.7	42.5	32.6	28.4	60.6	36.0	33.5
LnGrp LOS	B	A	C	C	C	C	D	C	C	E	D	C
Approach Vol, veh/h		598			471			925			827	
Approach Delay, s/veh		26.0			23.7			34.8			39.7	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	40.0	15.7	28.1	14.2	35.1	19.6	24.2
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	4.8	20.8	9.1	16.1	8.0	11.4	14.5	15.2
Green Ext Time (p_c), s	0.0	1.7	0.9	4.1	1.3	1.0	0.1	4.0

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	374	25	350	86	68	421
Future Volume (veh/h)	374	25	350	86	68	421
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1737	1826
Adj Flow Rate, veh/h	425	28	398	98	77	478
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	12	2	11	5
Cap, veh/h	454	30	730	180	391	1164
Arrive On Green	0.28	0.28	0.37	0.37	0.05	0.64
Sat Flow, veh/h	1642	108	1334	329	1654	1826
Grp Volume(v), veh/h	454	0	0	496	77	478
Grp Sat Flow(s),veh/h/ln	1754	0	0	1663	1654	1826
Q Serve(g_s), s	35.4	0.0	0.0	33.0	2.7	18.0
Cycle Q Clear(g_c), s	35.4	0.0	0.0	33.0	2.7	18.0
Prop In Lane	0.94	0.06		0.20	1.00	
Lane Grp Cap(c), veh/h	485	0	0	910	391	1164
V/C Ratio(X)	0.94	0.00	0.00	0.54	0.20	0.41
Avail Cap(c_a), veh/h	651	0	0	910	395	1164
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.55	1.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	30.5	16.0	12.4
Incr Delay (d2), s/veh	17.7	0.0	0.0	1.3	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.0	0.0	14.1	1.0	7.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.1	0.0	0.0	31.8	16.3	13.5
LnGrp LOS	E	A	A	C	B	B
Approach Vol, veh/h	454		496			555
Approach Delay, s/veh	67.1		31.8			13.9
Approach LOS	E		C			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.6	82.6		44.7		95.3
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	63.0		52.0		76.0
Max Q Clear Time (g_c+I1), s	4.7	35.0		37.4		20.0
Green Ext Time (p_c), s	0.0	3.1		1.3		3.0

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D



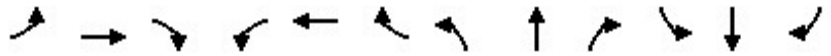
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	380	281	351	772	25
Future Volume (veh/h)	84	380	281	351	772	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1633	1870	1781	1707	1841	1648
Adj Flow Rate, veh/h	98	163	327	408	898	27
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	18	2	8	13	4	17
Cap, veh/h	106	176	353	1263	1038	31
Arrive On Green	0.20	0.20	0.12	0.74	0.58	0.58
Sat Flow, veh/h	540	899	1697	1707	1778	53
Grp Volume(v), veh/h	262	0	327	408	0	925
Grp Sat Flow(s),veh/h/ln	1444	0	1697	1707	0	1831
Q Serve(g_s), s	24.9	0.0	14.7	11.4	0.0	59.5
Cycle Q Clear(g_c), s	24.9	0.0	14.7	11.4	0.0	59.5
Prop In Lane	0.37	0.62	1.00			0.03
Lane Grp Cap(c), veh/h	283	0	353	1263	0	1069
V/C Ratio(X)	0.93	0.00	0.93	0.32	0.00	0.87
Avail Cap(c_a), veh/h	346	0	452	1263	0	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.09	0.09	0.00	0.72
Uniform Delay (d), s/veh	55.3	0.0	36.9	6.2	0.0	24.5
Incr Delay (d2), s/veh	27.3	0.0	3.0	0.1	0.0	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	11.3	3.5	0.0	25.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	82.6	0.0	39.8	6.3	0.0	31.5
LnGrp LOS	F	A	D	A	A	C
Approach Vol, veh/h	262			735	925	
Approach Delay, s/veh	82.6			21.2	31.5	
Approach LOS	F			C	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.1		31.9	21.8	86.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		97.5		33.5	25.5	67.5
Max Q Clear Time (g_c+I1), s		13.4		26.9	16.7	61.5
Green Ext Time (p_c), s		2.5		0.5	0.6	3.1

Intersection Summary		
HCM 6th Ctrl Delay		34.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	547	324	9	2	281	50	3	3	0	171	13	971
Future Volume (veh/h)	547	324	9	2	281	50	3	3	0	171	13	971
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	1752	1811	1870	1870	1841	1752	1870	418	1870	1856	1781	1856
Adj Flow Rate, veh/h	675	400	11	2	347	62	4	4	0	0	0	1436
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	10	6	2	2	4	10	2	100	2	3	8	3
Cap, veh/h	699	2021	55	27	732	129	61	28	0	0	589	2005
Arrive On Green	0.31	0.59	0.59	0.25	0.25	0.25	0.33	0.33	0.00	0.00	0.00	0.33
Sat Flow, veh/h	1668	3421	94	3	2906	511	66	84	0	0	1781	3145
Grp Volume(v), veh/h	675	201	210	219	0	192	8	0	0	0	0	1436
Grp Sat Flow(s),veh/h/ln	1668	1721	1794	1838	0	1583	151	0	0	0	1781	1572
Q Serve(g_s), s	40.6	7.6	7.6	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	42.6
Cycle Q Clear(g_c), s	40.6	7.6	7.6	14.1	0.0	14.5	1.8	0.0	0.0	0.0	0.0	42.6
Prop In Lane	1.00		0.05	0.01		0.32	0.50		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	699	1017	1060	489	0	398	88	0	0	0	589	2005
V/C Ratio(X)	0.97	0.20	0.20	0.45	0.00	0.48	0.09	0.00	0.00	0.00	0.00	0.72
Avail Cap(c_a), veh/h	741	1017	1060	489	0	398	88	0	0	0	636	2089
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.09
Uniform Delay (d), s/veh	24.3	13.3	13.3	44.5	0.0	44.6	32.0	0.0	0.0	0.0	0.0	16.9
Incr Delay (d2), s/veh	23.7	0.4	0.4	3.0	0.0	4.1	0.2	0.0	0.0	0.0	0.0	0.1
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	19.4	2.9	3.1	6.8	0.0	6.0	0.2	0.0	0.0	0.0	0.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	13.7	13.7	47.4	0.0	48.7	32.1	0.0	0.0	0.0	0.0	17.0
LnGrp LOS	D	B	B	D	A	D	C	A	A	A	A	B
Approach Vol, veh/h		1086			411			8			1436	
Approach Delay, s/veh		35.0			48.0			32.1			17.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	47.5	41.2		51.3		88.7		51.3				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	18.0		5.0		69.0		50.0				
Max Q Clear Time (g_c+I1), s	42.6	16.5		3.8		9.6		44.6				
Green Ext Time (p_c), s	0.4	0.6		0.0		5.0		1.7				

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	0	114	13	0	5	18	802	32	23	1172	37
Future Vol, veh/h	101	0	114	13	0	5	18	802	32	23	1172	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	2	5	2	2	2	6	7	2	2	3	2
Mvmt Flow	116	0	131	15	0	6	21	922	37	26	1347	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1924	2422	695	1690	2406	461	1390	0	0	959	0	0
Stage 1	1421	1421	-	964	964	-	-	-	-	-	-	-
Stage 2	503	1001	-	726	1442	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.54	7	7.54	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.02	3.35	3.52	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 36	32	378	61	33	547	468	-	-	713	-	-
Stage 1	132	201	-	274	332	-	-	-	-	-	-	-
Stage 2	497	319	-	382	196	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 33	29	378	37	30	547	468	-	-	713	-	-
Mov Cap-2 Maneuver	~ 99	117	-	126	112	-	-	-	-	-	-	-
Stage 1	126	194	-	262	317	-	-	-	-	-	-	-
Stage 2	470	305	-	240	189	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	115.6	30.3	0.3	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	468	-	-	99	378	126	547	713	-	-
HCM Lane V/C Ratio	0.044	-	-	1.173	0.347	0.119	0.011	0.037	-	-
HCM Control Delay (s)	13	-	-	224.1	19.5	37.4	11.7	10.2	-	-
HCM Lane LOS	B	-	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	7.8	1.5	0.4	0	0.1	-	-

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

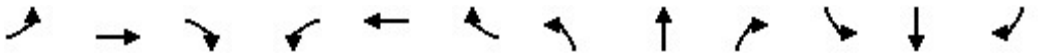
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	0	0	0	52	846	0	1	1235	70
Future Vol, veh/h	3	0	5	0	0	0	52	846	0	1	1235	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	4	2
Mvmt Flow	3	0	6	0	0	0	60	972	0	1	1420	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2028	2514	710	1804	2594	486	1500	0	0	972	0	0
Stage 1	1422	1422	-	1092	1092	-	-	-	-	-	-	-
Stage 2	606	1092	-	712	1502	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	34	28	376	50	25	527	443	-	-	705	-	-
Stage 1	143	200	-	229	289	-	-	-	-	-	-	-
Stage 2	451	289	-	389	183	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	24	376	44	21	527	443	-	-	705	-	-
Mov Cap-2 Maneuver	95	111	-	130	83	-	-	-	-	-	-	-
Stage 1	124	198	-	198	250	-	-	-	-	-	-	-
Stage 2	390	250	-	380	181	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.8	0	0.8	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	443	-	-	95	376	-	705	-	-
HCM Lane V/C Ratio	0.135	-	-	0.036	0.015	-	0.002	-	-
HCM Control Delay (s)	14.4	-	-	44.3	14.7	0	10.1	0	-
HCM Lane LOS	B	-	-	E	B	A	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	339	262	108	229	130	182	464	100	246	699	264
Future Volume (veh/h)	330	339	262	108	229	130	182	464	100	246	699	264
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	1796	1856	1841	1826	1826	1856	1826	1796	1826	1841	1841	1870
Adj Flow Rate, veh/h	371	381	294	121	257	146	204	521	112	276	785	297
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	4	5	5	3	5	7	5	4	4	2
Cap, veh/h	468	316	244	191	369	318	234	772	350	318	988	448
Arrive On Green	0.19	0.33	0.33	0.07	0.20	0.20	0.13	0.23	0.23	0.18	0.28	0.28
Sat Flow, veh/h	1711	971	749	1739	1826	1572	1739	3413	1547	1753	3497	1585
Grp Volume(v), veh/h	371	0	675	121	257	146	204	521	112	276	785	297
Grp Sat Flow(s),veh/h/ln	1711	0	1721	1739	1826	1572	1739	1706	1547	1753	1749	1585
Q Serve(g_s), s	17.4	0.0	35.0	5.8	14.1	8.8	12.4	15.0	6.5	16.5	22.3	17.8
Cycle Q Clear(g_c), s	17.4	0.0	35.0	5.8	14.1	8.8	12.4	15.0	6.5	16.5	22.3	17.8
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	0	560	191	369	318	234	772	350	318	988	448
V/C Ratio(X)	0.79	0.00	1.21	0.63	0.70	0.46	0.87	0.67	0.32	0.87	0.79	0.66
Avail Cap(c_a), veh/h	532	0	560	471	764	658	404	1428	647	391	1463	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	36.3	32.7	39.8	37.7	45.6	38.0	34.7	42.8	35.7	34.1
Incr Delay (d2), s/veh	11.5	0.0	108.5	1.3	0.9	0.4	4.3	1.0	0.5	23.4	1.9	1.7
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	8.1	0.0	30.6	2.4	6.1	3.3	5.4	6.1	2.4	8.9	9.3	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	0.0	144.8	34.0	40.7	38.1	50.0	39.0	35.2	66.1	37.6	35.7
LnGrp LOS	D	A	F	C	D	D	D	D	D	E	D	D
Approach Vol, veh/h		1046			524			837			1358	
Approach Delay, s/veh		106.5			38.4			41.2			43.0	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	40.0	25.5	29.3	25.9	26.8	19.5	35.4
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	7.8	37.0	18.5	17.0	19.4	16.1	14.4	24.3
Green Ext Time (p_c), s	0.1	0.0	1.1	3.7	1.5	1.0	0.1	6.1

Intersection Summary	
HCM 6th Ctrl Delay	59.6
HCM 6th LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	322	11	449	184	141	429
Future Volume (veh/h)	322	11	449	184	141	429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1826	1856	1826	1870
Adj Flow Rate, veh/h	346	12	483	198	152	461
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	2	5	3	5	2
Cap, veh/h	377	13	701	287	377	1267
Arrive On Green	0.22	0.22	0.57	0.57	0.06	0.68
Sat Flow, veh/h	1696	59	1231	504	1739	1870
Grp Volume(v), veh/h	359	0	0	681	152	461
Grp Sat Flow(s),veh/h/ln	1760	0	0	1735	1739	1870
Q Serve(g_s), s	23.9	0.0	0.0	33.4	4.1	12.7
Cycle Q Clear(g_c), s	23.9	0.0	0.0	33.4	4.1	12.7
Prop In Lane	0.96	0.03		0.29	1.00	
Lane Grp Cap(c), veh/h	392	0	0	988	377	1267
V/C Ratio(X)	0.92	0.00	0.00	0.69	0.40	0.36
Avail Cap(c_a), veh/h	513	0	0	988	407	1267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.85	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	0.0	18.3	14.9	8.3
Incr Delay (d2), s/veh	18.1	0.0	0.0	3.4	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	0.0	0.0	13.0	1.4	4.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.6	0.0	0.0	21.6	15.6	9.1
LnGrp LOS	E	A	A	C	B	A
Approach Vol, veh/h	359		681			613
Approach Delay, s/veh	63.6		21.6			10.7
Approach LOS	E		C			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	74.4		32.7		87.3
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	58.0		35.0		73.0
Max Q Clear Time (g_c+I1), s	6.1	35.4		25.9		14.7
Green Ext Time (p_c), s	0.1	4.5		0.8		2.8

Intersection Summary			
HCM 6th Ctrl Delay		26.7	
HCM 6th LOS		C	



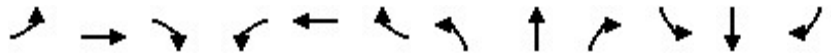
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	148	304	533	769	32
Future Volume (veh/h)	61	148	304	533	769	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1722	1781	1870	1826	1870	1856
Adj Flow Rate, veh/h	64	15	320	561	809	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	8	2	5	2	3
Cap, veh/h	80	19	540	1575	1371	54
Arrive On Green	0.06	0.06	0.06	0.86	0.77	0.77
Sat Flow, veh/h	1283	301	1781	1826	1787	71
Grp Volume(v), veh/h	80	0	320	561	0	841
Grp Sat Flow(s),veh/h/ln	1604	0	1781	1826	0	1858
Q Serve(g_s), s	5.9	0.0	4.2	7.3	0.0	23.1
Cycle Q Clear(g_c), s	5.9	0.0	4.2	7.3	0.0	23.1
Prop In Lane	0.80	0.19	1.00			0.04
Lane Grp Cap(c), veh/h	100	0	540	1575	0	1425
V/C Ratio(X)	0.80	0.00	0.59	0.36	0.00	0.59
Avail Cap(c_a), veh/h	234	0	799	1575	0	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.09	0.09	0.00	0.79
Uniform Delay (d), s/veh	55.5	0.0	7.0	1.6	0.0	5.9
Incr Delay (d2), s/veh	13.7	0.0	0.1	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	2.2	0.8	0.0	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.3	0.0	7.1	1.7	0.0	7.4
LnGrp LOS	E	A	A	A	A	A
Approach Vol, veh/h	80			881	841	
Approach Delay, s/veh	69.3			3.6	7.4	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		108.0		12.0	11.5	96.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		93.5		17.5	24.5	64.5
Max Q Clear Time (g_c+I1), s		9.3		7.9	6.2	25.1
Green Ext Time (p_c), s		3.7		0.1	0.8	6.7

Intersection Summary		
HCM 6th Ctrl Delay		8.3
HCM 6th LOS		A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	729	390	4	1	315	77	8	9	2	115	5	785
Future Volume (veh/h)	729	390	4	1	315	77	8	9	2	115	5	785
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	1841	1870	1870	1870	1870	1796	1870	1530	1870	1870	1011	1856
Adj Flow Rate, veh/h	759	406	4	1	328	80	8	9	2	0	0	950
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	2	2	2	2	7	2	25	2	2	60	3
Cap, veh/h	815	2435	24	31	980	235	113	110	21	0	236	1631
Arrive On Green	0.29	0.68	0.68	0.35	0.35	0.35	0.23	0.23	0.23	0.00	0.00	0.23
Sat Flow, veh/h	1753	3605	36	1	2784	667	301	470	91	0	1011	3145
Grp Volume(v), veh/h	759	200	210	219	0	190	19	0	0	0	0	950
Grp Sat Flow(s),veh/h/ln	1753	1777	1864	1869	0	1582	862	0	0	0	1011	1572
Q Serve(g_s), s	31.7	4.9	4.9	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	25.0
Cycle Q Clear(g_c), s	31.7	4.9	4.9	10.3	0.0	10.6	1.2	0.0	0.0	0.0	0.0	25.0
Prop In Lane	1.00		0.02	0.00		0.42	0.42		0.11	0.00		1.00
Lane Grp Cap(c), veh/h	815	1200	1259	688	0	557	243	0	0	0	236	1631
V/C Ratio(X)	0.93	0.17	0.17	0.32	0.00	0.34	0.08	0.00	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h	993	1200	1259	688	0	557	243	0	0	0	270	1737
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.61
Uniform Delay (d), s/veh	15.5	7.1	7.1	28.5	0.0	28.6	35.8	0.0	0.0	0.0	0.0	19.9
Incr Delay (d2), s/veh	12.2	0.3	0.3	1.2	0.0	1.7	0.1	0.0	0.0	0.0	0.0	0.2
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	13.4	1.7	1.8	4.7	0.0	4.1	0.4	0.0	0.0	0.0	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	7.4	7.4	29.7	0.0	30.3	35.8	0.0	0.0	0.0	0.0	20.1
LnGrp LOS	C	A	A	C	A	C	D	A	A	A	A	C
Approach Vol, veh/h		1169			409			19			950	
Approach Delay, s/veh		20.6			30.0			35.8			20.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	38.8	48.3		33.0		87.0		33.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	16.0		5.0		67.0		32.0				
Max Q Clear Time (g_c+I1), s	33.7	12.6		3.2		6.9		27.0				
Green Ext Time (p_c), s	0.6	1.3		0.0		5.0		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	37	22	0	22	52	1018	18	5	1005	100
Future Vol, veh/h	67	0	37	22	0	22	52	1018	18	5	1005	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	5	2	2	6	3	6	2	3	2
Mvmt Flow	74	0	41	24	0	24	57	1119	20	5	1104	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1843	2422	607	1795	2457	560	1214	0	0	1139	0	0
Stage 1	1169	1169	-	1233	1233	-	-	-	-	-	-	-
Stage 2	674	1253	-	562	1224	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.6	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.55	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 46	32	430	49	30	472	549	-	-	609	-	-
Stage 1	205	265	-	183	247	-	-	-	-	-	-	-
Stage 2	410	242	-	471	250	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 40	28	430	41	27	472	549	-	-	609	-	-
Mov Cap-2 Maneuver	126	120	-	119	106	-	-	-	-	-	-	-
Stage 1	184	263	-	164	221	-	-	-	-	-	-	-
Stage 2	349	217	-	423	248	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.6	27.9	0.6	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	549	-	-	126	430	119	472	609	-	-
HCM Lane V/C Ratio	0.104	-	-	0.584	0.095	0.203	0.051	0.009	-	-
HCM Control Delay (s)	12.3	-	-	67.6	14.2	42.8	13	11	-	-
HCM Lane LOS	B	-	-	F	B	E	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.9	0.3	0.7	0.2	0	-	-

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

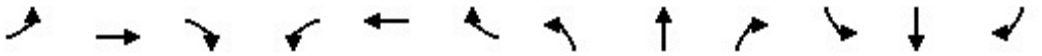
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	55	0	0	0	27	1050	0	1	1051	17
Future Vol, veh/h	29	0	55	0	0	0	27	1050	0	1	1051	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	-	-	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	2	2	2	2	2	4	3	2	2	3	2
Mvmt Flow	32	0	60	0	0	0	30	1154	0	1	1155	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1794	2371	578	1794	2390	577	1174	0	0	1154	0	0
Stage 1	1157	1157	-	1214	1214	-	-	-	-	-	-	-
Stage 2	637	1214	-	580	1176	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	50	34	459	51	33	460	580	-	-	601	-	-
Stage 1	205	269	-	193	253	-	-	-	-	-	-	-
Stage 2	427	253	-	467	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	48	32	459	42	31	460	580	-	-	601	-	-
Mov Cap-2 Maneuver	138	130	-	129	122	-	-	-	-	-	-	-
Stage 1	194	268	-	183	240	-	-	-	-	-	-	-
Stage 2	405	240	-	403	262	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	0	0.3	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	580	-	-	138	459	-	601	-	-
HCM Lane V/C Ratio	0.051	-	-	0.231	0.132	-	0.002	-	-
HCM Control Delay (s)	11.5	-	-	38.8	14	0	11	0	-
HCM Lane LOS	B	-	-	E	B	A	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.5	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	293	220	84	312	183	301	648	98	156	575	320
Future Volume (veh/h)	284	293	220	84	312	183	301	648	98	156	575	320
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	1826	1841	1811	1841	1856	1856	1870	1841	1796	1841	1856	1870
Adj Flow Rate, veh/h	296	305	229	88	325	191	314	675	102	162	599	333
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	6	4	3	3	2	4	7	4	3	2
Cap, veh/h	378	308	231	162	390	330	342	1140	496	203	913	410
Arrive On Green	0.16	0.32	0.32	0.05	0.21	0.21	0.19	0.33	0.33	0.12	0.26	0.26
Sat Flow, veh/h	1739	976	733	1753	1856	1572	1781	3497	1522	1753	3526	1585
Grp Volume(v), veh/h	296	0	534	88	325	191	314	675	102	162	599	333
Grp Sat Flow(s),veh/h/ln	1739	0	1709	1753	1856	1572	1781	1749	1522	1753	1763	1585
Q Serve(g_s), s	14.0	0.0	34.5	4.3	18.6	12.1	19.2	17.9	5.4	10.0	16.8	21.9
Cycle Q Clear(g_c), s	14.0	0.0	34.5	4.3	18.6	12.1	19.2	17.9	5.4	10.0	16.8	21.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	378	0	539	162	390	330	342	1140	496	203	913	410
V/C Ratio(X)	0.78	0.00	0.99	0.54	0.83	0.58	0.92	0.59	0.21	0.80	0.66	0.81
Avail Cap(c_a), veh/h	493	0	539	463	752	638	401	1418	617	379	1429	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	37.8	34.1	42.0	39.4	44.0	31.2	27.0	47.8	36.7	38.6
Incr Delay (d2), s/veh	12.7	0.0	36.6	1.0	1.8	0.6	22.1	0.5	0.2	22.2	0.8	4.4
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	6.8	0.0	19.1	1.8	8.4	4.6	10.2	7.3	1.9	5.5	7.1	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.0	74.5	35.2	43.8	40.0	66.1	31.7	27.2	70.0	37.5	43.0
LnGrp LOS	D	A	E	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		830			604			1091			1094	
Approach Delay, s/veh		62.3			41.3			41.2			44.0	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	40.0	18.8	41.2	22.6	28.3	26.3	33.7
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	6.3	36.5	12.0	19.9	16.0	20.6	21.2	23.9
Green Ext Time (p_c), s	0.0	0.0	0.9	4.7	1.7	1.3	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	398	25	350	118	68	421
Future Volume (veh/h)	398	25	350	118	68	421
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1722	1870	1737	1826
Adj Flow Rate, veh/h	452	28	398	134	77	478
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	2	12	2	11	5
Cap, veh/h	480	30	656	221	347	1137
Arrive On Green	0.29	0.29	0.36	0.36	0.05	0.62
Sat Flow, veh/h	1649	102	1233	415	1654	1826
Grp Volume(v), veh/h	481	0	0	532	77	478
Grp Sat Flow(s),veh/h/ln	1755	0	0	1647	1654	1826
Q Serve(g_s), s	37.5	0.0	0.0	37.1	2.8	18.7
Cycle Q Clear(g_c), s	37.5	0.0	0.0	37.1	2.8	18.7
Prop In Lane	0.94	0.06		0.25	1.00	
Lane Grp Cap(c), veh/h	511	0	0	877	347	1137
V/C Ratio(X)	0.94	0.00	0.00	0.61	0.22	0.42
Avail Cap(c_a), veh/h	652	0	0	877	351	1137
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.53	1.00	1.00
Uniform Delay (d), s/veh	48.4	0.0	0.0	33.0	18.1	13.5
Incr Delay (d2), s/veh	19.2	0.0	0.0	1.7	0.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	0.0	0.0	15.8	1.0	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.6	0.0	0.0	34.6	18.4	14.6
LnGrp LOS	E	A	A	C	B	B
Approach Vol, veh/h	481		532			555
Approach Delay, s/veh	67.6		34.6			15.2
Approach LOS	E		C			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.6	80.6		46.8		93.2
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	7.0	63.0		52.0		76.0
Max Q Clear Time (g_c+I1), s	4.8	39.1		39.5		20.7
Green Ext Time (p_c), s	0.0	3.3		1.3		3.0

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



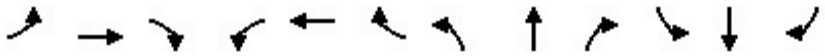
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	84	393	339	383	796	25
Future Volume (veh/h)	84	393	339	383	796	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1633	1870	1781	1707	1841	1648
Adj Flow Rate, veh/h	98	177	394	445	926	27
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	18	2	8	13	4	17
Cap, veh/h	105	190	360	1247	918	27
Arrive On Green	0.21	0.21	0.18	0.73	0.52	0.52
Sat Flow, veh/h	512	924	1697	1707	1779	52
Grp Volume(v), veh/h	276	0	394	445	0	953
Grp Sat Flow(s),veh/h/ln	1441	0	1697	1707	0	1831
Q Serve(g_s), s	26.3	0.0	25.5	13.3	0.0	72.2
Cycle Q Clear(g_c), s	26.3	0.0	25.5	13.3	0.0	72.2
Prop In Lane	0.36	0.64	1.00			0.03
Lane Grp Cap(c), veh/h	296	0	360	1247	0	945
V/C Ratio(X)	0.93	0.00	1.09	0.36	0.00	1.01
Avail Cap(c_a), veh/h	345	0	360	1247	0	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.09	0.09	0.00	0.70
Uniform Delay (d), s/veh	54.7	0.0	49.7	6.9	0.0	33.9
Incr Delay (d2), s/veh	29.2	0.0	46.6	0.1	0.0	26.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	0.0	17.1	4.2	0.0	36.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.9	0.0	96.3	7.0	0.0	60.5
LnGrp LOS	F	A	F	A	A	F
Approach Vol, veh/h	276			839	953	
Approach Delay, s/veh	83.9			48.9	60.5	
Approach LOS	F			D	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		106.7		33.3	30.0	76.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		97.5		33.5	25.5	67.5
Max Q Clear Time (g_c+I1), s		15.3		28.3	27.5	74.2
Green Ext Time (p_c), s		2.8		0.4	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		58.9
HCM 6th LOS		E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	637	324	9	2	281	50	3	3	0	171	13	1008
Future Volume (veh/h)	637	324	9	2	281	50	3	3	0	171	13	1008
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	1752	1811	1870	1870	1841	1752	1870	418	1870	1856	1781	1856
Adj Flow Rate, veh/h	786	400	11	2	347	62	4	4	0	0	0	1481
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	10	6	2	2	4	10	2	100	2	3	8	3
Cap, veh/h	717	2027	56	27	664	117	60	27	0	0	586	2079
Arrive On Green	0.33	0.59	0.59	0.23	0.23	0.23	0.33	0.33	0.00	0.00	0.00	0.33
Sat Flow, veh/h	1668	3421	94	3	2906	511	64	82	0	0	1781	3145
Grp Volume(v), veh/h	786	201	210	219	0	192	8	0	0	0	0	1481
Grp Sat Flow(s),veh/h/ln	1668	1721	1794	1838	0	1583	146	0	0	0	1781	1572
Q Serve(g_s), s	46.5	7.5	7.6	0.0	0.0	14.9	0.0	0.0	0.0	0.0	0.0	42.2
Cycle Q Clear(g_c), s	46.5	7.5	7.6	14.6	0.0	14.9	1.8	0.0	0.0	0.0	0.0	42.2
Prop In Lane	1.00		0.05	0.01		0.32	0.50		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	717	1020	1063	446	0	361	87	0	0	0	586	2079
V/C Ratio(X)	1.10	0.20	0.20	0.49	0.00	0.53	0.09	0.00	0.00	0.00	0.00	0.71
Avail Cap(c_a), veh/h	717	1020	1063	446	0	361	87	0	0	0	636	2168
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.09
Uniform Delay (d), s/veh	26.6	13.2	13.2	47.3	0.0	47.4	32.2	0.0	0.0	0.0	0.0	15.2
Incr Delay (d2), s/veh	63.0	0.4	0.4	3.8	0.0	5.5	0.2	0.0	0.0	0.0	0.0	0.1
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	29.6	2.9	3.0	7.0	0.0	6.3	0.2	0.0	0.0	0.0	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.6	13.6	13.6	51.2	0.0	52.9	32.3	0.0	0.0	0.0	0.0	15.3
LnGrp LOS	F	B	B	D	A	D	C	A	A	A	A	B
Approach Vol, veh/h		1197			411			8			1481	
Approach Delay, s/veh		63.5			52.0			32.3			15.3	
Approach LOS		E			D			C			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	51.0	38.0		51.0		89.0		51.0				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	18.0		5.0		69.0		50.0				
Max Q Clear Time (g_c+I1), s	48.5	16.9		3.8		9.6		44.2				
Green Ext Time (p_c), s	0.0	0.5		0.0		5.0		1.8				

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	0	114	19	0	63	18	834	35	47	1185	37
Future Vol, veh/h	101	0	114	19	0	63	18	834	35	47	1185	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	11	2	5	2	2	2	6	7	2	2	3	2
Mvmt Flow	116	0	131	22	0	72	21	959	40	54	1362	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2014	2533	703	1790	2514	480	1405	0	0	999	0	0
Stage 1	1492	1492	-	1001	1001	-	-	-	-	-	-	-
Stage 2	522	1041	-	789	1513	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.54	7	7.54	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.02	3.35	3.52	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 31	27	373	51	28	532	462	-	-	689	-	-
Stage 1	119	185	-	260	319	-	-	-	-	-	-	-
Stage 2	483	305	-	350	181	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 24	24	373	30	25	532	462	-	-	689	-	-
Mov Cap-2 Maneuver	~ 86	101	-	111	100	-	-	-	-	-	-	-
Stage 1	~ 114	171	-	248	305	-	-	-	-	-	-	-
Stage 2	398	291	-	209	167	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	153	20.3	0.3	0.4
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	462	-	-	86	373	111	532	689	-	-
HCM Lane V/C Ratio	0.045	-	-	1.35	0.351	0.197	0.136	0.078	-	-
HCM Control Delay (s)	13.2	-	-	$ 303.4	19.8	45.2	12.8	10.7	-	-
HCM Lane LOS	B	-	-	F	C	E	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	8.7	1.5	0.7	0.5	0.3	-	-

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

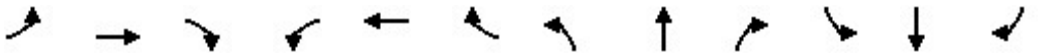
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	5	32	0	32	52	849	13	14	1241	70
Future Vol, veh/h	3	0	5	32	0	32	52	849	13	14	1241	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	200	200	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	7	2	2	4	2
Mvmt Flow	3	0	6	37	0	37	60	976	15	16	1426	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2066	2569	713	1841	2634	488	1506	0	0	991	0	0
Stage 1	1458	1458	-	1096	1096	-	-	-	-	-	-	-
Stage 2	608	1111	-	745	1538	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	31	26	374	47	23	526	441	-	-	693	-	-
Stage 1	136	192	-	228	287	-	-	-	-	-	-	-
Stage 2	450	283	-	372	176	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	22	374	41	19	526	441	-	-	693	-	-
Mov Cap-2 Maneuver	89	104	-	126	78	-	-	-	-	-	-	-
Stage 1	118	188	-	197	248	-	-	-	-	-	-	-
Stage 2	362	245	-	358	172	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.9	32.5	0.8	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	441	-	-	89	374	203	693	-	-
HCM Lane V/C Ratio	0.136	-	-	0.039	0.015	0.362	0.023	-	-
HCM Control Delay (s)	14.4	-	-	47.1	14.8	32.5	10.3	-	-
HCM Lane LOS	B	-	-	E	B	D	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0	1.6	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	333	339	262	108	229	135	182	472	100	259	718	270
Future Volume (veh/h)	333	339	262	108	229	135	182	472	100	259	718	270
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	1796	1856	1841	1826	1826	1856	1826	1796	1826	1841	1841	1870
Adj Flow Rate, veh/h	374	381	294	121	257	152	204	530	112	291	807	303
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	7	3	4	5	5	3	5	7	5	4	4	2
Cap, veh/h	464	312	241	191	360	310	233	768	348	330	1009	457
Arrive On Green	0.20	0.32	0.32	0.07	0.20	0.20	0.13	0.22	0.22	0.19	0.29	0.29
Sat Flow, veh/h	1711	971	749	1739	1826	1572	1739	3413	1547	1753	3497	1585
Grp Volume(v), veh/h	374	0	675	121	257	152	204	530	112	291	807	303
Grp Sat Flow(s),veh/h/ln	1711	0	1721	1739	1826	1572	1739	1706	1547	1753	1749	1585
Q Serve(g_s), s	17.9	0.0	35.0	5.9	14.3	9.3	12.5	15.5	6.6	17.6	23.2	18.3
Cycle Q Clear(g_c), s	17.9	0.0	35.0	5.9	14.3	9.3	12.5	15.5	6.6	17.6	23.2	18.3
Prop In Lane	1.00		0.44	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	0	554	191	360	310	233	768	348	330	1009	457
V/C Ratio(X)	0.81	0.00	1.22	0.63	0.71	0.49	0.87	0.69	0.32	0.88	0.80	0.66
Avail Cap(c_a), veh/h	521	0	554	466	755	650	400	1412	640	387	1447	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	36.9	33.3	40.8	38.8	46.2	38.7	35.2	43.0	35.8	34.1
Incr Delay (d2), s/veh	12.5	0.0	114.3	1.3	1.0	0.4	4.9	1.1	0.5	24.6	2.1	1.7
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	8.4	0.0	31.4	2.5	6.3	3.5	5.5	6.4	2.4	9.6	9.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	151.2	34.6	41.8	39.2	51.1	39.8	35.8	67.6	37.9	35.7
LnGrp LOS	D	A	F	C	D	D	D	D	D	E	D	D
Approach Vol, veh/h		1049			530			846			1401	
Approach Delay, s/veh		111.0			39.4			42.0			43.6	
Approach LOS		F			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	40.0	26.5	29.5	26.3	26.5	19.6	36.4
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	7.9	37.0	19.6	17.5	19.9	16.3	14.5	25.2
Green Ext Time (p_c), s	0.1	0.0	0.9	3.8	1.4	1.0	0.1	6.2

Intersection Summary	
HCM 6th Ctrl Delay	61.2
HCM 6th LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	390	11	449	208	141	429
Future Volume (veh/h)	390	11	449	208	141	429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1826	1856	1826	1870
Adj Flow Rate, veh/h	419	12	483	224	152	461
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	2	5	3	5	2
Cap, veh/h	447	13	626	290	282	1194
Arrive On Green	0.26	0.26	0.36	0.36	0.06	0.64
Sat Flow, veh/h	1708	49	1180	547	1739	1870
Grp Volume(v), veh/h	432	0	0	707	152	461
Grp Sat Flow(s),veh/h/ln	1761	0	0	1727	1739	1870
Q Serve(g_s), s	28.8	0.0	0.0	43.6	4.5	14.2
Cycle Q Clear(g_c), s	28.8	0.0	0.0	43.6	4.5	14.2
Prop In Lane	0.97	0.03		0.32	1.00	
Lane Grp Cap(c), veh/h	461	0	0	916	282	1194
V/C Ratio(X)	0.94	0.00	0.00	0.77	0.54	0.39
Avail Cap(c_a), veh/h	514	0	0	916	311	1194
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.81	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	0.0	32.2	21.2	10.4
Incr Delay (d2), s/veh	23.8	0.0	0.0	5.1	1.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	0.0	0.0	19.9	1.9	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.1	0.0	0.0	37.4	22.8	11.4
LnGrp LOS	E	A	A	D	C	B
Approach Vol, veh/h	432		707			613
Approach Delay, s/veh	67.1		37.4			14.2
Approach LOS	E		D			B

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.0	69.6		37.4		82.6
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	58.0		35.0		73.0
Max Q Clear Time (g_c+I1), s	6.5	45.6		30.8		16.2
Green Ext Time (p_c), s	0.1	3.7		0.6		2.8

Intersection Summary	
HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



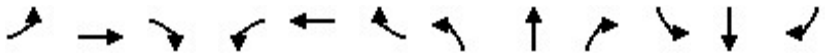
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	186	348	557	837	32
Future Volume (veh/h)	61	186	348	557	837	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1722	1781	1870	1826	1870	1856
Adj Flow Rate, veh/h	64	24	366	586	881	32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	8	2	5	2	3
Cap, veh/h	79	30	492	1563	1347	49
Arrive On Green	0.07	0.07	0.07	0.86	0.75	0.75
Sat Flow, veh/h	1142	428	1781	1826	1793	65
Grp Volume(v), veh/h	89	0	366	586	0	913
Grp Sat Flow(s),veh/h/ln	1588	0	1781	1826	0	1859
Q Serve(g_s), s	6.6	0.0	5.1	8.2	0.0	28.9
Cycle Q Clear(g_c), s	6.6	0.0	5.1	8.2	0.0	28.9
Prop In Lane	0.72	0.27	1.00			0.04
Lane Grp Cap(c), veh/h	110	0	492	1563	0	1396
V/C Ratio(X)	0.81	0.00	0.74	0.37	0.00	0.65
Avail Cap(c_a), veh/h	232	0	736	1563	0	1396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.09	0.09	0.00	0.72
Uniform Delay (d), s/veh	55.1	0.0	11.9	1.8	0.0	7.3
Incr Delay (d2), s/veh	13.1	0.0	0.2	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	4.6	1.1	0.0	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.2	0.0	12.2	1.9	0.0	9.1
LnGrp LOS	E	A	B	A	A	A
Approach Vol, veh/h	89			952	913	
Approach Delay, s/veh	68.2			5.8	9.1	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.2		12.8	12.6	94.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		93.5		17.5	24.5	64.5
Max Q Clear Time (g_c+I1), s		10.2		8.6	7.1	30.9
Green Ext Time (p_c), s		3.9		0.1	1.0	7.6

Intersection Summary		
HCM 6th Ctrl Delay		10.2
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	797	390	4	1	315	77	8	9	2	115	5	891
Future Volume (veh/h)	797	390	4	1	315	77	8	9	2	115	5	891
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	1841	1870	1870	1870	1870	1796	1870	1530	1870	1870	1011	1856
Adj Flow Rate, veh/h	830	406	4	1	328	80	8	9	2	0	0	1060
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	2	2	2	2	7	2	25	2	2	60	3
Cap, veh/h	850	2419	24	30	801	192	109	106	20	0	240	1834
Arrive On Green	0.35	0.67	0.67	0.29	0.29	0.29	0.24	0.24	0.24	0.00	0.00	0.24
Sat Flow, veh/h	1753	3605	36	1	2784	667	280	445	85	0	1011	3145
Grp Volume(v), veh/h	830	200	210	219	0	190	19	0	0	0	0	1060
Grp Sat Flow(s),veh/h/ln	1753	1777	1864	1869	0	1582	810	0	0	0	1011	1572
Q Serve(g_s), s	39.0	5.0	5.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0	0.0	25.4
Cycle Q Clear(g_c), s	39.0	5.0	5.0	11.3	0.0	11.7	1.2	0.0	0.0	0.0	0.0	25.4
Prop In Lane	1.00		0.02	0.00		0.42	0.42		0.11	0.00		1.00
Lane Grp Cap(c), veh/h	850	1192	1251	568	0	455	235	0	0	0	240	1834
V/C Ratio(X)	0.98	0.17	0.17	0.39	0.00	0.42	0.08	0.00	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h	923	1192	1251	568	0	455	235	0	0	0	270	1927
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	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.38
Uniform Delay (d), s/veh	17.9	7.3	7.3	34.5	0.0	34.6	35.4	0.0	0.0	0.0	0.0	15.7
Incr Delay (d2), s/veh	22.8	0.3	0.3	2.0	0.0	2.8	0.1	0.0	0.0	0.0	0.0	0.1
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	8.7	1.8	1.9	5.3	0.0	4.7	0.4	0.0	0.0	0.0	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	7.6	7.6	36.5	0.0	37.4	35.4	0.0	0.0	0.0	0.0	15.8
LnGrp LOS	D	A	A	D	A	D	D	A	A	A	A	B
Approach Vol, veh/h		1240			409			19			1060	
Approach Delay, s/veh		29.8			36.9			35.4			15.8	
Approach LOS		C			D			D			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	46.0	40.5		33.5		86.5		33.5				
Change Period (Y+Rc), s	4.5	6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s	46.5	16.0		5.0		67.0		32.0				
Max Q Clear Time (g_c+I1), s	41.0	13.7		3.2		7.0		27.4				
Green Ext Time (p_c), s	0.6	0.9		0.0		5.0		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	0	37	27	0	66	52	1042	26	73	1043	100
Future Vol, veh/h	67	0	37	27	0	66	52	1042	26	73	1043	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	135	0	-	150	135	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	5	2	2	6	3	6	2	3	2
Mvmt Flow	74	0	41	30	0	73	57	1145	29	80	1146	110

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2048	2649	628	1992	2675	573	1256	0	0	1174	0	0
Stage 1	1361	1361	-	1259	1259	-	-	-	-	-	-	-
Stage 2	687	1288	-	733	1416	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.02	7.6	6.54	6.94	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.6	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.36	3.55	4.02	3.32	2.26	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 32	23	416	35	22	463	528	-	-	591	-	-
Stage 1	156	215	-	176	240	-	-	-	-	-	-	-
Stage 2	403	233	-	372	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 22	18	416	~ 26	17	463	528	-	-	591	-	-
Mov Cap-2 Maneuver	88	77	-	97	76	-	-	-	-	-	-	-
Stage 1	139	186	-	157	214	-	-	-	-	-	-	-
Stage 2	303	208	-	290	175	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	94.5	26.8	0.6	0.7
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	528	-	-	88	416	97	463	591	-	-
HCM Lane V/C Ratio	0.108	-	-	0.837	0.098	0.306	0.157	0.136	-	-
HCM Control Delay (s)	12.6	-	-	138.6	14.6	57.7	14.2	12	-	-
HCM Lane LOS	B	-	-	F	B	F	B	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	4.4	0.3	1.2	0.6	0.5	-	-

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

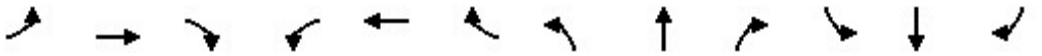
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	0	55	24	0	24	27	1058	38	39	1056	17
Future Vol, veh/h	29	0	55	24	0	24	27	1058	38	39	1056	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	230	-	200	200	-	200
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	2	2	2	2	2	4	3	2	2	3	2
Mvmt Flow	32	0	60	26	0	26	30	1163	42	43	1160	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1888	2511	580	1889	2488	582	1179	0	0	1205	0	0
Stage 1	1246	1246	-	1223	1223	-	-	-	-	-	-	-
Stage 2	642	1265	-	666	1265	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	42	28	458	43	29	456	577	-	-	575	-	-
Stage 1	181	244	-	190	250	-	-	-	-	-	-	-
Stage 2	424	239	-	415	239	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	36	25	458	34	25	456	577	-	-	575	-	-
Mov Cap-2 Maneuver	118	104	-	117	108	-	-	-	-	-	-	-
Stage 1	172	226	-	180	237	-	-	-	-	-	-	-
Stage 2	379	227	-	333	221	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.3	31.8	0.3	0.4
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	577	-	-	118	458	186	575	-	-
HCM Lane V/C Ratio	0.051	-	-	0.27	0.132	0.284	0.075	-	-
HCM Control Delay (s)	11.6	-	-	46.4	14.1	31.8	11.8	-	-
HCM Lane LOS	B	-	-	E	B	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.5	1.1	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	293	220	84	312	198	301	671	98	166	590	325
Future Volume (veh/h)	292	293	220	84	312	198	301	671	98	166	590	325
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	1826	1841	1811	1841	1856	1856	1870	1841	1796	1841	1856	1870
Adj Flow Rate, veh/h	304	305	229	88	325	206	314	699	102	173	615	339
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	4	6	4	3	3	2	4	7	4	3	2
Cap, veh/h	377	305	229	159	378	320	342	1131	492	214	926	417
Arrive On Green	0.16	0.31	0.31	0.05	0.20	0.20	0.19	0.32	0.32	0.12	0.26	0.26
Sat Flow, veh/h	1739	976	733	1753	1856	1572	1781	3497	1522	1753	3526	1585
Grp Volume(v), veh/h	304	0	534	88	325	206	314	699	102	173	615	339
Grp Sat Flow(s),veh/h/ln	1739	0	1709	1753	1856	1572	1781	1749	1522	1753	1763	1585
Q Serve(g_s), s	14.6	0.0	34.9	4.4	18.9	13.4	19.4	18.9	5.4	10.8	17.4	22.4
Cycle Q Clear(g_c), s	14.6	0.0	34.9	4.4	18.9	13.4	19.4	18.9	5.4	10.8	17.4	22.4
Prop In Lane	1.00		0.43	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	0	535	159	378	320	342	1131	492	214	926	417
V/C Ratio(X)	0.81	0.00	1.00	0.55	0.86	0.64	0.92	0.62	0.21	0.81	0.66	0.81
Avail Cap(c_a), veh/h	482	0	535	456	746	632	398	1407	612	376	1418	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	38.4	34.8	43.0	40.8	44.4	32.0	27.4	47.8	36.8	38.7
Incr Delay (d2), s/veh	14.3	0.0	38.7	1.1	2.3	0.8	22.6	0.6	0.2	22.1	0.8	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	19.6	1.9	8.6	5.1	10.4	7.7	1.9	5.9	7.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	77.1	35.9	45.3	41.6	66.9	32.6	27.7	69.9	37.7	43.4
LnGrp LOS	D	A	E	D	D	D	E	C	C	E	D	D
Approach Vol, veh/h		838			619			1115			1127	
Approach Delay, s/veh		64.6			42.7			41.8			44.3	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	40.0	19.7	41.2	23.2	27.8	26.5	34.4
Change Period (Y+Rc), s	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	25.0	35.0	24.0	45.0	25.0	45.0	25.0	45.0
Max Q Clear Time (g_c+I1), s	6.4	36.9	12.8	20.9	16.6	20.9	21.4	24.4
Green Ext Time (p_c), s	0.0	0.0	1.0	4.9	1.6	1.4	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

APPENDIX E

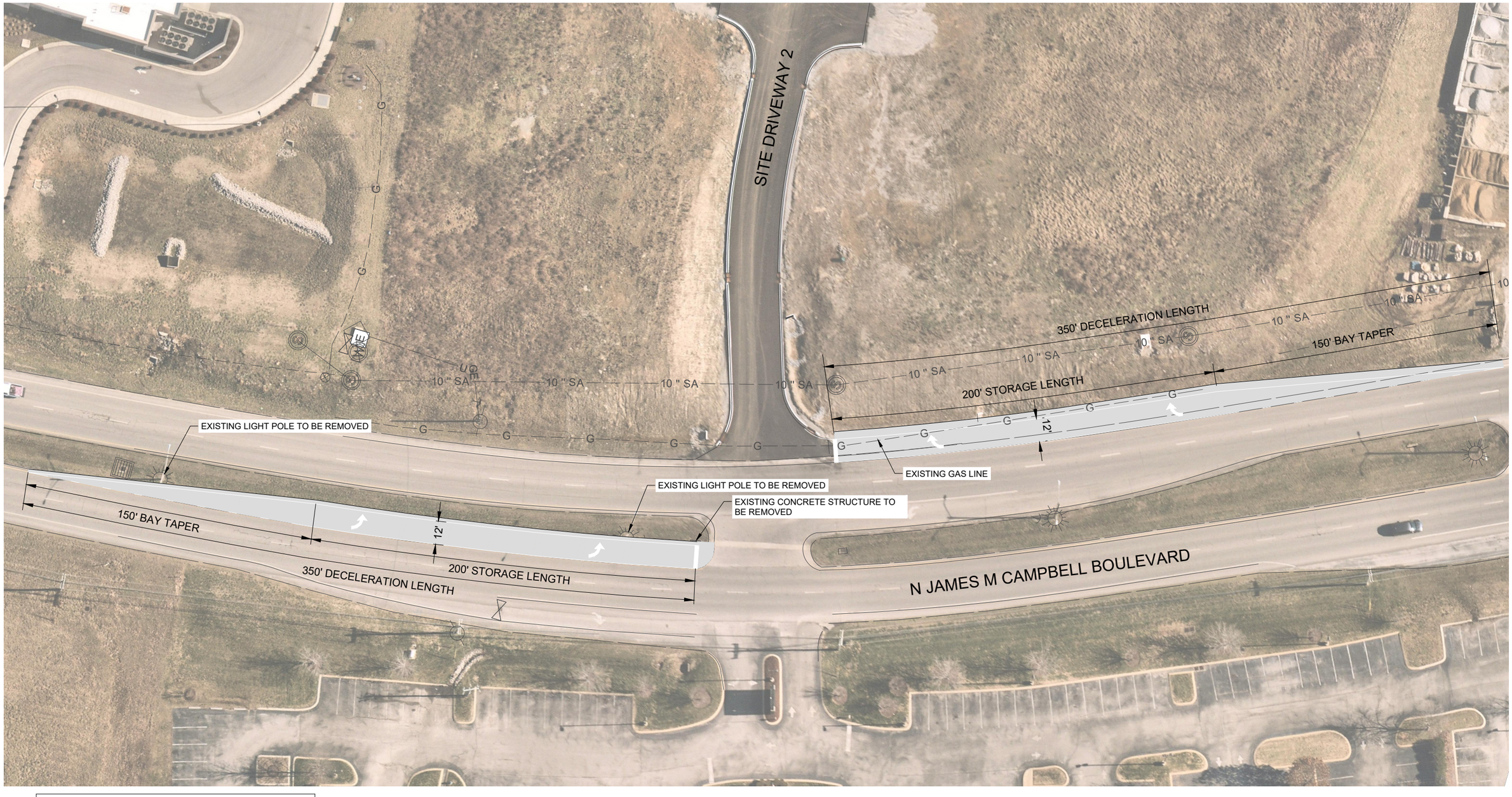
Turn Lane Warrants


Right Turn Lane Warrant 4 Lane Roadway (Intersection 5 NBR)
Right-Turn Volume, Veh/h
140
120
100
80
60
40
20
0
300
500
700
900
1100
1300
1500
1700
1900
Major-Road Volume, (one direction), veh/h
40 MPH
45 MPH
50 MPH
55 MPH
60 MPH
AM Peak
PM Peak


Left-Turn Lane Warrant 2 (Intersection 5 SB)
Left-Turn Volume, Veh/h
Major Arterial Volume, veh/h/ln
0
5
10
15
20
25
30
35
40
45
50
0
100
200
300
400
500
(a) Three-Leg Intersection
AM Peak
PM Peak
(b) Four-Leg Intersection

APPENDIX F

Improvement Concepts



LANE CHANGE AND DECELERATION DISTANCE	
DESIGN SPEED (MPH)	DISTANCE (FT)
45	350

Kimley»Horn

HRP - Columbia

Left and Right Turn Lanes Exhibit

October 23, 2023

0 25 50 100

NORTH

CITY OF COLUMBIA
TENNESSEE

WASTEWATER DEPARTMENT

1 April 2024

Landon Allison
10 Lea Avenue, Suite 400
Nashville, TN 37210

RE: HRP Columbia - James Campbell Property; Tax Map 089, parcels 041.13 & 041.00

Landon,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the above-referenced development. Any extension to the existing sewer infrastructure will be initiated by the owner/developer, reviewed by our department and approved by the State of Tennessee. The project must be advanced in accordance with local, state and federal rules, regulations and policies. Funding and construction of those improvements will remain the responsibility of the owner/developer. New customers will be required to pay all fees applicable at the time of connection. No detailed design plan for an extension of the sewer has been proposed at this time.

Relocation of on-site mains may be necessary to improve the maintenance accessibility of manholes by relocating to, or near, the proposed roads. Pressure sewer will not be allowed to be designed nor installed on this site. Gravity sewer access must be to the south or to the north via easement.

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department

April 12, 2024
Mr. Brendan Boles PE
Kimley-Horn
10 Lea Avenue, Suite 400
Nashville, TN 37210
Sent via email: brendan.boles@kimley-horn.com; landon.allison@kimley-horn.com
RE: Water Availability Letter
North James Mixed Use
North James Campbell Blvd
Tax Map 89, Parcel 41.13
Columbia, Maury County, TN

Dear Mr. Boles:

Columbia Power and Water Systems ("the Utility"/CPWS) is a municipal corporation authorized to provide water services in accordance with State law. CPWS has adopted rules, regulations, and standard operation procedures, prescribing the conditions under which CPWS will furnish water service. In addition, certain State laws delegate authority to the Tennessee Department of Environment and Conservation, various Planning Commissions and other authorities in Cities and Counties. These Cities and Counties have also adopted rules and regulations. Subject to the payment of all charges and fees imposed by CPWS and the approval of any and all required governmental agencies, water service will be made available on a first-come, first-served basis, subject to availability of all CPWS furnished equipment and materials appropriate for the development and provided the applicant complies with all rules and regulations of CPWS and conditions set out herein.

The proposed development includes a 15,150 square-foot daycare, 15,000 square feet of unspecified commercial space in two mixed-use buildings, 444 residential units across the mixed-use and multi-family buildings, and an amenity center with pool. CPWS has evaluated the projected water demands for the proposed development in the water system hydraulic model and is able to meet a fire-flow capacity of 1,500 gpm at 20 psi while maintaining the existing level of service and pressures in this portion of the distribution system. CPWS can provide water for the proposed development according to the following requirements:

- Sprinklers are mandatory, based on available flow and fire flow requirements indicated in the application for water service.
- To provide 1,500 gpm to the daycare, a new 10-inch main must be extended across N James M Campbell Blvd at the development's North entrance.
- To serve the multifamily buildings, a new 8-inch main must be extended across N James M Campbell Blvd at the development's South entrance.

- Multi-family units will be served by redundant master meters providing combined fire protection and domestic water service. Any sub-metering for rental units will be the responsibility of the applicant.

All of the above requirements are to be constructed and paid for by the Applicant and dedicated to CPWS once complete up to and including the meter. No construction of CPWS infrastructure shall be initiated until final construction plans have been approved by TDEC and all parties have fully executed a water service agreement.

Once you have received this Water Availability Letter, next steps in the process to obtain water service from CPWS are as follows:

- Provide site base CAD files in DWG format, including roads, lot lines, existing and proposed contours, and other existing and proposed utilities, for use in development of water construction drawings.
- Remit to CPWS new water service fees:

New Water Service Fee: $1,500 + $370 per SFU (521.3 SFUs)	$194,381.00

- CPWS will then develop water construction drawings and submit to TDEC for approval. Upon approval by TDEC and payment of meter and impact fees by the applicant, applicant may then schedule a pre-construction meeting with CPWS. Pre-construction meeting will not be scheduled until fees are paid in full or surety is provided in lieu of full payment. Final meter and impact fees are subject to change based on final design and meter size determination. Meter fees are subject to change based on market costs at time of purchase. Meters will not be set until meter and impact fees are paid.

Meter Fee: TBD per fire meter (1 meter, daycare, cost of meter)	TBD
Meter Fee: TBD per fire meter (2 meters, mixed use, cost of meter)	TBD
Meter Fee: TBD per 3" domestic meter (2 meters, mixed use, at cost)	TBD
Meter Fee: TBD per master meter (2 meters, multifamily, cost of meter)	TBD
Meter Fee: $710 per 1" domestic meter (1 meter, daycare)	$710
Meter Fee: $710 per 1" irrigation meter (1 meter)	$710
Impact Fee: $75,000 per 3" domestic meter (2 meters, mixed use)	$150,000
Impact Fee: $7,500 per 1" domestic meter (1 meter, daycare)	$7,500
Impact Fee: $7,500 per 1" irrigation meter (1 meter)	$7,500
Impact Fee: $150,000 per 4" meter equivalent (multi-family)	$150,000
Total Meter and Impact Fees Due =	**$316,420**

- After the pre-construction meeting, CPWS will then issue a formal notice to proceed. No construction of CPWS infrastructure may take place prior to the pre-construction meeting.
- Applicant is then required to construct all public water infrastructure per CPWS standard specifications and provide CPWS personnel unregulated access to the site to inspect the construction of the water infrastructure.

If you have any questions, please feel free to contact me at 423-774-0349 or eric.king@inflodesign.com. This letter is valid for one-hundred twenty (120) days from the date of this letter.



Sincerely,
Eric King, P.E.
Inflo Design Group, LLC
on behalf of Columbia Power and Water Systems

cc: Jonathan Hardin, CPWS
File 23-031

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

Preliminary Plat, Site Development Plan, and PUD Checklist

Development: James Campbell Site Dev Plan

This checklist shall be completed, and included with the submittal documents. If the submittal does not contain a completed checklist, it shall be deemed incomplete. All below listed items shall be included in the submittal documents and plans, as well as any further information required by the City of Columbia to evaluate compliance and to perform a full and complete review. See Zoning Ordinance Article 8 and Subdivision Regulations.

General

- ☑ Name of development
- ☑ Contact info for the owner and licensed design professional(s) preparing plan: name, address, email, phone
- ☑ Plan sealed by a design professional licensed in the State of Tennessee.
- ☑ North Arrow, legend, and site vicinity map
- ☑ Graphic Scale: between 1 in. = 10 ft. and 1 in. =100 ft.
- ☑ Survey stamped by a State of Tennessee Licensed Professional Land Surveyor, with all project boundaries including bearings and angles to the nearest hundredth, utilities, and existing streets and rights-of-way.
- ☑ Note referencing Tennessee State Plane Coordinate System, NAD 83 Datum
- ☑ All property boundaries, existing easements, and encumbrances
- ☑ Parcel identification, owner, and deed and plat references of adjoining properties
- ☑ Proposed phasing and timetable for all phases of development
- ☑ Traffic Impact Study, as required.
- ☑ The substance of all existing and proposed covenants, easements, or other restrictions.

Lots and Land-Use

- ☑ The size of total property to be developed in square feet and acres
- ☑ Lot numbers of all proposed lots, with dimensions, locations, and square footage
- ☑ A tabulation of the land area to be devoted to various uses and activities and overall densities.
- ☑ Typical lot layout depicting proposed setbacks, yards, and easements, where applicable

Structures

- ☑ Location and approximate dimensions of all existing and proposed structures.
- ☑ Location of all earth retaining structures, with approximate top and bottom of wall elevations.
- ☑ Existing and intended use of all buildings and structures on site, including the number of dwelling units and density, where applicable
- ☑ Location, type, and size of proposed signs
- ☑ Approximate height, bulk, and the utilization of structures including activities and the number of living units.

CITY OF COLUMBIA
TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
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Grading, Drainage, and Storm

- ☑ Existing conditions and contours at vertical intervals of not more than two (2) feet
- ☑ General proposed contours at vertical intervals of not more than two (2) feet
- ☑ FEMA Special Flood Hazard Area (SFHA), 100-year Floodplain (F-P), and Floodway (F-W) boundaries with elevations and the exact location of the nearest benchmark. Indicate the Flood Insurance Rate Map (FIRM) panel number, its effective date, and flood insurance zones
- ☑ Location and dimension of aquatic buffer zones
- ☑ General layout of the proposed storm drainage system including surface and subsurface drainage systems, areas for detention, and water quality devices.
- ☑ Identification of all critical lots

Streets, Parking, and Pedestrian Elements

- ☑ Proposed street and alley rights-of-way, typical sections, widths, classification, names, and proposed ownership and maintenance responsibility
- ☑ Proposed connections to existing and proposed streets (including classification) located outside the development
- ☑ Proposed improvements as identified in the Traffic Impact Study, as required
- ☑ Existing and proposed sidewalks, trails, and other pedestrian elements
- ☑ Existing and proposed on-street and off-street parking and loading areas
- ☑ Summary of all provided and required parking

Landscaping, Open Space, and Amenities

- ☑ Natural features on site including, but not limited to, wetlands, streams, ponds, springs, sinkholes, wells, rock outcroppings, excessive slopes, and forested areas
- ☑ Landscaped areas and buffers with details on proposed plantings, existing vegetation, and other features.
- ☑ The location and size of all common open space, parkland dedications, and dedications and reservations of land for public uses.
- ☑ Any amenity features and structures for private or public benefit.
- ☑ Location, dimension, and materials of fences and walls
- ☑ Tree Canopy retention

Utilities

- ☑ General layout and location of existing and proposed utilities and utility features including, but not limited to potable water, fire hydrants, sanitary sewer, storm sewer, and power and communication facilities.
- ☑ Acknowledgement from water, sewer, and power utility providers that the proposed development may be adequately served with existing infrastructure, or if improvements are required to adequately serve the development, a general statement of the improvements.

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PUD Specific Items

- ❑ List of all deviations from PUD Standards requested
- ❑ The nature of the landholder's interest in the land proposed to be developed and a written statement of concurrence from all parties having a beneficial interest in the affected property.

N/A

- ❑ Location and approximate dimensions of all existing and proposed structures including approximate height, bulk, and the utilization of structures including activities and the number of living units. Include architectural renderings of all proposed structures with materials listed.
- ❑ The substance of covenants, grants of easements or other restrictions to be imposed upon the use of the land, buildings and structures including proposed easements for public utilities on the property or documentation of off-site easements.
- ❑ Exterior lighting plan.

If the application is deemed incomplete by the Zoning Administrator, a written request shall be made within ten days after the original submittal, for further information. In such case the application shall be held in abeyance until deemed complete for final review. No plan shall be formally presented for Planning Commission action until such plan is found complete, compliant with City standards, and ready for review.

Checklist Completed By:

Keli Frymire	KRFrymire	4/15/2024
Print Name	Signature	Date

Rev. 2/7/2024

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

Final Plat: * *1 hard copy of all materials for submittal + PDF copy on a USB flash drive (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"
All Others: * Please submit the Application online at City of Columbia | Permitting (onlama.com)

ADDRESS/LOCATION	089 04100 000 and 089 04113 000 - N James M Campbell Blvd		
	TAX MAP:	GROUP:	PARCEL:
SUMMARY OF NATURE OF REQUEST AND WORK	Site Development Plan and Preliminary Plat for a mixed use development on approximately 50 acres accessed from Professional Center Drive off N James Campbell Blvd. Project proposes 444 multi-family units, 15,000 sf of commercial, and a daycare center.		

DATE OF PRE-APPLICATION CONFERENCE	11/15/2023	*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Comprehensive Plan Amendment ☐ Annexation ☐ Rezoning ☒ Preliminary Plat ☐ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☒ Site Development Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations:** ☐ Annexation Permission Form **Annexations/Rezoning/Plan Amendments:** ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan **Preliminary Plats/Site Development Plans:** ☒ Plans and/or Plats conforming to City standards with signed and completed check list **All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:** ☒ Receipt of Payment for Pre-Application Meeting ☒ Written Legal Description copy ☒ Columbia Water System Availability Letter ☒ Columbia Waste Water Department Will Serve Letter

	Plats/PUDs: ☐ Project Name (include Sections & Phases) ☐ Total Number of Lots/Residential Units ☐ Square Footage of Non-Residential Floor Space ☐ Total acreage

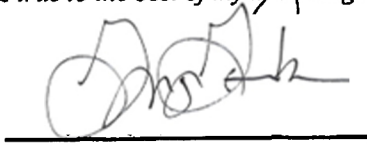
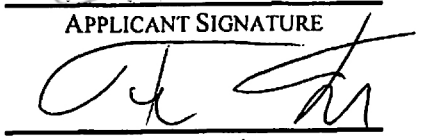
Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application. Any requests to defer or move the item to future meeting dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT
All communications go to the Applicant's email that is provided.

NAME	Greg Gamble, Gamble Design Collaborative	PHONE	615.975.5765
ADDRESS	3020 Stansberry Lane, STE 201, Franklin TN	EMAIL	info@GDC-TN.com

PROPERTY OWNER NAME	Tuvia Friedman	PHONE	347-622-3605
ADDRESS	180 Sylvan Ave Englewood Cliffs, NJ 07632	EMAIL	TFriedman@Bytelife recovery.com

If owner is not a natural person, documentation must be provided showing signing authority on behalf of the entity. If multiple persons are listed as owners in the records of the Maury County Assessor, all owners must sign or the signatory must provide documentation of authority to apply on behalf of record owner (i.e., Power of Attorney or notarized Letter of Authorization). In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Greg Gamble APPLICANT NAME	 APPLICANT SIGNATURE	4.15.2024 DATE
Tuvia Friedman PROPERTY OWNER NAME	 PROPERTY OWNER SIGNATURE	4/4/24 DATE

Rev. 2/7/2024

From: Kevin McCarthy
To: "Allison Corolla"; Austin Brass
Cc: Jeremy Brooks; Kevin Chapman; Terence Brennan; Glenn Harper; Paul Keltner
Subject: RE: Summit at Carter"s West Phase 1B & 2
Date: Friday, May 10, 2024 12:40:00 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Allison,

Thank you for letting us know. Both requests will be on the June DRC agenda to confirm the status of the improvements. We look forward to the resubmittal on June 17th.

Thanks!

Kevin C. McCarthy, AICP
City Planner

From: Allison Corolla <allison.corolla@t2-eng.com>
Sent: Friday, May 10, 2024 12:27 PM
To: Kevin McCarthy <kmccarthy@columbiatn.com>; Austin Brass <abrass@columbiatn.com>
Cc: Jeremy Brooks <Jeremy.Brooks@PulteGroup.com>; Kevin Chapman <Kevin.Chapman@PulteGroup.com>; Terence Brennan <Terence.Brennan@PulteGroup.com>
Subject: [Caution External Email] - Summit at Carter's West Phase 1B & 2

Good afternoon all,

We are requesting a deferral of Summit at Carter's West Phase 1B and 2. We will resubmit in June for the July Planning Commission Meeting. Thank you!

Allison Corolla, PE Professional Engineer
T-Square Engineering, Inc.

www.**T2-ENG**.com | allison.corolla@t2-eng.com | 615.678.8212, ext.1148

CITY OF COLUMBIA
TENNESSEE

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, May 7, 2024

ITEM NO.
24-0193

DESCRIPTION: Plan to approve Phase 1B of Summit at Carter's West.

RECOMMENDATION: For final recommendation please see staff report.

COMMENTS:

Planning

1. Please revise to include the platting of the triangular space at the corner of Fellowship Road and Wellwind Road currently listed as "Future phase (R-6)."
2. Please revise to include dedication of RoW on Freehand Road.
3. Pump station must be in place and operational at the time of resubmittal in order to proceed to the Planning Commission agenda.
4. Please confirm that no portion of any lot created by this plat is within an area of special flood hazard on panel 47119C0180E.
5. The lead staff person for this case is Kevin McCarthy, AICP; he will prepare the staff report for this item. Please contact kmccarthy@columbiatn.com with question about the development review process or technical comments. The lead planner should be copied on all communication with other city staff.
6. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to Planning Commission should be included in your resubmittal.

Wastewater

7. The pump station is not in place.

Fire

8. No comments

Engineering

9. Install asphalt binder and curbing by resubmittal date of 5/20/24

10. LOC in the amount of $435,000 provided
11. record/reference the stormwater maintenance agreement.
12. Sanitary sewer pump station to be in and operational by resubmittal date of 5/20/24
13. Grading shall substantially meet construction plans (within 1 ft of proposed grades)

Maury County E911

14. Barrel Oak Pass is correct. Tinpiper Trace is correct. Cobbler CT is correct.

ATT

15. No comment.

Building

16. No comments.

Columbia Power

17. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.
    • Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Maury County Schools

18. Spring Hill Elementary, Spring Hill Middle School, Spring Hill High School
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction or realignment of school zones to accommodate new students.

Columbia Water

19. "Work is complete, water system must be active at the time of Final Plat approval."

Duck River Electric Membership Corp

20. No comment provided.

Maury County Highway Dept.

21. No comment provided.

Police

22. No comments provided.

Public Works

23. No comments.

Atmos Energy

24. No comments provided.

CPWS BB

25. Plan to Serve

ATTACHMENTS: Final Plat

NOTE: All submittals shall be compliant with City standards prior to Planning Commission review. Items that are not adhering to the regulations and/or comments for that request will not be forwarded to the next agenda until such items are amended.

Current Enrollment / Capacity

	Facility Name	Date Constructed	Sq. Ft.	Acreage	Capacity
Elementary	Baker	1960	43,920	12	340
	Battle Creek	2019	90,000	30	700
	Brown	1968	56,720	20	405
	Highland	1986	47,800	4.5	380
	Howell	1999	81,600	17.5	700
	Mt. Pleasant	1978	80,021	22	630
	Riverside	1984	71,150	14	500
	Spring Hill	1984	69,000	10	540
	Woodard	1990	76,200	17	600
	Wright	2005	97,765	18	740
					5535
Middle	Battle Creek	2019	125,000	45	900
	Cox	1997	137,200	25	900
	Mt. Pleasant	2001	113,938	29.2	550
	Spring Hill	2010	158,106	39.49	950
	Whitthorne	1979	175,600	17	1050
					4350
High	Central	2016	296,740	55	1700
	Mt. Pleasant	1969	110,759	31	600
	Spring Hill	1993	181,800	57	1200
					3500
Unit	Culleoka	1969	205,800	34	1020
	Hampshire	1978	83,410	13.12	500
	Santa Fe	1964	94,225	24	650
					2170
Other	Central Office	1960	15,400	1.5	
	College Hill	1958	42,211	2.26	
	Maintenance	1987	9,400	4.7	
	McDowell		46,165	7	
			2,509,930	**550.27**	**15555**

Current Enrollment	Capacity Used
323	95.0%
640	91.4%
368	90.9%
324	85.3%
596	85.1%
571	90.6%
400	80.0%
448	83.0%
561	93.5%
604	81.6%
4835	***87.4%***
732	81.3%
645	71.7%
411	74.7%
522	54.9%
989	94.2%
3299	***75.8%***
1370	80.6%
363	60.5%
1192	99.3%
2925	***83.6%***
873	85.6%
415	83.0%
516	79.4%
1804	***83.1%***
164	
13027	

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

** 1 hard copy of all materials for submittal + PDF copy on a USB thumb drive or CD (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"

ADDRESS/LOCATION	Carter's Creek Station Road, Columbia, TN		
	TAX MAP: 41	GROUP:	PARCEL: 15.50
SUMMARY OF NATURE OF REQUEST AND WORK	This application is to approve the final plat for phases of Summit at Carter's West, Phase 1B.		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Annexation ☐ Rezoning ☐ Preliminary Plat ☒ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Multi-Family Site Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations/Rezoning/PUD's:** ☐ Written Legal Description copy ☐ Requested Zone Listed ☐ Compliance with Comprehensive Plan ☐ Annexation Permission Form ☐ Plans and/or Plats conforming to City standards with check list completed ☐ Columbia Water System Availability Letter **Plats/PUDs:** ☒ Project Name (include Sections & Phases) Summit at Carter's West, Phase 1B ☒ Total Number of Lots 29 ☒ Total acreage 8.09

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application.

Any requests to defer or move the item to future meetings dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	T-Square Engineering	PHONE	615.678.8212
ADDRESS	111 SE Pkwy. Ct., Franklin, TN 37064	EMAIL	Allison.Corolla@T2-Eng.com

PROPERTY OWNER NAME	Pulte Homes Tennessee Limited Partnership	PHONE	629.867.8449
ADDRESS	100 Westwood Place, Suite 100 Brentwood, TN 37027	EMAIL	Jeremy.Brooks@PulteGroup.com

In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Allison Corolla	Allison Corolla	4/9/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE

PULTE HOMES TENNESSEE LIMITED PARTNERSHIP		04/15/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

STAFF USE ONLY

DOCKET NO.		FEE PAID	
RECEIPT NO.		REQUESTED AGENDA	

DATE NOTICES SENT TO ADJACENT PROPERTY OWNERS	
DATE OF PUBLIC NOTICES IN DAILY HERALD	

BOARD ACTION	

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

_____ day of _____, 20_____ ,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Pulte Homes Tennessee Limited Partnership, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the "CMPC") on the

_____ day of _____, 20_____ ,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the "IMPROVEMENTS"); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER's properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

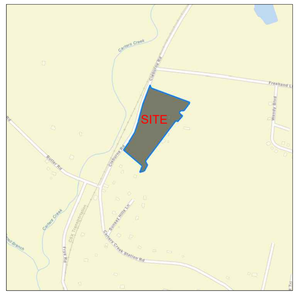
In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register's Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

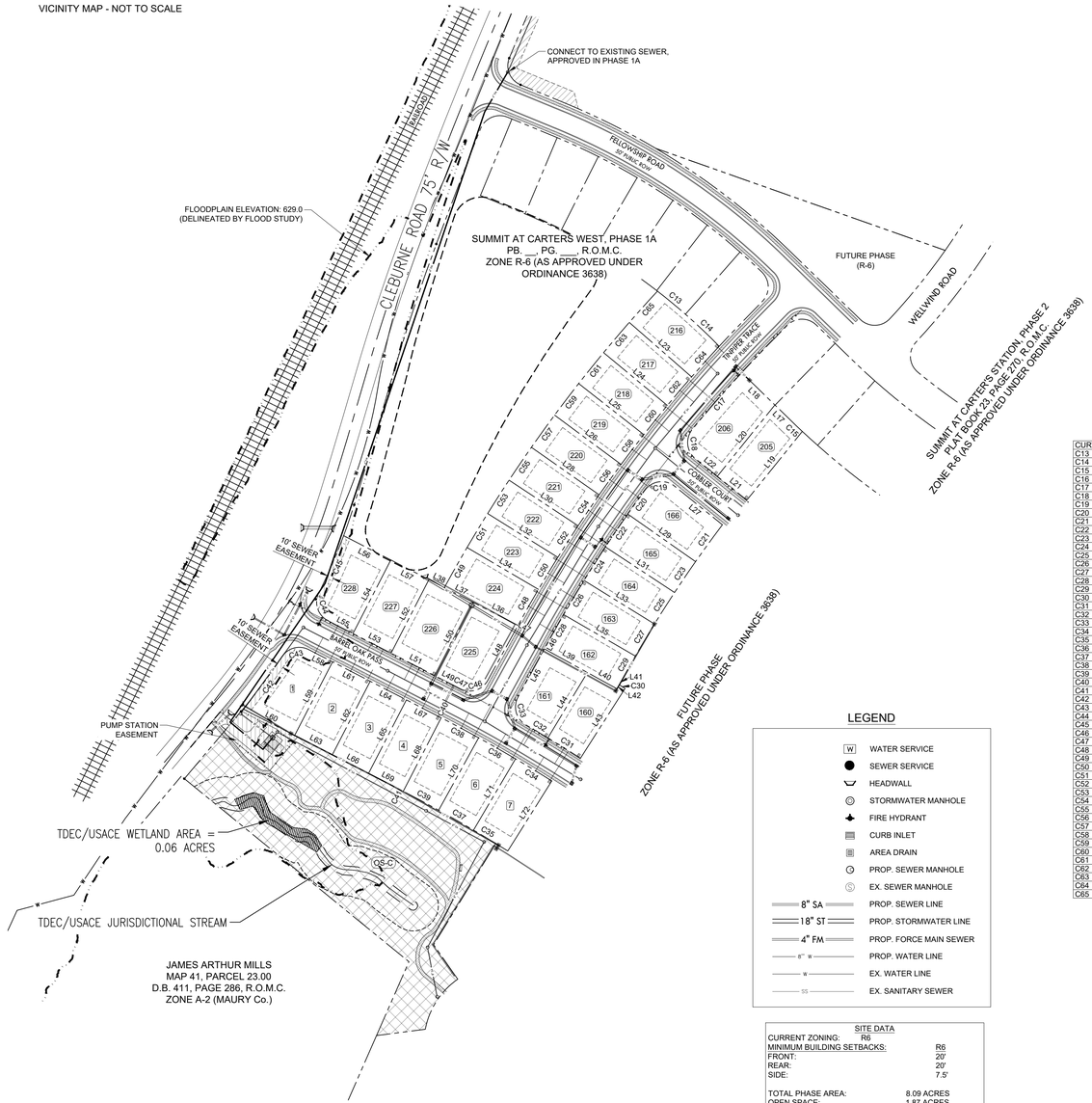
Summit at Carter's West, Phase 1

PROJECT

Completed by the Developer	*Completed by the City*
Pulte Homes Tennessee Limited Partnership DEVELOPER NAME	
JEREMY BROOKS AUTHORIZED AGENT NAME	_____ CITY ENGINEER
_____ SIGNATURE	_____ SIGNATURE
09-12-23 DATE	_____ DATE
100 WESTWOOD PL, SUITE #100 STREET	
BRENTWOOD, TN 37027 CITY, STATE, ZIP	
629-867-8449 PHONE	
JEREMY.BROOKS@PULTEGROUP.COM EMAIL	
Attest	*Attest*
Kimberly Maynard ATTEST NAME	_____ ATTEST NAME
Kimberly Maynard ATTEST SIGNATURE	_____ ATTEST SIGNATURE
9-12-23 DATE	_____ DATE



VICINITY MAP - NOT TO SCALE



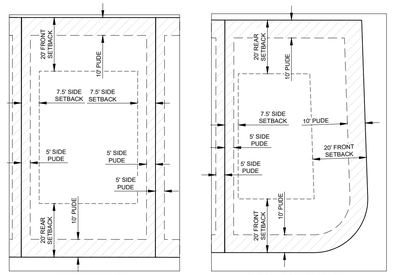
LEGEND

- W — WATER SERVICE
- SEWER SERVICE
- HEADWALL
- STORMWATER MANHOLE
- FIRE HYDRANT
- CURB INLET
- AREA DRAIN
- PROP. SEWER MANHOLE
- S — EX. SEWER MANHOLE
- 8" SA — PROP. SEWER LINE
- 18" ST — PROP. STORMWATER LINE
- 4" FM — PROP. FORCE MAIN SEWER
- 8" W — PROP. WATER LINE
- W — EX. WATER LINE
- SS — EX. SANITARY SEWER

SITE DATA	
CURRENT ZONING:	R6
MINIMUM BUILDING SETBACKS:	R6
FRONT:	20'
REAR:	20'
SIDE:	7.5'
TOTAL PHASE AREA:	8.09 ACRES
OPEN SPACE:	1.87 ACRES
NEW ROW:	1.36 ACRES

GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 29 LOTS AND DEDICATE RIGHT-OF-WAY AND OPEN SPACE.
2. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN THE CITY OF COLUMBIA, MAURY COUNTY, TN. ALL MATTERS PERTAINING TO CONSTRUCTION, USE, LOCATION OF IMPROVEMENTS, SIGNAGE, PARKING, NOISE, VIBRATION, EMISSIONS, FIRE HAZARDS, RADIATION, ILLUMINATION, SETBACK PROVISIONS, ETC. ARE SUBJECT TO THE CITY OF COLUMBIA'S ZONING REGULATIONS AS INTERPRETED AND REGULATED BY THE DEPARTMENT OF DEVELOPMENT SERVICES.
3. SUBJECT PROPERTY IS PARCEL 15.05 AS SHOWN ON MAURY COUNTY TAX MAP 41.
4. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS) USING THE TDOT NETWORK. TENNESSEE STATE PLANE COORDINATE SYSTEM ZONE 4100, NAD83. DRONE AERIAL PHOTOMETRY WAS ALSO USED TO SURVEY SOME ELEMENTS.
5. NO TITLE REPORT HAS BEEN FURNISHED, THEREFORE THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
6. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
7. ALL PLOT AND DEED RECORDATION REFERENCES SHOWN HEREON ARE AS RECORDED IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
8. COLUMBIA POWER AND WATER SYSTEMS IS THE POWER PROVIDER.
9. STORMWATER MANAGEMENT OPERATION & MAINTENANCE WILL BE GOVERNED BY THE INSPECTION & MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES, DATED _____, RECORDED IN DEED BOOK ____, PAGE ____, REGISTER'S OFFICE OF MAURY COUNTY, TN.
10. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0180E WITH AN EFFECTIVE DATE OF 4/16/2007, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT: COMMUNITY NO. 119C, PANEL NO. 0180 SUFFIX E, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.
11. ACCORDING TO THE TYPICAL LOT DETAIL, ALL LOTS ARE TO HAVE A 10' PUDE IN THE FRONT AND REAR OF THE LOTS, AS WELL AS A 5' PUDE IN THE SIDE OF THE LOTS.
12. CURRENT ZONING OF THE SUBJECT PROPERTY IS CD-3. THE SUBJECT PROPERTY AS SHOWN IS BASED ON A PRELIMINARY PLAT APPROVED UNDER ZONING ORDINANCE 3638 AND IS SUBJECT TO ALL VESTING OF THAT APPROVAL UNDER THE PREVIOUS ZONING OF R-6.



TYPICAL R-6 LOT
N.T.S.

TYPICAL R-6 CORNER LOT
N.T.S.

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C13	855.00'	52.60'	52.59'	N 50°30'05" W
C14	855.00'	67.52'	67.50'	N 46°28'36" W
C15	1150.00'	23.09'	23.09'	N 46°22'03" W
C16	1150.00'	30.03'	30.03'	N 47°41'27" W
C17	1975.00'	108.88'	108.86'	S 41°06'23" W
C18	30.00'	47.45'	42.66'	S 05°47'13" E
C19	30.00'	48.49'	43.38'	S 82°35'32" W
C20	1975.00'	42.85'	42.85'	S 35°39'51" W
C21	1855.00'	66.17'	66.16'	N 36°03'52" E
C22	1975.00'	57.63'	57.63'	S 34°12'24" W
C23	1855.00'	54.13'	54.13'	N 34°12'24" E
C24	1975.00'	57.63'	57.63'	S 32°32'05" W
C25	1855.00'	54.13'	54.13'	N 32°32'05" E
C26	1975.00'	57.63'	57.63'	S 30°51'46" W
C27	1855.00'	54.13'	54.13'	N 30°51'46" E
C28	1975.00'	41.97'	41.97'	S 29°25'05" W
C29	1855.00'	39.42'	39.42'	N 29°25'05" E
C30	2345.00'	10.05'	10.05'	S 57°31'23" E
C31	2225.00'	55.73'	55.72'	N 58°07'04" W
C32	2225.00'	37.20'	37.20'	N 59°18'51" W
C33	30.00'	46.39'	41.91'	N 15°29'31" W
C34	2175.00'	61.58'	61.58'	S 58°39'56" E
C35	2055.00'	37.78'	37.78'	N 58°57'01" W
C36	2175.00'	61.58'	61.58'	S 60°17'17" E
C37	2055.00'	58.19'	58.18'	N 60°17'17" W
C38	2175.00'	61.58'	61.58'	S 61°54'37" E
C39	2055.00'	58.19'	58.18'	N 61°54'37" W
C40	2175.00'	2.07'	2.07'	S 62°44'55" E
C41	2055.00'	1.96'	1.96'	N 62°44'55" W
C42	867.59'	94.62'	94.58'	N 36°39'27" E
C43	30.00'	43.82'	40.03'	N 75°22'43" E
C44	30.00'	46.74'	42.15'	N 18°08'39" W
C45	852.94'	90.63'	90.58'	N 23°26'37" E
C46	30.00'	46.39'	41.91'	S 73°06'37" W
C47	2225.00'	7.28'	7.28'	N 62°40'56" W
C48	2025.00'	56.38'	56.38'	S 29°36'24" W
C49	2145.00'	66.67'	66.67'	N 29°30'50" E
C50	2025.00'	54.33'	54.33'	S 31°10'23" W
C51	2145.00'	57.55'	57.55'	N 31°10'23" E
C52	2025.00'	54.33'	54.33'	S 32°42'37" W
C53	2145.00'	57.55'	57.55'	N 32°42'37" E
C54	2025.00'	54.33'	54.33'	S 34°14'51" W
C55	2145.00'	57.55'	57.55'	N 34°14'51" E
C56	2025.00'	54.33'	54.33'	S 35°47'05" W
C57	2145.00'	57.55'	57.55'	N 35°47'05" E
C58	2025.00'	54.33'	54.33'	S 37°19'19" W
C59	2145.00'	57.55'	57.55'	N 37°19'19" E
C60	2025.00'	54.33'	54.33'	S 38°51'33" W
C61	2145.00'	57.55'	57.55'	N 38°51'33" E
C62	2025.00'	54.33'	54.33'	S 40°23'47" W
C63	2145.00'	57.55'	57.55'	N 40°23'47" E
C64	2025.00'	59.75'	59.74'	S 42°00'37" W
C65	2145.00'	60.99'	60.99'	N 41°58'47" E

LINE	BEARING	DISTANCE
L17	N 45°47'33" W	32.13'
L18	N 45°47'33" W	67.06'
L19	S 38°53'56" W	128.03'
L20	S 38°53'56" W	132.91'
L21	N 51°06'04" W	55.00'
L22	N 51°06'04" W	40.97'
L23	N 48°50'06" W	120.00'
L24	N 50°22'20" W	120.00'
L25	N 51°54'34" W	120.00'
L26	N 53°26'48" W	120.00'
L27	N 51°06'04" W	88.91'
L28	N 54°59'02" W	120.00'
L29	N 54°57'27" W	120.00'
L30	N 56°31'16" W	120.00'
L31	N 56°37'46" W	120.00'
L32	N 58°03'30" W	120.00'
L33	N 58°18'05" W	120.00'
L34	N 59°35'44" W	120.00'
L35	N 59°58'24" W	120.00'
L36	N 62°46'33" W	73.13'
L37	N 62°46'33" W	46.91'
L38	N 62°46'33" W	25.23'
L39	N 61°11'27" W	71.00'
L40	N 61°11'27" W	49.00'
L41	S 28°48'33" W	8.32'
L42	S 28°48'33" W	6.73'
L43	S 32°35'59" W	120.00'
L44	S 31°09'53" W	110.76'
L45	N 28°48'33" E	79.45'
L46	N 28°48'33" E	15.05'
L47	N 28°48'33" E	3.63'
L48	N 28°48'33" E	90.88'
L49	N 62°46'33" W	33.25'
L50	N 27°13'27" E	120.00'
L51	N 62°46'33" W	72.14'
L52	N 27°13'27" E	120.00'
L53	N 62°46'33" W	62.14'
L54	N 27°13'27" E	120.00'
L55	N 62°46'33" W	40.97'
L56	N 62°46'33" W	76.94'
L57	N 62°46'33" W	62.14'
L58	S 62°46'33" E	38.74'
L59	S 27°13'27" W	120.00'
L60	N 62°46'33" W	84.06'
L61	S 62°46'33" E	61.42'
L62	S 27°13'27" W	120.00'
L63	N 62°46'33" W	61.42'
L64	S 62°46'33" E	59.02'
L65	S 27°13'27" W	120.00'
L66	N 62°46'33" W	59.02'
L67	S 62°46'33" E	54.67'
L68	S 27°16'43" W	120.00'
L69	N 62°46'33" W	54.67'
L70	S 28°54'03" W	120.00'
L71	S 30°31'23" W	120.00'
L72	S 32°08'44" W	120.00'

LOT	SQ. FT.
1	8680.4
2	7370.2
3	7082.9
4	6802.2
5	7186.1
6	7186.1
7	7186.1
160	6433.6
161	7352.3
162	6689.3
163	6705.9
164	6705.9
165	6705.9
166	8212.8
205	7171.0
206	9298.7
216	7413.3
217	6712.9
218	6712.9
219	6712.9
220	6712.7
221	6712.9
222	6712.9
223	6712.9
224	7600.9
225	8395.6
226	8656.6
227	7456.6
228	8519.8
OS-C	81452.1



CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20_____ _____
DATE — DIRECTOR OF COLUMBIA WATER DEPARTMENT

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE AND UTILITIES DESIGNATED IN SUMMIT AT CARTER'S WEST, PHASE 1 HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $_____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

_____, 20_____ _____
DATE — CITY ENGINEER

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

_____, 20_____ _____
DATE — NAME, TITLE, AGENCY OF AUTHORIZED AGENT

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CATEGORY I LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS LESS THAN OR EQUAL TO 1:10,000.

_____, 20_____ _____
DATE — MARK CANTRELL, R.L.S

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS AND OTHER ADOPTED ORDINANCES AND POLICIES.

_____, 20_____ _____
DATE — CITY ENGINEER

CERTIFICATE OF APPROVAL OF SUBDIVISION AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES ARE APPROVED BY THE CITY ENGINEERING DEPARTMENT AND MAURY COUNTY E911.

_____, 20_____ _____
DATE — MAURY E911

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20_____ _____
DATE — DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN RECORD BOOK NUMBERS R2806, PAGE 535 & R2403, PAGE 313, MAURY COUNTY REGISTER'S OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED.

_____, 20_____ _____
DATE — OWNER

_____, 20_____ _____
DATE — OWNER

FLOOD STUDY INFORMATION

THE FLOOD PLAIN INFORMATION AND ELEVATIONS ARE BASED ON A FLOOD STUDY (CASE NO. 1378R) PREPARED BY CRUNK ENGINEERING AS SEALED BY ADAM W. CRUNK, PE. THE FEMA PRELIMINARY FLOOD INSURANCE RATE MAP COMMUNITY PANEL MAP NUMBER IS 47119C0180E, DATED APRIL 16TH, 2007.

OWNERS OF RECORD

PULTE HOMES TENNESSEE LIMITED PARTNERSHIP
DEED BK. R2806 PG. 535, MAP 041 PARCEL 015.05

FP TCI CCS LLC
DEED BK. R2403 PAGE 313, MAP 041 PARCEL 015.00

APPLICANT

T-SQUARE ENGINEERING
1329 WEST MAIN ST
FRANKLIN, TN 37064
615.678.8212

J. MARK CANTRELL — PROFESSIONAL LAND SURVEYOR — XVI — AGRICULTURE — COMMERCE — TENNESSEE NO. 1859

REVISIONS

NO.	DATE

DATE: 4-2-2024
SCALE: 1" = 100'
DRAWN BY: DSW
REVIEWER:

FINAL PLAT - PHASE 1B

MAP 041, P/O PARCEL 015.05
MAURY COUNTY, TENNESSEE

SUMMIT AT CARTER'S WEST

PROJECT
21-0515

SHEET
1 OF 1

T-SQUARE ENGINEERING
1329 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • www.T2-ENG.COM

DOCUMENT PREPARED BY:
Name: Alexander Mollica
Company Crunk Engineering
Address: 7112 Crossroads Blvd.
Brentwood, TN 37027
After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 041, Parcel 15.50
Project Name: Summit at Carter's Station - Phase 1

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book _____, Page(s) _____.

THIS AGREEMENT, made this 5 day of August, 2023, by and between
Pulte Homes Tennessee Limited Partnership hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WE, the OWNER(S), with full authority to execute deeds, mortgages, other covenants, all rights, titles, and interests in the property described above, do hereby covenant with the CITY and agree as follows:

1. The OWNER(S) covenant and agree with the CITY that the OWNER(S) shall provide for adequate long term maintenance and continuation of stormwater control measures described in the Long Term Maintenance Plan and shown on the location map, deed of easement drawing or plat attached hereto to ensure that the facilities, are and remain in proper working condition in accordance with approved design standards, rules and regulations, and applicable laws. The OWNER(S) shall perform preventative maintenance activities at intervals described in the schedule attached hereto along with necessary landscaping (grass cutting, etc.) and trash removal as part of regular maintenance.

2. The OWNER(S) shall perform routine inspections to ensure that all long term stormwater management facilities are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at the site. The OWNER(S) or operators shall maintain documents of these inspections.

3. The OWNER(S) shall perform comprehensive inspections of all stormwater management facilities and practices. These inspections shall be conducted once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect.

4. The OWNER(S) shall grant to the CITY or its agent or contractor the right of entry at reasonable times and in a reasonable manner for the purpose of inspecting, operating, installing, constructing, reconstructing, maintaining or repairing the facility within the CITY.

5. The OWNER(S) shall record and grant to the CITY the necessary easements and rights-of-way and maintain perpetual access from public rights-of-way to the facility for the CITY or its agent and contractor.

6. If, upon inspection, the CITY finds that the OWNER(S) has failed to properly maintain the facilities, the CITY may order the work performed within ten (10) days. In the event the work is not performed within the specified time, the ONWER(S) agrees to allow the CITY to enter the property and take whatever steps it deems necessary to maintain the stormwater control facilities. This provision shall not be construed to allow the CITY to erect any structure of a permanent nature on the PROPERTY without first obtaining written approval of the OWNER(S)

7. The CITY is under no obligation to maintain or repair said facilities, and in no event shall this Agreement be construed to impose any obligation on the CITY. The OWNER(S) shall reimburse the CITY upon demand the costs incurred in the maintenance of the facilities.

8. If the OWNER(S) fails to pay the CITY for the above expensive after forty-five (45) days written notice, the OWNER(S) authorizes the CITY to collect said expenses from the OWNER(S) through appropriate legal action and the OWNER(S) shall be liable for the reasonable expenses of collection, court costs, and attorney fees.

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part,

against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide

10. The OWNER(S) shall not be able to transfer, assign or modify its responsibilities with respect to this agreement without the CITY's written prior consent. Nothing herein shall be construed to prohibit a transfer by OWNER(S) to subsequent owners and assigns.

11. No waiver of any provision of this AGREEMENT shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any default.

12. The OWNER(S) shall record a plat showing and accurately defining the easements for stormwater control facilities. The plat must reference the Instrument Number where this AGREEMENT and its attachments are recorded and contain a note that the OWNER(S) is responsible for maintaining the stormwater management facilities.

13. The OWNER(S) shall record this AGREEMENT in the office of the Register of Deeds for the county of Maury, Tennessee, and the AGREEMENT shall constitute a covenant running with the land, and shall be binding upon the OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successors in interest

ATTEST BY OWNER(S):

Print Name JEREMY BROOKS

Title DIR. LAND

Signature

Owner PULTE HOMES TENNESSEE LIMITED PARTNERSHIP.

Address 100 WESTWOOD PL

SUITE #100

City, State ZIP BRENTWOOD, TN 37027.

STATE OF Tennessee
COUNTY OF Davidson

Before me, Kimberly Maynard of the state and county mentioned, personally appeared Jeremy Brooks, with whom I am personally acquainted and who acknowledged that he/she executed the foregoing instrument of the purposes therein contained.

KIMBERLY MAYNARD
STATE OF TENNESSEE NOTARY PUBLIC
DAVIDSON COUNTY
MY COMMISSION EXPIRES 9-8-2025

Witness my hand this the 11th day of September, 2023.

Kimberly Maynard
Notary Public

My Commission Expires: 9-8-2025

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY :_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted, and who acknowledged themselves to be the City Engineer of the City of Columbia or his designee and as such, being authorized so to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the _____ day of _____, 20_____.

_____
Notary Public
My Commission Expires:_____

Post Construction Long Term Maintenance Plan

Project Name: Summit at Carter's Station North – Phase 1

Columbia, TN

September 5,2023

Table of Contents

Section Name

System Description
Maintenance Procedures

System Description

The site consists of a series of stormwater conveyances both open channel and piped, detention / retention and water quality ponds.

- There is one stormwater detention ponds sized to detain through the 100 year peak event. The orifice is designed to contain the first flush, 1 inch, for 24 hour.
- 419 feet of grass lined open channel.
- 172 feet of 36 in ADS pipe, 569 feet 30 in ADS pipe, 266 feet of 24 in ADS pipe, 1,098 feet of 18 in ADS pipe, 278 feet of 15 in ADS pipe, 563 feet of 12 in ADS pipe and 39 storm inlets.

Upon completion of the site construction, 'Record Drawings' in a version not less than AutoCAD 2006 LT (NAD83, NAVD88) of the stormwater controls will be provided to the City of Columbia for verification.

A copy of the INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES that has been completed, notarized, and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.

Maintenance Procedures

1. **STORMWATER DETENTION PONDS**
    a. The outlet structures shall be checked regularly for clogging and shall be cleaned and repaired as necessary---monthly after it is first built then a regular sequence should be established or at least quarterly or after a large rain event.
    b. Check banks and bottom surface of basins for erosion and correct as necessary.
    c. Check at least quarterly and after each extreme storm event, the facility should be cleaned of accumulated debris. The banks of surface ponds should be checked and areas of erosion repaired. Remove nuisance wetland species and take appropriate measures to control mosquitos.
    d. This maintenance typically includes sediment, floatable, and debris removal from inlets, outlets and skimmers.
    e. Pond vegetation to be trimmed or harvested as appropriate, grassy areas, frequently mowed. Grass should be mowed so that it does not get over 12.
    f. Remove sediment when accumulation reached 6 inches, or if re-suspension is observed or probable.
    g. Some sediment may contain contaminants which the Tennessee Department of Environment and Conservation (TDEC) requires special disposal procedure. If there is any uncertainty about what the sediment contains or it is known to contain contaminants, then TDEC should be consulted and their disposal recommendations followed. The TDEC Division of Water Pollution Control should be contacted at (931) 380-3371. Generally, special attention or sampling should be given to sediment accumulated in facilities serving industrial, manufacturing or heavy commercial sites, Page 2 of 4 Rev. 9/26/2016 fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff.
    h. Some sediment collected may be innocuous (free of pollutants) and can be used as fill material, cover or land spreading. It is important that this material not be placed in any way that will promote or allow re-suspension in storm runoff.
2. **172 feet of 36 in ADS pipe, 569 feet 30 in ADS pipe, 266 feet of 24 in ADS pipe, 1,098 feet of 18 in ADS pipe, 278 feet of 15 in ADS pipe, 563 feet of 12 in ADS pipe and 39 storm inlets.**
    a. These structures will be inspected and cleaned quarterly to ensure pipes and drain inlets do not fill with sediment or trash.

NOTES

1. GRADING TO MATCH ABUTTING TYP. AND ANY LOTS OVER 30% GRADE SHALL BE LABELED AS CRITICAL.
2. A GEOTECHNICAL INVESTIGATION SHALL BE PERFORMED TO DETERMINE IF SUBSURFACE CONDITIONS ARE SUITABLE FOR BASEMENTS. BASEMENTS SHALL BE EXCAVATED AS NECESSARY.

0 50 100 150 200
GRAPHIC SCALE

N

C6.0
OVERALL GRADING & DRAINAGE PLAN

02/27/23
21027

REVISIONS	
No.	DATE
1	11/29/22
2	1/4/23
3	2/21/23
4	4/28/23
5	6/8/23
6	6/19/23

SUMMIT AT CARTERS STATION NORTH
PHASE 1 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

GRADING & DRAINAGE PLAN KEYNOTES

CODE	DESCRIPTION	DETAIL LOCATION
(C)	SINGLE CURB INLET	C8.1 - 3
(CB)	SINGLE CATCH BASIN	C8.1 - 4
(DB)	JUNCTION BOX	C8.1 - 2
(HW)	CONCRETE HEADWALL	C8.1 - 6
(MH)	NORTH POND OUTLET STRUCTURE	C8.2 - 1
(SH)	SLOPED CONCRETE HEADWALL	C8.1 - 4

NOTE:
1. REFER TO SHEET C3.0 FOR NOTES.

PROPOSED GRADING & DRAINAGE LEGEND

- PROPOSED CONTOUR
- +15.10 PROPOSED SPOT ELEVATION
- (A) STORM STRUCTURE LABEL
- ST STORM PIPE
- SINGLE CURB INLET
- SINGLE CATCH BASIN
- JUNCTION BOX

C6.1
GRADING PLAN

02/27/23
21027

REVISIONS	
No.	DATE
1	11/29/22
2	1/4/23
3	2/21/23
4	4/28/23
5	6/8/23
6	6/19/23

SUMMIT AT CARTERS STATION NORTH
PHASE 1 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

C6.2
GRADING PLAN

02/27/23
21027

REVISIONS	
No.	DATE
1	11/29/22
2	1/4/23
3	2/21/23
4	4/28/23
5	6/8/23
6	6/19/23

SUMMIT AT CARTERS STATION NORTH
PHASE 1 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

NOTES

1. GRADING TO MATCH MARGINS THAT ARE ANY LOTS OVER 30% GRADE SHALL BE LABELED AS CRITICAL.
2. A GEOTECHNICAL INVESTIGATION WILL BE REQUIRED TO DETERMINE SUITABILITY OF ON-SITE SOILS FOR ANY PROPOSED EMBANKMENTS. ANY UNSUITABLE SOILS DISCOVERED WILL BE REMEDIATED AS NECESSARY.

C6.3
FLOODPLAIN EARTHWORKS EXHIBIT

02/27/23
21027

REVISIONS	
No.	DATE
1	11/29/22
2	1/4/23
3	2/21/23
4	4/20/23
5	6/8/23
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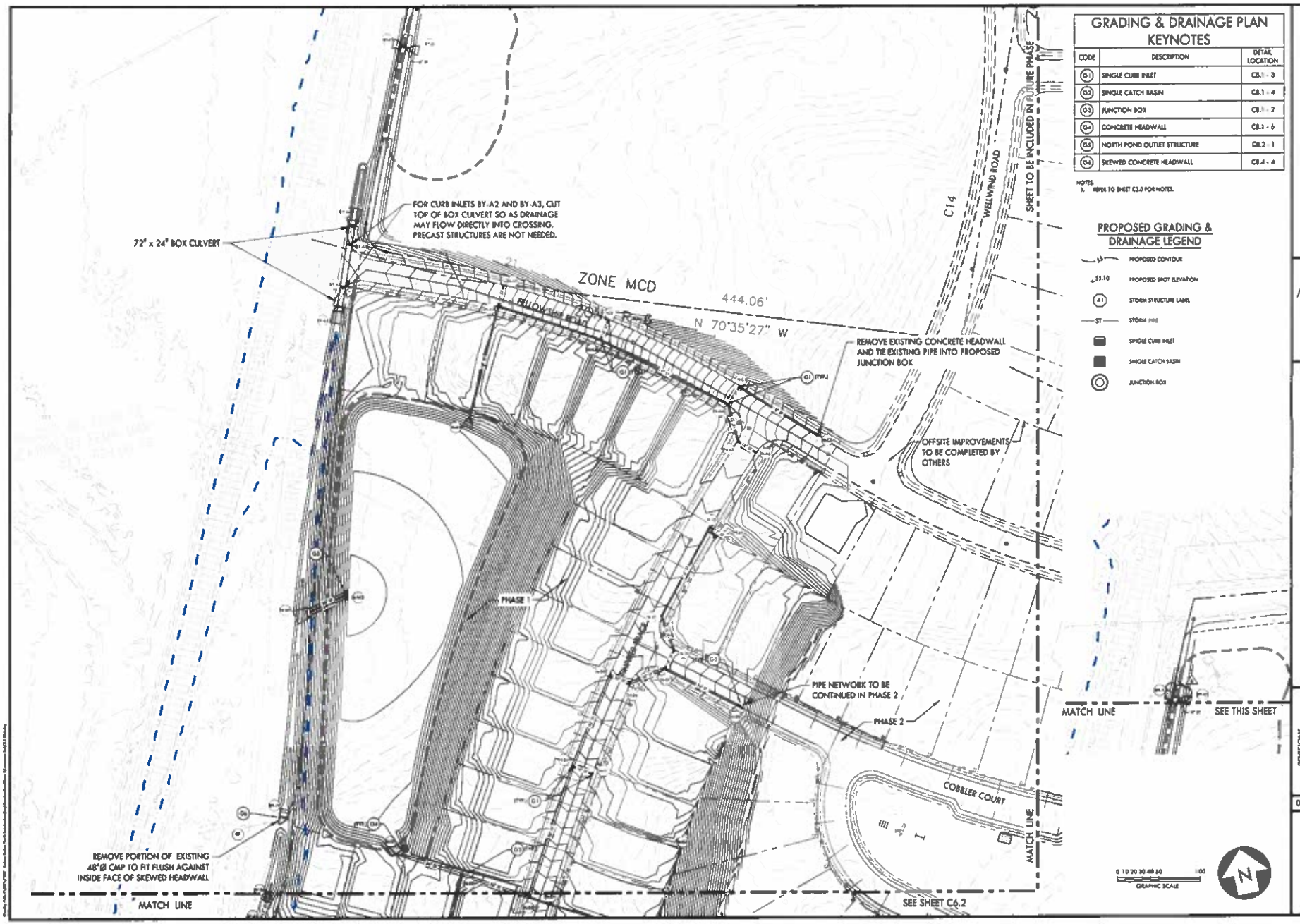

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 812-1795
WWW.CRUNKENG.COM

SUMMIT AT CARTERS STATION NORTH
PHASE 1 - CONTRACTOR SET
CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS	
No.	DATE
1	11/29/22
2	1/4/23
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4	4/28/23
5	6/8/23
6	6/19/23

02/27/23 21027

C6.4
DRAINAGE PLAN

C6.5
DRAINAGE PLAN

02/27/23
21027

REVISIONS	
No.	DATE
1	11/29/22
2	1/4/23
3	2/21/23
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SUMMIT AT CARTERS STATION NORTH
PHASE 1 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-5795
WWW.CRUNKENG.COM

| STORM STRUCTURE TABLE | | |

CITY OF COLUMBIA
TENNESSEE

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, May 7, 2024

ITEM NO.
24-0194

DESCRIPTION: Plan to approve Summit at Carter's West Phase 2.

RECOMMENDATION: For final recommendation please see staff report.

COMMENTS:

Wastewater

1. The pump station is not in place.

Fire

2. No comments

Engineering

3. Install asphalt binder and curbing by 5/20/24
4. LOC in the amount of $470,000 provided
5. Complete TIS improvement of SB right turn lane along Nashville Hwy at Spring Meade Blvd
6. Sanitary sewer pump station to be in and operational by resubmittal date of 5/20/24
7. Grading shall substantially meet construction plans (within 1 ft of proposed grades)

Planning

8. The lead staff person for this case is Kevin McCarthy, AICP; he will prepare the staff report for this item. Please contact kmccarthy@columbiatn.com with question about the development review process or technical comments. Please copy the case planner in all communication with city staff and utility providers.
9. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to Planning Commission should be included in your resubmittal.
10. Pump station must be in place and operational at the time of resubmittal in order to proceed to the Planning Commission agenda.

11.

Maury County E911

12. Cobbler CT. is correct. Kindler CT is correct.

ATT

13. ATT TO SERVE

Building

14. No comment provided.

Columbia Power

15. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.
    • Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Maury County Schools

16. Spring Hill Elementary, Spring Hill Middle School, Spring Hill High School
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction or realignment of school zones to accommodate new students.

Columbia Water

17. "Complete remaining infrastructure, conduct bacteria and pressure testing by the resubmittal deadline. Be prepared to deed over infrastructure to CPWS at time of plat signing. Water system must be active at the time of Final Plat approval."

Duck River Electric Membership Corp

18. No comments provided.

Maury County Highway Dept.

19. No comments provided.

Police

20. No comments provided.

Public Works

21. No comments.

Atmos Energy

22. No comments provided.

CPWS BB

23. Plan to Serve

ATTACHMENTS: Final Plat

NOTE: All submittals shall be compliant with City standards prior to Planning Commission review. Items that are not adhering to the regulations and/or comments for that request will not be forwarded to the next agenda until such items are amended.

Current Enrollment / Capacity

	Facility Name	Date Constructed	Sq. Ft.	Acreage	Capacity
Elementary	Baker	1960	43,920	12	340
	Battle Creek	2019	90,000	30	700
	Brown	1968	56,720	20	405
	Highland	1986	47,800	4.5	380
	Howell	1999	81,600	17.5	700
	Mt. Pleasant	1978	80,021	22	630
	Riverside	1984	71,150	14	500
	Spring Hill	1984	69,000	10	540
	Woodard	1990	76,200	17	600
	Wright	2005	97,765	18	740
					5535
Middle	Battle Creek	2019	125,000	45	900
	Cox	1997	137,200	25	900
	Mt. Pleasant	2001	113,938	29.2	550
	Spring Hill	2010	158,106	39.49	950
	Whitthorne	1979	175,600	17	1050
					4350
High	Central	2016	296,740	55	1700
	Mt. Pleasant	1969	110,759	31	600
	Spring Hill	1993	181,800	57	1200
					3500
Unit	Culleoka	1969	205,800	34	1020
	Hampshire	1978	83,410	13.12	500
	Santa Fe	1964	94,225	24	650
					2170
Other	Central Office	1960	15,400	1.5	
	College Hill	1958	42,211	2.26	
	Maintenance	1987	9,400	4.7	
	McDowell		46,165	7	
			2,509,930	**550.27**	**15555**

Current Enrollment	Capacity Used
323	95.0%
640	91.4%
368	90.9%
324	85.3%
596	85.1%
571	90.6%
400	80.0%
448	83.0%
561	93.5%
604	81.6%
4835	***87.4%***
732	81.3%
645	71.7%
411	74.7%
522	54.9%
989	94.2%
3299	***75.8%***
1370	80.6%
363	60.5%
1192	99.3%
2925	***83.6%***
873	85.6%
415	83.0%
516	79.4%
1804	***83.1%***
164	
13027	

From: Kevin McCarthy
To: "Allison Corolla"; Austin Brass
Cc: Jeremy Brooks; Kevin Chapman; Terence Brennan; Glenn Harper; Paul Keltner
Subject: RE: Summit at Carter"s West Phase 1B & 2
Date: Friday, May 10, 2024 12:40:00 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Allison,

Thank you for letting us know. Both requests will be on the June DRC agenda to confirm the status of the improvements. We look forward to the resubmittal on June 17th.

Thanks!

Kevin C. McCarthy, AICP
City Planner

From: Allison Corolla <allison.corolla@t2-eng.com>
Sent: Friday, May 10, 2024 12:27 PM
To: Kevin McCarthy <kmccarthy@columbiatn.com>; Austin Brass <abrass@columbiatn.com>
Cc: Jeremy Brooks <Jeremy.Brooks@PulteGroup.com>; Kevin Chapman <Kevin.Chapman@PulteGroup.com>; Terence Brennan <Terence.Brennan@PulteGroup.com>
Subject: [Caution External Email] - Summit at Carter's West Phase 1B & 2

Good afternoon all,

We are requesting a deferral of Summit at Carter's West Phase 1B and 2. We will resubmit in June for the July Planning Commission Meeting. Thank you!

Allison Corolla, PE Professional Engineer
T-Square Engineering, Inc.

www.**T2-ENG**.com | allison.corolla@t2-eng.com | 615.678.8212, ext.1148

CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

** 1 hard copy of all materials for submittal + PDF copy on a USB thumb drive or CD (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"

ADDRESS/LOCATION	Carter's Creek Station Road, Columbia, TN		
	TAX MAP: 41	GROUP:	PARCEL: 15.50
SUMMARY OF NATURE OF REQUEST AND WORK	This application is to approve the final plat for phases of Summit at Carter's West, Phase 2.		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
☐ Annexation ☐ Rezoning ☐ Preliminary Plat ☒ Final Plat ☐ PUD Preliminary Master Plan ☐ PUD Final Site Plan ☐ Multi-Family Site Plan ☐ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations/Rezoning/PUD's:** ☐ Written Legal Description copy ☐ Requested Zone Listed ☐ Compliance with Comprehensive Plan ☐ Annexation Permission Form ☐ Plans and/or Plats conforming to City standards with check list completed ☐ Columbia Water System Availability Letter **Plats/PUDs:** ☒ Project Name (include Sections & Phases) Summit at Carter's West, Phase 2 ☒ Total Number of Lots 36 ☒ Total acreage 9.31

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application.

Any requests to defer or move the item to future meetings dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	T-Square Engineering	PHONE	615.678.8212
ADDRESS	111 SE Pkwy. Ct., Franklin, TN 37064	EMAIL	Allison.Corolla@T2-Eng.com

PROPERTY OWNER NAME	Pulte Homes Tennessee Limited Partnership	PHONE	629.867.8449
ADDRESS	100 Westwood Place, Suite 100 Brentwood, TN 37027	EMAIL	Jeremy.Brooks@PulteGroup.com

In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Allison Corolla	Allison Corolla	4/9/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
PULTEHOMES TENNESSEE LIMITED PARTNERSHIP		04/15/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

STAFF USE ONLY

DOCKET NO.		FEE PAID	
RECEIPT NO.		REQUESTED AGENDA	

DATE NOTICES SENT TO ADJACENT PROPERTY OWNERS	
DATE OF PUBLIC NOTICES IN DAILY HERALD	

BOARD ACTION	

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

_____ day of _____, 20_____ ,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Pulte Homes Tennessee Limited Partnership, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the "CMPC") on the

_____ day of _____, 20_____ ,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS"); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the "IMPROVEMENTS"); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER's properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register's Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

Summit at Carter's West, Phase 2

PROJECT

Completed by the Developer	*Completed by the City*
Pulte Homes Tennessee Limited Partnership DEVELOPER NAME	
JEREMY BROOKS - AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
04/15/2024 DATE	DATE
100 WESTWOOD PL, SUITE #100 STREET	
BRENTWOOD, TN 37027 CITY, STATE, ZIP	
629-867-8449 PHONE	
JEREMY.BROOKS@PULTEGROUP.COM EMAIL	
Attest	*Attest*
Kyle Carson ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
4/15/2024 DATE	DATE



LEGEND

- FIRE HYDRANT
- WATER METER
- SEWER SERVICE
- SEWER MANHOLE
- CURB INLET
- AREA DRAIN
- 8" W — PROP. WATER LINE (TYP.)
- 8" SS — PROP. SEWER LINE (TYP.)
- 18" ST — PROP. STORMWATER LINE (TYP.)

TN SPCS NAD 83

SCALE 1" = 100'

100 0 50 100 200

LINE	BEARING	DISTANCE
L1	S 51°06'04" E	88.55'
L2	S 51°13'28" E	98.43'
L3	S 74°39'44" E	35.26'
L4	N 89°00'58" E	179.11'
L5	N 69°07'17" E	176.51'
L6	N 53°57'55" E	131.68'
L7	N 38°30'53" E	120.00'
L8	N 39°50'29" E	120.00'
L9	N 41°10'06" E	120.00'
L10	N 29°19'12" E	120.00'
L11	N 10°46'59" E	120.00'
L12	N 07°45'14" W	120.00'
L13	N 65°57'42" E	6.68'
L14	N 24°02'18" W	120.00'
L15	N 65°57'42" E	6.68'
L16	N 65°57'42" E	63.61'
L17	N 28°56'25" W	120.99'
L18	N 65°57'42" E	40.46'
L19	N 65°57'42" E	93.90'
L20	N 47°26'37" W	144.28'
L21	S 74°35'15" E	20.96'
L22	N 11°31'12" E	122.55'
L23	S 79°46'31" E	24.60'
L24	S 10°13'29" W	127.38'
L25	S 74°35'15" E	67.56'
L26	S 79°46'31" E	55.00'
L27	S 10°13'29" W	132.37'
L28	N 74°35'15" W	55.23'
L29	S 79°46'31" E	55.00'
L30	S 10°13'29" W	137.37'
L31	N 74°35'15" W	55.23'
L32	S 79°46'31" E	55.00'
L33	S 10°13'29" W	142.36'
L34	N 74°35'15" W	55.23'
L35	N 20°28'21" E	125.00'
L36	N 79°46'31" W	24.65'
L37	S 79°46'31" E	24.65'
L38	N 10°13'29" E	125.00'
L39	N 79°46'31" W	55.00'
L40	S 79°46'31" E	55.00'
L41	N 10°13'29" E	125.00'
L42	N 79°46'31" W	55.00'
L43	N 10°13'29" E	125.00'
L44	S 79°46'31" E	55.00'
L45	N 79°46'31" W	55.00'
L46	N 10°13'29" E	125.00'
L47	S 79°46'31" E	55.00'
L48	N 79°46'31" W	55.00'
L49	N 10°13'29" E	125.00'
L50	S 79°46'31" E	55.00'
L51	N 79°46'31" W	38.82'
L52	S 79°46'31" E	38.82'
L53	N 11°00'27" E	125.00'
L54	N 13°40'05" E	125.00'
L55	N 16°19'42" E	125.00'
L56	N 18°59'20" E	125.00'
L57	N 21°38'57" E	125.00'
L58	N 24°18'35" E	125.00'
L59	N 26°58'12" E	125.00'
L60	N 29°37'50" E	125.00'
L61	N 32°17'27" E	125.00'
L62	N 34°57'05" E	125.00'
L63	N 37°36'42" E	125.00'
L64	N 38°53'56" E	125.35'
L65	N 51°06'04" W	28.39'
L66	N 51°06'04" W	55.00'
L67	N 38°53'56" E	128.03'
L68	S 65°57'42" W	47.14'

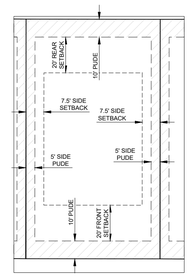
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	1325.00'	5.76'	5.76'	S 51°13'33" E
C2	30.00'	40.42'	37.43'	S 12°44'57" E
C3	150.00'	31.94'	31.88'	S 19°45'04" W
C4	1855.00'	67.73'	67.73'	N 36°02'25" E
C5	150.00'	38.31'	38.21'	S 06°20'00" W
C6	1855.00'	133.50'	133.47'	N 32°55'58" E
C7	150.00'	44.58'	44.42'	S 09°29'53" E
C8	2345.00'	70.19'	70.19'	N 56°47'18" W
C9	1855.00'	66.75'	66.75'	N 29°50'24" E
C10	150.00'	47.18'	46.99'	S 27°01'25" E
C11	2345.00'	97.72'	97.72'	N 54°44'13" W
C12	150.00'	40.98'	40.85'	S 43°51'37" E
C13	2465.00'	8.63'	8.63'	S 51°35'09" E
C14	2345.00'	84.22'	84.21'	N 52°30'51" W
C15	2465.00'	57.08'	57.08'	S 50°49'19" E
C16	2345.00'	54.31'	54.30'	N 50°49'19" W
C17	2465.00'	57.08'	57.08'	S 49°29'42" E
C18	2345.00'	54.31'	54.30'	N 49°29'42" W
C19	2465.00'	18.71'	18.71'	S 48°36'51" E
C20	150.00'	32.16'	32.10'	S 54°32'19" E
C21	270.00'	57.88'	57.77'	N 54°32'19" W
C22	2345.00'	17.80'	17.80'	N 48°36'51" W
C23	150.00'	48.53'	48.32'	S 69°56'55" E
C24	270.00'	87.35'	86.97'	N 69°56'55" W
C25	150.00'	48.53'	48.32'	S 88°29'07" E
C26	270.00'	87.35'	86.97'	N 88°29'07" W
C27	150.00'	42.63'	42.49'	N 74°06'14" E
C28	270.00'	76.74'	76.48'	S 74°06'14" W
C29	150.00'	12.83'	12.83'	N 63°30'39" E
C30	150.00'	48.53'	48.32'	N 51°47'29" E
C31	150.00'	33.19'	33.12'	N 38°11'01" E
C32	30.00'	39.80'	36.94'	N 67°50'48" E
C33	1325.00'	100.12'	100.09'	S 76°18'56" E
C34	1325.00'	29.95'	29.95'	S 79°07'39" E
C35	150.00'	26.83'	26.79'	N 74°39'05" W
C36	275.00'	49.18'	49.12'	S 74°39'05" E
C37	1275.00'	17.42'	17.42'	N 79°23'02" W
C38	1150.00'	15.71'	15.71'	S 79°23'02" E
C39	1275.00'	59.20'	59.20'	N 77°39'44" W
C40	1150.00'	53.40'	53.39'	S 77°39'44" E
C41	1275.00'	59.20'	59.20'	N 75°00'06" W
C42	1150.00'	53.40'	53.39'	S 75°00'06" E
C43	1275.00'	59.20'	59.20'	N 72°20'29" W
C44	1150.00'	53.40'	53.39'	S 72°20'29" E
C45	1275.00'	59.20'	59.20'	N 69°40'51" W
C46	1150.00'	53.40'	53.39'	S 69°40'51" E
C47	1275.00'	59.20'	59.20'	N 67°01'14" W
C48	1150.00'	53.40'	53.39'	S 67°01'14" E
C49	1275.00'	59.20'	59.20'	N 64°21'36" W
C50	1150.00'	53.40'	53.39'	S 64°21'36" E
C51	1275.00'	59.20'	59.20'	N 61°41'59" W
C52	1150.00'	53.40'	53.39'	S 61°41'59" E
C53	1275.00'	59.20'	59.20'	N 59°02'21" W
C54	1150.00'	53.40'	53.39'	S 59°02'21" E
C55	1275.00'	59.20'	59.20'	N 56°22'44" W
C56	1150.00'	53.40'	53.39'	S 56°22'44" E
C57	1275.00'	59.20'	59.20'	N 53°43'06" W
C58	1150.00'	53.40'	53.39'	S 53°43'06" E
C59	1275.00'	28.64'	28.64'	N 51°44'41" W
C60	1150.00'	54.23'	54.22'	S 51°02'14" E
C61	1150.00'	55.07'	55.07'	S 48°18'52" E
C62	18.00'	32.40'	28.20'	N 72°56'16" E
C63	1325.00'	334.91'	334.02'	S 62°44'35" E
C64	18.00'	33.23'	28.71'	S 17°05'29" E
C65	100.00'	52.64'	52.03'	S 50°52'54" W
C66	100.00'	114.57'	108.40'	N 81°13'03" W
C67	2515.00'	144.38'	144.36'	N 50°02'29" W
C68	100.00'	127.52'	119.05'	N 15°09'16" W

LOT	SQ. FT.
167	8136.1
168	11557.0
169	15742.9
170	10125.5
171	8180.7
172	6883.4
173	6883.4
174	7592.6
175	8152.9
176	8152.9
177	7964.2
178	7018.3
179	9036.8
180	12560.6
181	6986.3
182	7143.2
183	7417.8
184	7692.5
187	7831.8
188	6875.0
189	6875.0
190	6875.0
191	6875.0
192	6922.8
193	7037.5
194	7037.5
195	7037.5
196	7037.5
197	7037.5
198	7037.5
199	7037.5
200	7037.5
201	7037.5
202	7037.5
203	6956.9
204	6955.8
OS-G	38840.3

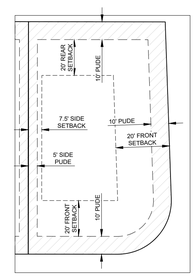
GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 36 LOTS AND DEDICATE RIGHT-OF-WAY AND OPEN SPACE.
2. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN THE CITY OF COLUMBIA, MAURY COUNTY, TN. ALL MATTERS PERTAINING TO CONSTRUCTION, USE, LOCATION OF IMPROVEMENTS, SIGNAGE, PARKING, NOISE, VIBRATION, EMISSIONS, FIRE HAZARDS, RADIATION, ILLUMINATION, SETBACK PROVISIONS, ETC. ARE SUBJECT TO THE CITY OF COLUMBIA'S ZONING REGULATIONS AS INTERPRETED AND REGULATED BY THE DEPARTMENT OF DEVELOPMENT SERVICES.
3. SUBJECT PROPERTY IS PARCEL 15.05 AS SHOWN ON MAURY COUNTY TAX MAP 41.
4. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS) USING THE TDOT NETWORK. TENNESSEE STATE PLANE COORDINATE SYSTEM ZONE 4100, NAD83. DRONE AERIAL PHOTOMETRY WAS ALSO USED TO SURVEY SOME ELEMENTS.
5. NO TITLE REPORT HAS BEEN FURNISHED, THEREFORE THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
6. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
7. ALL PLOT AND DEED RECORDATION REFERENCES SHOWN HEREON ARE AS RECORDED IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
8. COLUMBIA POWER AND WATER SYSTEMS IS THE POWER PROVIDER.
9. STORMWATER MANAGEMENT OPERATION & MAINTENANCE WILL BE GOVERNED BY THE INSPECTION & MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES, DATED _____, RECORDED IN DEED BOOK ____, PAGE ____, REGISTER'S OFFICE OF MAURY COUNTY, TN.
10. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0180E WITH AN EFFECTIVE DATE OF 4/16/2007, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 119C, PANEL NO. 0180 SUFFIX E, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.
11. ACCORDING TO THE TYPICAL LOT DETAIL, ALL LOTS ARE TO HAVE A 10' PUDE IN THE FRONT AND REAR OF THE LOTS, AS WELL AS A 5' PUDE IN THE SIDE OF THE LOTS.

SITE DATA	
CURRENT ZONING:	R6
MINIMUM BUILDING SETBACKS:	
FRONT:	20'
REAR:	20'
SIDE:	7.5'
TOTAL PHASE AREA:	9.31 ACRES
OPEN SPACE:	0.89 ACRES
NEW ROW:	1.92 ACRES



TYPICAL R-6 LOT
N.T.S.



TYPICAL R-6 CORNER LOT
N.T.S.

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20____
DATE — DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN RECORD BOOK NUMBERS R2806, PAGE 535, MAURY COUNTY REGISTER'S OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED.

_____, 20____
DATE — OWNER

_____, 20____
DATE — OWNER

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS AND OTHER ADOPTED ORDINANCES AND POLICIES.

_____, 20____
DATE — CITY ENGINEER

CERTIFICATE OF APPROVAL OF SUBDIVISION AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES ARE APPROVED BY THE CITY ENGINEERING DEPARTMENT AND MAURY COUNTY E911.

_____, 20____
DATE — MAURY E911

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

_____, 20____
DATE — NAME, TITLE, AGENCY OF AUTHORIZED AGENT

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CATEGORY I LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS LESS THAN OR EQUAL TO 1:10,000.

_____, 20____
DATE — MARK CANTRELL, R.L.S

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20____
DATE — DIRECTOR OF COLUMBIA WATER DEPARTMENT

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE AND UTILITIES DESIGNATED IN SUMMIT AT CARTER'S WEST, PHASE 2 HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $_____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

_____, 20____
DATE — CITY ENGINEER

OWNER OF RECORD
PULTE HOMES TENNESSEE LIMITED PARTNERSHIP DEED BK. R2806 PG. 535, MAP 041 PARCEL 015.05
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS

DATE: 4-1-2024
SCALE: 1" = 100'
DRAWN BY: DSW
REVIEWER:

PHASE 2 FINAL PLAT

MAP 041, P/O PARCEL 015.05
MAURY COUNTY, TENNESSEE

SUMMIT AT CARTER'S WEST

J. MARK CANTRELL XVI
PROFESSIONAL LAND SURVEYOR
AGRICULTURE COMMERCE
TENNESSEE NO. 1859

PROJECT
21-0515

SHEET
1 OF 1

T-SQUARE ENGINEERING
1329 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • WWW.T2-ENG.COM

DOCUMENT PREPARED BY:
Name: Alexander Mollica
Company Crunk Engineering
Address: 7112 Crossroads Blvd.
Brentwood, TN 37027
After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 041, Parcel 15.50
Project Name: Summit at Carter's Station West - Phase 2

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book _____, Page(s) _____.

THIS AGREEMENT, made this 5 day of August, 2023, by and between Pulte Homes Tennessee Limited Partnership hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WE, the OWNER(S), with full authority to execute deeds, mortgages, other covenants, all rights, titles, and interests in the property described above, do hereby covenant with the CITY and agree as follows:

1. The OWNER(S) covenant and agree with the CITY that the OWNER(S) shall provide for adequate long term maintenance and continuation of stormwater control measures described in the Long Term Maintenance Plan and shown on the location map, deed of easement drawing or plat attached hereto to ensure that the facilities, are and remain in proper working condition in accordance with approved design standards, rules and regulations, and applicable laws. The OWNER(S) shall perform preventative maintenance activities at intervals described in the schedule attached hereto along with necessary landscaping (grass cutting, etc.) and trash removal as part of regular maintenance.

2. The OWNER(S) shall perform routine inspections to ensure that all long term stormwater management facilities are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at the site. The OWNER(S) or operators shall maintain documents of these inspections.

3. The OWNER(S) shall perform comprehensive inspections of all stormwater management facilities and practices. These inspections shall be conducted once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect.

4. The OWNER(S) shall grant to the CITY or its agent or contractor the right of entry at reasonable times and in a reasonable manner for the purpose of inspecting, operating, installing, constructing, reconstructing, maintaining or repairing the facility within the CITY.

5. The OWNER(S) shall record and grant to the CITY the necessary easements and rights-of-way and maintain perpetual access from public rights-of-way to the facility for the CITY or its agent and contractor.

6. If, upon inspection, the CITY finds that the OWNER(S) has failed to properly maintain the facilities, the CITY may order the work performed within ten (10) days. In the event the work is not performed within the specified time, the ONWER(S) agrees to allow the CITY to enter the property and take whatever steps it deems necessary to maintain the stormwater control facilities. This provision shall not be construed to allow the CITY to erect any structure of a permanent nature on the PROPERTY without first obtaining written approval of the OWNER(S)

7. The CITY is under no obligation to maintain or repair said facilities, and in no event shall this Agreement be construed to impose any obligation on the CITY. The OWNER(S) shall reimburse the CITY upon demand the costs incurred in the maintenance of the facilities.

8. If the OWNER(S) fails to pay the CITY for the above expensive after forty-five (45) days written notice, the OWNER(S) authorizes the CITY to collect said expenses from the OWNER(S) through appropriate legal action and the OWNER(S) shall be liable for the reasonable expenses of collection, court costs, and attorney fees.

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part,

against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide

10. The OWNER(S) shall not be able to transfer, assign or modify its responsibilities with respect to this agreement without the CITY's written prior consent. Nothing herein shall be construed to prohibit a transfer by OWNER(S) to subsequent owners and assigns.

11. No waiver of any provision of this AGREEMENT shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any default.

12. The OWNER(S) shall record a plat showing and accurately defining the easements for stormwater control facilities. The plat must reference the Instrument Number where this AGREEMENT and its attachments are recorded and contain a note that the OWNER(S) is responsible for maintaining the stormwater management facilities.

13. The OWNER(S) shall record this AGREEMENT in the office of the Register of Deeds for the county of Maury, Tennessee, and the AGREEMENT shall constitute a covenant running with the land, and shall be binding upon the OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successors in interest

ATTEST BY OWNER(S):

Print Name JEREMY BROOKS

Title DIR. LAND

Signature

Owner PULTE HOMES TENNESSEE LIMITED PARTNERSHIP

Address 100 WESTWOOD PL, SUITE # 100

City, State ZIP BRENTWOOD, TN 37027.

STATE OF Tennessee
COUNTY OF Davidson

Before me, Kimberly Maynard of the state and county mentioned, personally appeared Jeremy Brooks, with whom I am personally acquainted and who acknowledged that he/she executed the foregoing instrument of the purposes therein contained.

Witness my hand this the 11th day of September, 2023.

Kimberly Maynard
Notary Public

My Commission Expires: 9-8-2025

KIMBERLY MAYNARD
STATE OF TENNESSEE NOTARY PUBLIC
DAVIDSON COUNTY
MY COMMISSION EXPIRES 9-8-2025

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY :_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted, and who acknowledged themselves to be the City Engineer of the City of Columbia or his designee and as such, being authorized so to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the _____ day of _____, 20_____.

_____
Notary Public
My Commission Expires:_____

Post Construction Long Term Maintenance Plan

Project Name: Summit at Carter's Station North – Phase 2

Columbia, TN

September 5, 2023

Table of Contents

Section Name

System Description
Maintenance Procedures

System Description

The site consists of a series of stormwater conveyances both open channel and piped. There are no detention/retention ponds associated with this Phase.

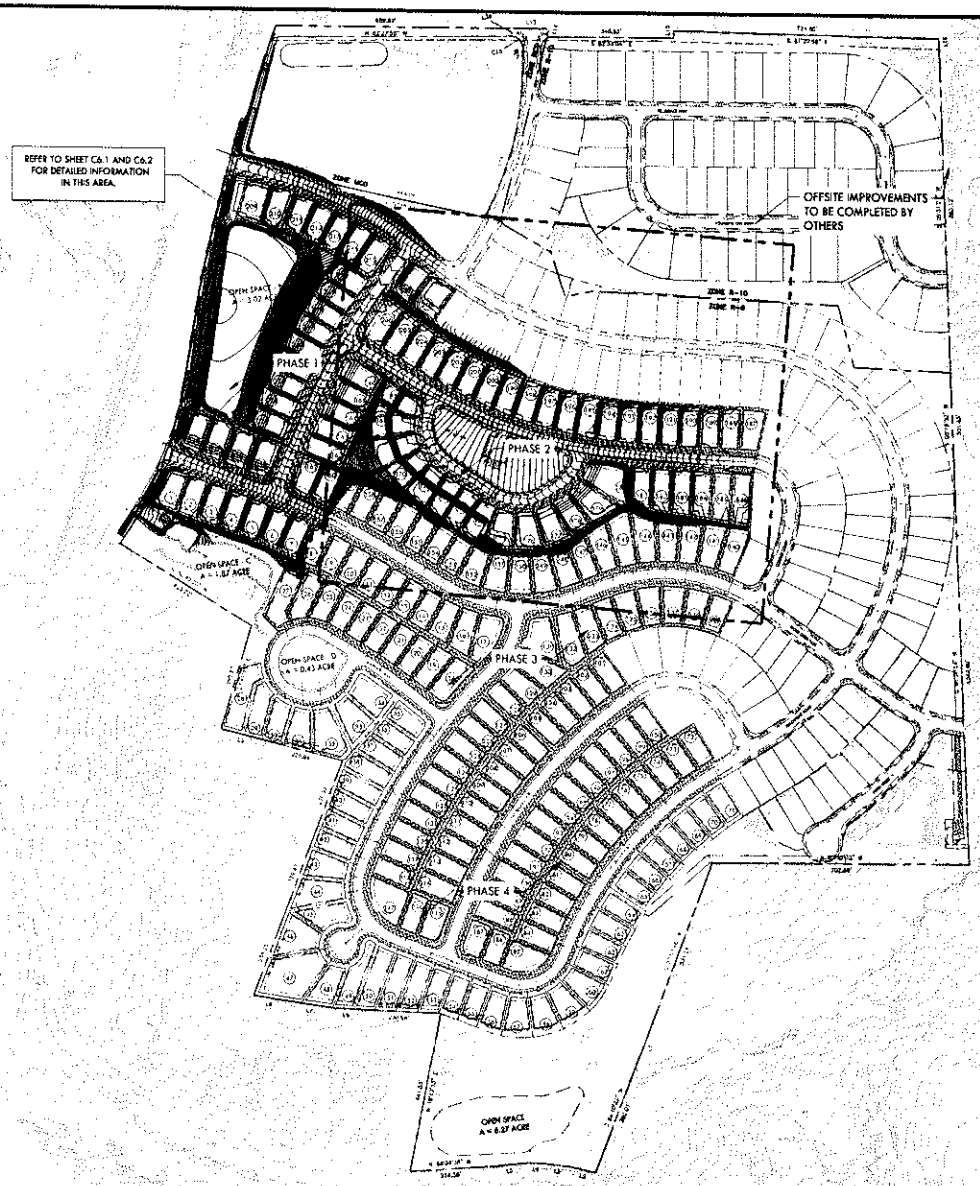
- 2,063 feet of grass lined open channel.
- 103 feet of 24 in ADS pipe, 1,285 feet of 18 in ADS pipe, 1,093 feet of 12 in HDPE pipe and 24 storm inlets.

Upon completion of the site construction, 'Record Drawings' in a version not less than AutoCAD 2006 LT (NAD83, NAVD88) of the stormwater controls will be provided to the City of Columbia for verification.

A copy of the INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES that has been completed, notarized, and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.

Maintenance Procedures

1. **STORMWATER DETENTION PONDS**
   - **a.** The outlet structures shall be checked regularly for clogging and shall be cleaned and repaired as necessary---monthly after it is first built then a regular sequence should be established or at least quarterly or after a large rain event.
   - **b.** Check banks and bottom surface of basins for erosion and correct as necessary.
   - **c.** Check at least quarterly and after each extreme storm event, the facility should be cleaned of accumulated debris. The banks of surface ponds should be checked and areas of erosion repaired. Remove nuisance wetland species and take appropriate measures to control mosquitos.
   - **d.** This maintenance typically includes sediment, floatable, and debris removal from inlets, outlets and skimmers.
   - **e.** Pond vegetation to be trimmed or harvested as appropriate, grassy areas, frequently mowed. Grass should be mowed so that it does not get over 12.
   - **f.** Remove sediment when accumulation reached 6 inches, or if re-suspension is observed or probable.
   - **g.** Some sediment may contain contaminants which the Tennessee Department of Environment and Conservation (TDEC) requires special disposal procedure. If there is any uncertainty about what the sediment contains or it is known to contain contaminants, then TDEC should be consulted and their disposal recommendations followed. The TDEC Division of Water Pollution Control should be contacted at (931) 380-3371. Generally, special attention or sampling should be given to sediment accumulated in facilities serving industrial, manufacturing or heavy commercial sites, Page 2 of 4 Rev. 9/26/2016 fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff.
   - **h.** Some sediment collected may be innocuous (free of pollutants) and can be used as fill material, cover or land spreading. It is important that this material not be placed in any way that will promote or allow re-suspension in storm runoff.
2. **103 feet of 24 in ADS pipe, 1,285 feet of 18 in ADS pipe, 1,093 feet of 12 in HDPE pipe and 24 storm inlets.**
   - a. These structures will be inspected and cleaned quarterly to ensure pipes and drain inlets do not fill with sediment or trash.



STORM PIPE TABLE								
INLET	INVERT	OUTLET	INVERT	LENGTH (FT)	SLOPE (%)	SHAPE	DIAMETER (IN)	MATERIAL
N-09	672.70		667.90	103.22	4.65%	CIRCULAR	24	ADS
N-010	687.00	N-09	673.10	211.91	6.56%	CIRCULAR	18	ADS
N-011	701.90	N-010	687.10	204.88	7.22%	CIRCULAR	18	ADS
N-012	708.30	N-011	702.00	93.78	6.58%	CIRCULAR	18	ADS
N-013	726.50	N-012	708.46	379.47	5.20%	CIRCULAR	18	ADS
N-014	726.75	N-013	726.10	25.00	2.60%	CIRCULAR	18	ADS
N-F1	662.40		648.00	136.64	12.16%	CIRCULAR	12	HDPE
N-F2	674.00	N-F1	663.40	135.60	7.82%	CIRCULAR	12	HDPE
N-F3	680.20	N-F2	674.00	98.05	6.45%	CIRCULAR	12	HDPE
N-F4	686.20	N-F3	680.22	106.14	5.65%	CIRCULAR	12	HDPE
N-F5	696.80	N-F4	686.30	152.11	6.90%	CIRCULAR	12	HDPE
N-F6	702.30	N-F5	696.80	107.36	5.12%	CIRCULAR	12	HDPE
N-F7	706.00	N-F6	702.30	124.58	2.97%	CIRCULAR	12	HDPE
N-F8	720.00	N-F7	706.00	91.84	15.24%	CIRCULAR	12	HDPE
N-F9	726.00	N-F8	720.00	152.36	3.94%	CIRCULAR	12	HDPE
N-K1	674.00	N-09	673.50	25.00	2.00%	CIRCULAR	18	ADS
N-L1	676.90	N-09	673.10	70.83	5.36%	CIRCULAR	18	ADS
N-L2	677.50	N-L1	677.00	25.00	2.00%	CIRCULAR	18	ADS
N-L3	680.70	N-L2	677.60	61.75	5.02%	CIRCULAR	18	ADS
N-L4	684.30	N-L3	680.80	66.90	5.23%	CIRCULAR	18	ADS
N-L5	690.70	N-L4	684.40	143.64	4.39%	CIRCULAR	18	ADS
N-L6	691.10	N-L5	690.60	25.00	1.20%	CIRCULAR	18	ADS
N-O1	708.70	N-D12	708.40	25.00	1.20%	CIRCULAR	18	ADS
N-F1	687.90	N-D10	687.60	25.00	1.20%	CIRCULAR	18	ADS

STORM STRUCTURE TABLE			
ID	RIM	INVERT	TYPE
N-09	676.88	672.70	SINGLE CURB INLET
N-D10	690.71	687.00	SINGLE CATCH BASIN
N-D11	705.00	701.90	SINGLE CURB INLET
N-D12	711.67	708.30	SINGLE CURB INLET
N-D13	730.11	726.00	SINGLE CURB INLET
N-D14	730.11	726.75	SINGLE CURB INLET
N-F1	668.47	663.40	12" NYLOPLAST
N-F2	676.39	674.00	12" NYLOPLAST
N-F3	682.98	680.20	12" NYLOPLAST
N-F4	690.67	686.20	12" NYLOPLAST
N-F5	699.56	696.80	12" NYLOPLAST
N-F6	705.07	702.30	12" NYLOPLAST
N-F7	708.64	706.00	12" NYLOPLAST
N-F8	722.85	720.00	12" NYLOPLAST
N-F9	730.41	726.00	12" NYLOPLAST
N-K1	676.88	674.00	SINGLE CURB INLET
N-L1	681.37	676.90	SINGLE CURB INLET
N-L2	681.37	677.50	SINGLE CURB INLET
N-L3	684.52	680.70	SINGLE CURB INLET
N-L4	687.93	684.30	SINGLE CURB INLET
N-L5	694.40	690.70	SINGLE CURB INLET
N-L6	694.40	691.10	SINGLE CURB INLET
N-O1	711.67	708.70	SINGLE CURB INLET
N-F1	690.71	687.90	SINGLE CURB INLET

NOTES:

1. GRADING TO MATCH BUILDING TYPE AND ANY LOTS OVER 20% GRADE SHALL BE LABELED AS CRITICAL
2. A GEOTECHNICAL INVESTIGATION WILL BE REQUIRED TO INVESTIGATE THE EXISTENCE OF SINKHOLES. ANY SINKHOLES DISCOVERED WILL BE REMEDIATED AS NECESSARY.

0 50 100 150 300
GRAPHIC SCALE

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 200
BRENTWOOD, TN. 37027
(615) 873-1795
WWW.CRUNKENG.COM

6/16/23

SUMMIT AT CARTERS STATION NORTH
PHASE 2 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

REVISIONS		
No.	DATE	
1	06/16/23	

03/29/23 21027

C6.0
OVERALL GRADING & DRAINAGE PLAN

C6.1
GRADING PLAN

03/29/23
21027

REVISIONS	
No.	DATE
1	06/16/23

SUMMIT AT CARTERS STATION NORTH
PHASE 2 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 673-1795
WWW.CRUNKENG.COM

C6.2
DRAINAGE PLAN

03/29/23
21027

REVISIONS	
No.	DATE
1	06/16/23

SUMMIT AT CARTERS STATION NORTH
PHASE 2 - CONTRACTOR SET

CARTERS CREEK STATION ROAD
MAURY COUNTY, TENNESSEE

CRUNK ENGINEERING LLC
7112 CROSSROADS BOULEVARD
SUITE 201
BRENTWOOD, TN 37027
(615) 873-1795
WWW.CRUNKENG.COM

DEVELOPMENT REVEW COMMITTEE MEETING
Tuesday, May 7, 2024

ITEM NO.
24-0199

DESCRIPTION: This is to approve phase 6.5 of Independence at Carter's Station.

RECOMMENDATION: For final recommendation please see staff report.

COMMENTS:

Planning

1. Provide surveyor's stamp and signature.
2. The lead staff person for this case is Robert Archibald; he will prepare the staff report for this item. Please contact archibald@columbiatn.com with question about the development review process or technical comments. The lead planner should be copied on all communication with other city staff.
3. At resubmittal, please provide a response letter addressing each comment along with any revised plans. If the nature of the comment does not warrant a response, or the comment was previously addressed, please simply note that the information has been acknowledged. Any documents or additional information that you want to present to Planning Commission should be included in your resubmittal.
4. All utilities must in place and operational at the time of resubmittal.

Fire

5. No comments

Wastewater

6. Columbia Wastewater approves of the plat.

Engineering

7. Install asphalt binder and curbing by resubmittal date of 5/20/24
8. Loc in the amount of $220,000 provided
9. reference/record stormwater maintenance agreement
10. NB left turn lane along Nashville Hwy at Paddington to be increased to 400' of storage.

11. Signal optimization along Nashville Hwy to be completed prior to preliminary acceptance of infrastructure
12. Grading shall substantially meet construction plans (within 1 ft of proposed grades)

Building

13. No comments.

Maury County E911

14. Tucker Trace is correct.

ATT

15. ATT TO SERVE

Columbia Power

16. Columbia Power System has an existing power line near your proposed development. We are willing to serve this new development subject to all Columbia Power System policies and procedures in effect at actual time service is rendered provided an approved final plat and complete electrical load information is furnished as soon as possible prior to start of actual construction.
    • Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Maury County Schools

17. Spring Hill Elementary, Spring Hill Middle School, Spring Hill High School
    The development combined with current neighborhoods and additional approved developments in these zones may require either new construction or realignment of school zones to accommodate new students.

Columbia Water

18. "Complete remaining infrastructure, conduct bacteria and pressure testing by the resubmittal deadline. Be prepared to deed over infrastructure to CPWS at time of plat signing. Water

system must be active at the time of Final Plat approval."

Duck River Electric Membership Corp

19. No comments provided.

Maury County Highway Dept.

20. No comments provided.

Public Works

21. No comments.

CPWS BB

22. Plan to Serve

ATTACHMENTS: Final Plat

NOTE: All submittals shall be compliant with City standards prior to Planning Commission review. Items that are not adhering to the regulations and/or comments for that request will not be forwarded to the next agenda until such items are amended.

Current Enrollment / Capacity

	Facility Name	Date Constructed	Sq. Ft.	Acreage	Capacity
Elementary	Baker	1960	43,920	12	340
	Battle Creek	2019	90,000	30	700
	Brown	1968	56,720	20	405
	Highland	1986	47,800	4.5	380
	Howell	1999	81,600	17.5	700
	Mt. Pleasant	1978	80,021	22	630
	Riverside	1984	71,150	14	500
	Spring Hill	1984	69,000	10	540
	Woodard	1990	76,200	17	600
	Wright	2005	97,765	18	740
					5535
Middle	Battle Creek	2019	125,000	45	900
	Cox	1997	137,200	25	900
	Mt. Pleasant	2001	113,938	29.2	550
	Spring Hill	2010	158,106	39.49	950
	Whitthorne	1979	175,600	17	1050
					4350
High	Central	2016	296,740	55	1700
	Mt. Pleasant	1969	110,759	31	600
	Spring Hill	1993	181,800	57	1200
					3500
Unit	Culleoka	1969	205,800	34	1020
	Hampshire	1978	83,410	13.12	500
	Santa Fe	1964	94,225	24	650
					2170
Other	Central Office	1960	15,400	1.5	
	College Hill	1958	42,211	2.26	
	Maintenance	1987	9,400	4.7	
	McDowell		46,165	7	
			2,509,930	**550.27**	**15555**

Current Enrollment	Capacity Used
323	95.0%
640	91.4%
368	90.9%
324	85.3%
596	85.1%
571	90.6%
400	80.0%
448	83.0%
561	93.5%
604	81.6%
4835	***87.4%***
732	81.3%
645	71.7%
411	74.7%
522	54.9%
989	94.2%
3299	***75.8%***
1370	80.6%
363	60.5%
1192	99.3%
2925	***83.6%***
873	85.6%
415	83.0%
516	79.4%
1804	***83.1%***
164	
13027	

Melissa Sanders

From: Allison Corolla <allison.corolla@t2-eng.com>
Sent: Monday, May 20, 2024 8:41 AM
To: columbia@davengis.net; Kevin McCarthy; Austin Brass; Glenn Harper; Paul Keltner; Sandra Richardson; Melissa Sanders; Robert Archibald
Cc: Terence Brennan; Jeremy Brooks; Kevin Chapman
Subject: [Caution External Email] - RE: Project - 24-0199-FP

Good morning,

We wish to defer this resubmittal to June 17th for a July 10th PC. Thank you.

I will be out of the office from Thursday, May 30th to Monday, June 17th. Please send all emergency correspondence to Louis Sloyan (Louis.Sloyan@T2-Eng.com) during this time.

Allison Corolla, PE Professional Engineer
T-Square Engineering, Inc.

www.**T2-ENG**.com | allison.corolla@t2-eng.com | 615.678.8212, ext.1148

From: columbia@davengis.net <columbia@davengis.net>
Sent: Friday, May 10, 2024 2:06 AM
To: Allison Corolla <allison.corolla@t2-eng.com>; kmccarthy@columbiatn.com; abrass@columbiatn.com; gharper@columbiatn.com; paul@columbiatn.com; srichardson@columbiatn.com; msanders@columbiatn.com; rarchibald@columbiatn.com
Subject: Project - 24-0199-FP

RE: Project Independence Ph 6.5 at Parcel: 041 046.07

Good evening. Comments from the Development Review Committee are attached. Please note the case planner(s) managing your application. Please copy them on all communication with city staff and utility providers during development review. The next resubmittal deadline is May 20th, 2024.

All resubmittals must demonstrate compliance with city standards prior to Planning Commission review. Requests which do not adhere to regulations and/or remain unresponsive to technical comments will not be forwarded to the next agenda until such items are amended. Applications which remain incomplete following two resubmittal deadlines will be closed. Final Plats which are not complete at the time of the first resubmittal date will be added to the next DRC agenda for follow-up on the status of all infrastructure and other requirements.

**Please do not reply to this email. Contact staff directly with questions. **

City of Columbia
(931) 560-1560
development@columbiatn.com

This automated message was sent by the City of Columbia Land Management Software System. Please do not reply directly to this email.

DOCUMENT PREPARED BY:
Name: William Middleton
Company T-Square Engineering

Address: 1329 West Main Street
Franklin, TN

After recording return copy to City of Columbia, Development Services

INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES

Map & Parcel Number: Map 41, Parcel 15.00
Project Name: Independence at Carter's Station, Section 6.5

Recorded by deed in the Register of Deeds Office of Maury County in Deed Book R2403, Page(s) 319.

THIS AGREEMENT, made this 15th day of April, 2024, by and between Pulte Homes Tennessee Limited Partnership hereinafter referred to as the "OWNER(S)" of the following property and City of Columbia, Tennessee, hereinafter referred to as the "CITY",

WE, the OWNER(S), with full authority to execute deeds, mortgages, other covenants, all rights, titles, and interests in the property described above, do hereby covenant with the CITY and agree as follows:

1. The OWNER(S) covenant and agree with the CITY that the OWNER(S) shall provide for adequate long term maintenance and continuation of stormwater control measures described in the Long Term Maintenance Plan and shown on the location map, deed of easement drawing or plat attached hereto to ensure that the facilities, are and remain in proper working condition in accordance with approved design standards, rules and regulations, and applicable laws. The OWNER(S) shall perform preventative maintenance activities at intervals described in the schedule attached hereto along with necessary landscaping (grass cutting, etc.) and trash removal as part of regular maintenance.

2. The OWNER(S) shall perform routine inspections to ensure that all long term stormwater management facilities are properly functioning. These inspections shall be conducted on an annual basis, at a minimum. These inspections shall be conducted by a person familiar with control measures implemented at the site. The OWNER(S) or operators shall maintain documents of these inspections.

3. The OWNER(S) shall perform comprehensive inspections of all stormwater management facilities and practices. These inspections shall be conducted once every five years, at a minimum. Such inspections must be conducted by either a professional engineer or landscape architect.

4. The OWNER(S) shall grant to the CITY or its agent or contractor the right of entry at reasonable times and in a reasonable manner for the purpose of inspecting, operating, installing, constructing, reconstructing, maintaining or repairing the facility within the CITY.

5. The OWNER(S) shall record and grant to the CITY the necessary easements and rights-of-way and maintain perpetual access from public rights-of-way to the facility for the CITY or its agent and contractor.

6. If, upon inspection, the CITY finds that the OWNER(S) has failed to properly maintain the facilities, the CITY may order the work performed within ten (10) days. In the event the work is not performed within the specified time, the ONWER(S) agrees to allow the CITY to enter the property and take whatever steps it deems necessary to maintain the stormwater control facilities. This provision shall not be construed to allow the CITY to erect any structure of a permanent nature on the PROPERTY without first obtaining written approval of the OWNER(S)

7. The CITY is under no obligation to maintain or repair said facilities, and in no event shall this Agreement be construed to impose any obligation on the CITY. The OWNER(S) shall reimburse the CITY upon demand the costs incurred in the maintenance of the facilities.

8. If the OWNER(S) fails to pay the CITY for the above expensive after forty-five (45) days written notice, the OWNER(S) authorizes the CITY to collect said expenses from the OWNER(S) through appropriate legal action and the OWNER(S) shall be liable for the reasonable expenses of collection, court costs, and attorney fees.

9. The OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successor in interest shall indemnify and hold harmless the CITY and its officers, agents and employees for any and all damages, accidents, casualties, occurrences, claims or attorney's fees which might arise or be asserted, in whole or in part,

against the CITY from the construction, presence, existence, or maintenance of the stormwater control facilities subject to this AGREEMENT. In the event a claim is asserted against the CITY, its officers, agents or employees, the CITY shall notify OWNER(S) and the OWNER(S) shall defend at OWNER(S) expense any suit based on such claim. If any judgment or claims against the CITY, its officers, agents or employees, shall be allowed, the OWNER(S) shall pay all costs and expenses in connection therewith. The CITY will not indemnify, defend or hold harmless in any fashion the OWNER(S) from any claims arising from any failure, regardless of any language in any attachment or other document that the OWNER(S) may provide

10. The OWNER(S) shall not be able to transfer, assign or modify its responsibilities with respect to this agreement without the CITY's written prior consent. Nothing herein shall be construed to prohibit a transfer by OWNER(S) to subsequent owners and assigns.

11. No waiver of any provision of this AGREEMENT shall affect the right of any party thereafter to enforce such provision or to exercise any right or remedy available to it in the event of any default.

12. The OWNER(S) shall record a plat showing and accurately defining the easements for stormwater control facilities. The plat must reference the Instrument Number where this AGREEMENT and its attachments are recorded and contain a note that the OWNER(S) is responsible for maintaining the stormwater management facilities.

13. The OWNER(S) shall record this AGREEMENT in the office of the Register of Deeds for the county of Maury, Tennessee, and the AGREEMENT shall constitute a covenant running with the land, and shall be binding upon the OWNER(S) and the OWNER(S) heirs, administrators, executors, assigns, and any other successors in interest

ATTEST BY OWNER(S):

Print Name Jeremy Brooks

Title V.P. Land Planning & Entitlement

Signature _____

Owner Pulte Homes Tennessee Limited Partnership

Address 100 Westwood Place

Suite 100

City, State ZIP Brentwood, TN 37027

STATE OF Tennessee
COUNTY OF Maury

Before me, Bethany Dollar of the state and county mentioned, personally appeared Jeremy Brooks, with whom I am personally acquainted and who acknowledged that he/she executed the foregoing instrument of the purposes therein contained.

Witness my hand this the 16th day of April, 2024.

_____
Notary Public

BETHANY DOLLAR
STATE OF TENNESSEE NOTARY PUBLIC
MAURY COUNTY
MY COMMISSION EXPIRES 11-28-2027

My Commission Expires: 11/28/2027

CITY OF COLUMBIA, TENNESSEE
ENGINEERING DEPARTMENT

APPROVED BY :_____

STATE OF TENNESSEE
COUNTY OF MAURY

Before me, _____ of the state and county mentioned, personally appeared _____, with whom I am personally acquainted, and who acknowledged themselves to be the City Engineer of the City of Columbia or his designee and as such, being authorized so to do, executed the foregoing instrument of the purposes therein contained.

Witness my hand this the _____ day of _____, 20_____.

_____
Notary Public
My Commission Expires:_____

T-SQUARE ENGINEERING
CIVIL-SITE | TRAFFIC | WASTEWATER

701 West Main Street
Franklin, TN 37064
615.678.8212

www.T2-eng.com

4/08/2024

City of Columbia
Development Services
700 N. Garden Street
Columbia, TN 38401

POST CONSTRUCTION LONG TERM MAINTENANCE PLAN
PROJECT NAME: INDEPENDANCE AT CARTER'S STATION, SECTION 6, PHASE 5

SYSTEM DESCRIPTION:

The site consists of stormwater conveyances through piped channel and detention ponds.

- 966 LF of round concrete pipe and 18 storm drains.

Upon completion of the site construction, 'Record Drawings' in a version not less than AutoCAD 2006 LT (NAD83, NAVD88) of the stormwater controls will be provided to the City of Columbia for verification.

A copy of the INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES that has been completed, notarized and recorded in the Land Records of the County of Maury, Tennessee will be kept on site with this document.

MAINTENANCE PROCEDURES

1. STORMWATER DETENTION PONDS
    a. The outlet structure shall be checked regularly for clogging and shall be cleaned and repaired as necessary---monthly after it is first built then a regular sequence should be established or at least quarterly or after a large rain event.

    b. Check banks and bottom surface of basin for erosion and correct as necessary.

    c. Check at least quarterly and after each extreme storm event, the facility should be cleaned of accumulated debris. The banks of surface ponds should be checked and areas of erosion repaired. Remove nuisance wetland species and take appropriate measures to control mosquitoes.

    d. This maintenance typically includes sediment, floatable, and debris removal from inlets, outlets and skimmers.

    e. Pond vegetation needs to be trimmed or harvested as appropriate, grassy areas frequently mowed. Grass should be mowed so that it does not get over 12 inches.

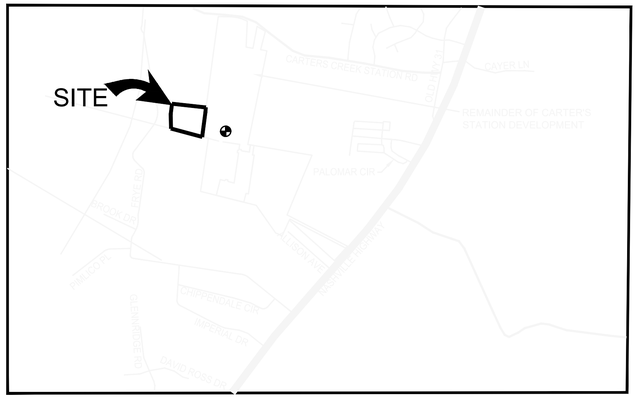
f. Remove sediment when accumulation reached 6 inches, or if re-suspension is observed or probable.

g. Some sediment may contain contaminants which the Tennessee Department of Environment and Conservation (TDEC) requires special disposal procedure. If there is any uncertainty about what the sediment contains or it is known to contain contaminants, then TDEC should be consulted and their disposal recommendations followed. The TDEC Division of Water Pollution Control should be contacted at (931) 380-3371. Generally, special attention or sampling should be given to sediment accumulated in facilities serving industrial, manufacturing or heavy commercial sites, Page 2 of 4 Rev. 9/26/2016 fueling centers or automotive maintenance areas, large parking areas, or other areas where pollutants (other than clean soil) are suspected to accumulate and be conveyed by storm runoff.

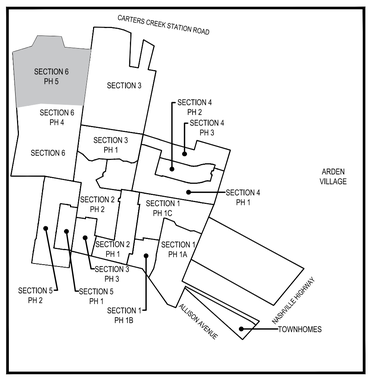
h. Some sediment collected may be innocuous (free of pollutants) and can be used as fill material, cover or land spreading. It is important that this material not be placed in any way that will promote or allow re-suspension in storm runoff.

2. 966 LF OF RCP AND 18 STORM DRAINS
   - These structures will be inspected and cleaned quarterly to ensure pipes and drain inlets do not fill with sediment or trash.

CONSTRUCTION DRAWINGS
FOR
SECTION 6, PHASE 5
INDEPENDENCE AT CARTER'S STATION
3040 CLEBURNE ROAD
COLUMBIA, TN 37174
CITY OF COLUMBIA, WARD #5



SITE VICINITY MAP



KEY MAP

DEVELOPER: PULTE GROUP
370 MALLORY STATION ROAD, STE 500
FRANKLIN, TN 37067

ENGINEER: T-SQUARE ENGINEERING
1329 WEST MAIN STREET
FRANKLIN, TN 37064
615-678-8212

SURVEYOR: H&H LAND SURVEYING
612A FITZHUGH BLVD
SMYRNA, TN 37167
615-831-0756

T-SQUARE ENGINEERING AND ITS ASSOCIATES WILL NOT BE HELD RESPONSIBLE FOR ITS ACCURACY OR FOR DESIGN ERRORS OR EMISSIONS RESULTING FROM POTENTIAL SURVEY INACCURACIES.

WATER UTILITY: Shane Andrews
CPWS
201 Pickens Lane
PO Box 379
Columbia, TN 38402
931-388-4833

POWER UTILITY: Doug Burgess
CPWS
201 Pickens Lane
PO Box 379
Columbia, TN 38402
931-388-4833

Sheet Schedule

C-0.0	Cover Sheet
C-1.0	Existing Conditions
C-2.0	Overall Site Plan
C-2.1	Site Plan
C-3.0	Initial Erosion Control Plan
C-3.1	Temporary Erosion Control Plan
C-3.2	Permanent Erosion Control Plan
C-4.0	Pre Development Plan
C-4.1	Post Development Plan
C-5.0	Grading Plan
C-5.1	Drainage Plan
C-5.2	Inlet Areas
C-6.0	Tucker Trace Plan and Profile
C-6.1	Banner Road / Briar Lane Plan and Profile
C-7.0	Utility Plan
C-7.1	Utility Plan Overview
C-7.2	Sanitary Plan and Profile
C-8.0	Detail Sheet
C-8.1	Detail Sheet
C-8.2	Detail Sheet
C-8.3	Detail Sheet
C-8.4	Detail Sheet
C-8.5	Detail Sheet

THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C01180E, REVISED 16 APRIL 2017.

OWNER OF RECORD
FP TCI CCS, LLC DEED BK. R2403 PG. 319, MAP 41 PARCEL 15.00
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS
1	5/17/22	CHANGES PER CITY OF COLUMBIA WASTEWATER
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6	7/7/23	GRADING REVISIONS PER CONTRACTOR
7	9/7/23	SANITARY REVISIONS PER CONTRACTOR

DATE: 5-11-22
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

INDEPENDENCE AT CARTER'S STATION
COVER SHEET
CARTER'S STATION
SECTION 6, PHASE 5
MAURY COUNTY, COLUMBIA TENNESSEE

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
9/11/23

PROJECT
18-0530

SHEET
C-0.0

T-SQUARE ENGINEERING
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LEGEND

- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- PROPOSED STORM INLET
- PROPOSED STORM HEADWALL
- PROPOSED SPOT ELEVATION
- PROPOSED SLOPE GRADE

N

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
Scale: 1" = 50'

TYPICAL SWALE SECTION
N.T.S.

NOTE:
1. BUILDERS SWALES TO BE INSTALLED BETWEEN LOTS.
2. FFE DENOTES THE ELEVATION OF THE HIGH SIDE OF THE DIRT PAD ON EACH LOT.
3. GFE NOTES THE DIRT PAD ELEVATION FOR THE CURB SIDE OF THE LOT.
4. LOTS 642 AND 643 HAVE A 70' BUILDING PAD.

THE PROPERTY DESCRIBED ON THIS PLAN DOES NOT LIE WITH AN AREA OF SPECIAL FLOOD INSURANCE RATE MAP, PREPARE BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), COMMUNITY PANEL NUMBER 47119C01180E, REVISED 16 APRIL 2017.

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DATE: 5-11-22
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

INDEPENDENCE AT CARTER'S STATION

GRADING PLAN

CARTER'S STATION
SECTION 6, PHASE 5
MAURY COUNTY, COLUMBIA TENNESSEE



9/11/23

PROJECT
18-0530

SHEET
C-5.0

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STRUCTURE TABLE				
STRUCTURE NAME:	DETAILS:	PIPES IN:	PIPES OUT	STRUCTURE TYPE
HW8	FG: 644.80	18" RCP; INV IN =644.73		HEADWALL
ST-I9	RIM = 693.00 FG: 693.00		18" RCP; INV OUT =689.00	SINGLE INLET
ST-I9A	RIM = 693.00 FG: 693.00	18" RCP; INV IN =688.74	18" RCP; INV OUT =688.74	SINGLE INLET
ST-I10	RIM = 677.94 FG: 677.94		18" RCP; INV OUT =673.94	SINGLE INLET
ST-I10A	RIM = 677.93 FG: 677.93	18" RCP; INV IN =673.68 18" RCP; INV IN =673.68	18" RCP; INV OUT =673.68	SINGLE INLET
ST-I11	RIM = 664.17 FG: 664.17	24" RCP; INV IN =657.94	24" RCP; INV OUT =657.94	SINGLE INLET
ST-I11A	RIM = 664.15 FG: 664.15	18" RCP; INV IN =658.20 18" RCP; INV IN =658.20	24" RCP; INV OUT =658.20	SINGLE INLET
ST-I12	RIM = 669.04 FG: 669.04		18" RCP; INV OUT =665.05	SINGLE INLET
ST-I12A	RIM = 669.04 FG: 669.04	18" RCP; INV IN =664.79 18" RCP; INV IN =664.79	18" RCP; INV OUT =664.79	SINGLE INLET

STRUCTURE TABLE				
STRUCTURE NAME:	DETAILS:	PIPES IN:	PIPES OUT	STRUCTURE TYPE
ST-I12B	RIM = 669.53 FG: 669.53		18" RCP; INV OUT =664.91	AREA DRAIN
ST-I13	RIM = 663.53 FG: 663.53		18" RCP; INV OUT =659.53	SINGLE INLET
ST-I13A	RIM = 663.55 FG: 663.55	18" RCP; INV IN =659.27 18" RCP; INV IN =659.27	18" RCP; INV OUT =659.27	DOUBLE INLET
ST-I14	RIM = 657.40 FG: 657.40	24" RCP; INV IN =653.14	24" RCP; INV OUT =653.14	SINGLE INLET
ST-I14A	RIM = 657.40 FG: 657.40	24" RCP; INV IN =653.40	24" RCP; INV OUT =653.40	SINGLE INLET
ST-I15B	RIM = 652.57 FG: 652.57	12" HDPE; INV IN =648.57	18" RCP; INV OUT =648.57	AREA DRAIN
ST-J1	RIM = 649.00 FG: 649.00	18" RCP; INV IN =645.00	18" RCP; INV OUT =645.00	DOUBLE INLET
ST-J2	RIM = 652.81 FG: 652.81	18" RCP; INV IN =649.06	18" RCP; INV OUT =649.06	SINGLE INLET
ST-J3	RIM = 652.82 FG: 652.82		18" RCP; INV OUT =649.32	SINGLE INLET

Pipe Table					
FROM	TO	SIZE	LENGTH	SLOPE	MATERIAL
ST-I9	ST-I9A	18"	26'	1.00%	RCP
ST-I9A	ST-I10A	18"	185'	8.14%	RCP
ST-I10	ST-I10A	18"	26'	1.00%	RCP
ST-I10A	ST-I11A	18"	138'	11.20%	RCP
ST-I11	ST-I14A	24"	46'	9.93%	RCP
ST-I11A	ST-I11	24"	26'	1.00%	RCP
ST-I12	ST-I12A	18"	26'	1.00%	RCP
ST-I12A	ST-I13A	18"	95'	5.84%	RCP
ST-I12B	ST-I12A	18"	12'	1.00%	RCP
ST-I13	ST-I13A	18"	26'	1.00%	RCP
ST-I13A	ST-I11A	18"	57'	1.88%	RCP
ST-I14	ST-I15	24"	112'	5.40%	RCP
ST-I14A	ST-I14	24"	26'	1.00%	RCP
ST-J1	HW8	18"	27'	1.00%	RCP
ST-J2	ST-J1	18"	112'	3.63%	RCP
ST-J3	ST-J2	18"	26'	1.00%	RCP

LEGEND

- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- PROPOSED STORM INLET
- PROPOSED AREA DRAIN
- PROPOSED STORM HEADWALL
- PROPOSED STORM PIPE

N

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
Scale: 1" = 50'

KEY MAP
NTS



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APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

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DATE: 5-11-22
SCALE: AS SHOWN
DRAWN BY: T-SQUARE
REVIEWER: TET

DRAINAGE PLAN

CARTER'S STATION
SECTION 6, PHASE 5
MAURY COUNTY, COLUMBIA TENNESSEE

INDEPENDENCE AT CARTER'S STATION

TIMOTHY E. TURNER
REGISTERED ENGINEER
AGRICULTURAL
STATE OF TENNESSEE

9/11/23

PROJECT
18-0530

SHEET
C-5.1

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LEGEND	
500	EXISTING MAJOR CONTOURS
498	EXISTING MINOR CONTOURS
500	PROPOSED MAJOR CONTOURS
498	PROPOSED MINOR CONTOURS
	PROPOSED STORM INLET
	PROPOSED STORM HEADWALL
ST-A1 0.05 AC	AREA NAME AND ACREAGE
	AREA BOUNDARY

N

GRAPHIC SCALE
(IN FEET)
50 0 25 50 100
Scale: 1" = 50'

NOTES:

1) ALL ROAD CROWNS TO BE 2%.

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DATE: 5-11-22
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REVIEWER: TET

INDEPENDENCE AT CARTER'S STATION

INLET AREAS

CARTER'S STATION
SECTION 6, PHASE 5
MAURY COUNTY, COLUMBIA TENNESSEE



9/11/23

PROJECT
18-0530

SHEET
C-5.2

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CITY OF COLUMBIA TENNESSEE

DEVELOPMENT SERVICES
700 NORTH GARDEN STREET
COLUMBIA, TN 38401
PHONE: (931) 560-1560
FAX: (931) 560-1541

PLANNING COMMISSION
PROJECT DEVELOPMENT APPLICATION

SUBMITTAL REQUIREMENTS

** 1 hard copy of all materials for submittal + PDF copy on a USB thumb drive or CD (no multiple applications on one storage device)*
Fold hard copy submittals larger than 8½"x11"

ADDRESS/LOCATION	Independence at Carter's Station, Columbia, TN		
	TAX MAP: 41	GROUP:	PARCEL: 15.00
SUMMARY OF NATURE OF REQUEST AND WORK	This application is to approve the final plat for section 6.5 Independence at Carter's Station.		

DATE OF PRE-APPLICATION CONFERENCE		*Pre-application meetings are scheduled for Wednesdays.*

SELECT REQUEST	SUBMITTALS SHALL INCLUDE BUT NOT LIMITED TO:
❑ Annexation ❑ Rezoning ❑ Preliminary Plat ☑ Final Plat ❑ PUD Preliminary Master Plan ❑ PUD Final Site Plan ❑ Multi-Family Site Plan ❑ Other: **File naming nomenclature examples:* *Freedom Point Site Plan* *Freedom Point Master Plan* *Freedom Point Final Plat*	**Annexations/Rezoning/PUD's:** ❑ Written Legal Description copy ❑ Requested Zone Listed ❑ Compliance with Comprehensive Plan ❑ Annexation Permission Form ❑ Plans and/or Plats conforming to City standards with check list completed ❑ Columbia Water System Availability Letter **Plats/PUDs:** ☑ Project Name (include Sections & Phases) Independence at Carter's Station Phase 6.5 ☑ Total Number of Lots 40 ☑ Total acreage 11.83

Applications and all required submittals must be filed with the Department of Development Services prior to the established deadline. Both the applicant and property owner (if different from applicant) must sign the application.

Any requests to defer or move the item to future meetings dates must be requested by the resubmittal date listed on the Planning Commission schedule.

APPLICANT

All communications go to the Applicant's email that is provided.

NAME	T-Square Engineering	PHONE	615.678.8212
ADDRESS	1329 West Main St., Franklin, TN 37064	EMAIL	william.middleton@T2-Eng.com

PROPERTY OWNER NAME	Pulte Homes of Tennessee Partnership	PHONE	615.992.9508
ADDRESS	100 Westwood Place, Suite #100 Brentwood, TN 37027	EMAIL	Jeremy.Brooks@PulteGroup.com

In filling out this application, I attest that (1) I am familiar with the rules, regulations, and procedures of the City of Columbia & (2) all information contained herein is accurate & true to the best of my knowledge.

Allison Corolla	Allison Corolla	4/15/2024
APPLICANT NAME	APPLICANT SIGNATURE	DATE
Jeremy Brooks		4/15/2024
PROPERTY OWNER NAME	PROPERTY OWNER SIGNATURE	DATE

STAFF USE ONLY

DOCKET NO.		FEE PAID	
RECEIPT NO.		REQUESTED AGENDA	

DATE NOTICES SENT TO ADJACENT PROPERTY OWNERS	
DATE OF PUBLIC NOTICES IN DAILY HERALD	

BOARD ACTION	

Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

_____ day of _____, 20_____ ,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Pulte Homes of Tennessee Partnership_____, the DEVELOPER (hereinafter the "DEVELOPER") named on the Addendum to this Agreement attached hereto and by this reference made a part hereof (hereinafter the "ADDENDUM").

WITNESSETH:

WHEREAS, the DEVELOPER desires to develop the property described on the ADDENDUM (hereinafter the "PROJECT"); and,

WHEREAS, the Development Plan of the PROJECT has been approved by the Columbia Municipal Planning Commission (hereinafter the “CMPC”) on the

_____ day of _____, 20_____ ,
pursuant to Tennessee Code Annotated Title 13, Chapter 4, and the Subdivision Regulations of Columbia, Tennessee (hereinafter the "SUBDIVISION REGULATIONS”); and,

WHEREAS, the DEVELOPER is the owner of the PROJECT and has authority to engage in such development; and,

WHEREAS, the DEVELOPER desires to develop and improve said PROJECT; and,

WHEREAS, in order to provide for the health, safety, and welfare of future residents of the PROJECT, it will be necessary for certain improvements to the CITY'S utility systems, public infrastructure, and common areas to be constructed within and to serve the PROJECT including but not be limited to roads, bridges, sidewalks, pedestrian facilities, stormwater facilities, street signs, markings, signals, street lighting, recreation and park facilities, landscaping, and the like (hereinafter the “IMPROVEMENTS”); and,

WHEREAS, in order for the IMPROVEMENTS to be fully integrated with the utility systems and public infrastructure of the CITY and to function in a satisfactory manner, the DEVELOPER has agreed to construct, in accordance with the Subdivision Regulations and other rules, regulations, and ordinances of the CITY, the IMPROVEMENTS in said PROJECT and extend utilities to the PROJECT at their own cost; and,

WHEREAS, the CITY is willing to accept the dedication of the streets, utilities, and other improvements as determined in the Development Plan of the PROJECT, subject to the City of Columbia City Council approval by resolution, and subject to the applicant's compliance with all requirements in this agreement and applicable existing laws of the CITY of Columbia and the State of Tennessee,

NOW, THEREFORE, it is agreed and understood as follows:

B1 General Conditions

B1.1 Construction Costs

The DEVELOPER shall pay for all material and labor necessary to install and complete the roads, sidewalks, sewers, utilities, and other facilities in accordance with this agreement.

B1.2 City Ordinances, Rules and Regulations

All currently existing CITY ordinances, rules and regulations, and the Subdivision Regulations adopted by the CMPC are made a part of this agreement. In the event of a conflict between the terms of this agreement and a CITY ordinance, the ordinance shall prevail. In the event of a conflict between the terms of this agreement and the Subdivision Regulations, the Subdivision Regulations shall prevail. All work done under this agreement is to be performed in accordance with plans and specifications approved by the City and made a part, hereof.

B1.3 Fees

Review fees, inspection fees, and other amounts established by the CITY shall be paid prior to any review of the plans. If the DEVELOPER fails to install the facilities in accordance with the terms of this Agreement, no portion of the review fees, inspection fees, or other amounts paid to the CITY shall be refundable to the DEVELOPER.

B1.4 Inspection

The CITY shall have a continuous right to inspect the work and facilities to assure that the work and facilities are in accordance with the Subdivision Regulations, approved Construction Plans, and other rules, regulations, and ordinances of the CITY.

B1.5 Right of Entry

The CITY shall have the right, in case of breach of the Performance Agreement, to enter upon any property of the DEVELOPER and take all necessary actions to complete the work and obligations not completed.

B1.6 Easements

The DEVELOPER shall obtain and dedicate to the CITY or cause to be dedicated to the CITY, either by dedication on the plat or by easement deed, in either case in a form acceptable to the CITY, permanent easements of such widths as required by the CITY and noted on the Plans. The DEVELOPER further agrees to grant the necessary easements and rights-of-way across the DEVELOPER's properties without expense to the CITY and waive any claim for damages.

B1.7 Stormwater Maintenance Agreement

If the PROJECT includes any detention or retention ponds, common drainage ditches, water quality facilities, or stormwater facilities outside of the CITY rights-of-way, the DEVELOPER will submit a Stormwater Maintenance Agreement, to be filed with and recorded with the Final Plat.

B1.8 Attorney Fees and Other Expenses

The DEVELOPER shall pay all reasonable costs and expenses incurred by the CITY in enforcing or completing this agreement. The DEVELOPER shall pay all costs and expenses, including the CITY'S attorney fees, of any legal proceedings brought by the CITY against the DEVELOPER seeking remedies for the DEVELOPER'S failure to perform any of its obligations hereunder, whether or not any proceedings are prosecuted to judgment.

B1.9 Agreement Not Assignable

No third party shall obtain any benefits or rights under this agreement nor shall the rights or duties be assigned by either party.

B1.10 Revocation and Interpretation

This agreement shall bind the DEVELOPER when executed by the DEVELOPER and may not be revoked by the DEVELOPER without permission of the CITY, even if the agreement has not been executed by the CITY, or does not bind CITY, for other reasons. This agreement shall be interpreted in accordance with Tennessee law and may only be enforced in the Chancery Court or Circuit Court or Court of competent jurisdiction of Maury County, Tennessee, and Tennessee Appellate Courts.

B1.11 No Oral Agreement

This agreement may not be orally amended and supersedes all prior negotiations, commitments, or understandings.

B1.12 Separability

If any portion of this agreement is held to be unenforceable, the CITY shall have the right to determine whether the remainder of the agreement shall remain in effect, or whether the agreement shall be void and all rights of the DEVELOPER pursuant to this agreement terminated.

B 1.13 Transferability

The DEVELOPER agrees to not transfer the property on which this PROJECT is to be located without first providing the CITY with written notice. The transferee shall provide the CITY an Assumption Agreement of this Agreement, whereby the transferee agrees to perform the IMPROVEMENTS required under this agreement and to provide a performance surety. The DEVELOPER understands that if the DEVELOPER transfers said property without providing the notice of transfer and Assumption Agreement as required herein, they will be in breach of this agreement and in violation of the Subdivision Regulations.

B1.14 Indemnity

The DEVELOPER shall indemnify and hold the CITY harmless from all loss, costs, expenses, liability, money damages, penalties, or claims arising out of any work covered by this agreement, including any attorney fees incurred by the CITY in connection therewith. Inspection of the IMPROVEMENTS by an authorized representative of the CITY shall not constitute a waiver by the CITY of any defect or of any of the DEVELOPER'S obligations hereunder.

B1.15 Binding Effect

This agreement shall be binding upon the DEVELOPER and the DEVELEPOR's heirs, administrators, executors, assigns, and any other successors in interest.

B1.16 Entire Agreement

This document contains the entire agreement between the parties, and there are no collateral understandings or agreements between them. No variations or alterations of the terms of this agreement shall be binding upon either of the parties, unless the same be reduced to writing and made an amendment to this agreement.

B1.17 Headings

Paragraph titles and headings contained herein are inserted for convenience only and shall not be deemed a part of the agreement and in no way shall define, limit, extend, or describe the scope or intent of any provision, hereof.

B2 Performance Surety

At the time of execution of this agreement, the DEVELOPER shall provide the CITY a performance surety, in an amount determined by the City Engineer for the IMPROVEMENTS and other items specified by the Construction Plans, plats, and plans approved by the CMPC. This performance surety shall secure performance of all obligations of the DEVELOPER under this agreement. The performance surety shall meet all requirements established in Chapter 4: Performance Agreement of the Subdivision Regulations and secure full compliance with all terms and conditions of this agreement. The performance surety may be called for failure to comply with the provisions of this agreement in whole or in part according to the terms of the performance surety. The performance surety will not be released, except and until there has been full compliance with this agreement.

B3 Construction

B3.1 Construction Plans

The DEVELOPER shall submit to the CITY, Construction Plans describing in reasonable detail all utility systems, all storm water management systems, all street systems, pedestrian facilities, and all IMPROVEMENTS. The Construction Plans shall be designed according to the Engineering Standards and Specifications, all other codes and ordinances enforced by the City, and sound engineering judgment. The design of all utility systems shall follow the State of Tennessee and utility provider design criteria and specifications. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. The Construction Plans shall be prepared by a design professional licensed by the State of Tennessee to design all systems and shall bear the seal, signature, date, and license number of the professional preparing the Construction Plans.

B3.2 Commencement of Construction

Construction of IMPROVEMENTS may not begin until the following events have occurred:

A. The Preliminary Plat has been approved by the CMPC;
B. The Construction Plans are approved by the CITY;
C. The Tennessee Department of Environment and Conservation has approved the applicable portions of the Plans and has confirmed its approval to the CITY and/or DEVELOPER in writing;
D. The CITY shall have received an appropriately executed Development Agreement; and
E. The DEVELOPER shall give the CITY notice of commencement of construction, in writing at least one (1) working day prior to commencement.

B3.3 Site Grading

The DEVELOPER, hereby, agrees to construct all site grading to comply with the approved Construction Plans, including the approved Erosion Control Plan for the PROJECT and to comply with the Engineering Standards and Specifications, Stormwater Ordinance, and all other codes and ordinances enforced by the CITY.

B3.4 Storm Water Management Systems

The DEVELOPER shall be responsible for all storm water management work made necessary by the development of this PROJECT. It is understood and agreed that the CITY in its proprietary function is not and could not be expected to oversee, supervise, or direct the construction of all drainage improvements, and the excavation incident thereto. Neither is the CITY vested with the original design responsibility nor the means to formally survey elevations or the locations of improvements at every stage of the construction process. The CITY is vested with the right of periodic inspections, stop work order, and final approval as a measure of secondary or subsequent enforcement. The DEVELOPER has and shall retain the responsibility to properly anticipate, survey, design and construct the subdivision storm water improvements and give full assurance that same shall not adversely affect the flow or quality of surface water from or upon any property. In providing technical assistance, plan and design review, the CITY does not and shall not relieve or accept any liability from the DEVELOPER.

B3.5 Street Construction

The DEVELOPER, hereby, agrees to construct and improve the streets shown on the Construction Plans to comply with the CITY's specifications and to the satisfaction and approval of the City Engineer by grading, draining, subgrade preparation, base preparation, curbing, signage, striping, signalization, sidewalk installation, and paving with the required preparation, amounts, and types of material. The DEVELOPER further agrees to pay the cost of all engineering, inspection and laboratory cost incidental to the construction of subdivision streets including but not limited to material and density testing. The DEVELOPER further agrees to make all necessary adjustments to manholes and valve boxes to meet finished surface grade and to repair subsurface or base material, as required, in areas directed by the CITY Engineer, prior to application of final surface.

B3.6 Time Period for Construction

The DEVELOPER agrees to be bound to complete, within three (3) years of commencement of construction, all IMPROVEMENTS shown on the plat and plans and all things required by this agreement.

The DEVELOPER further agrees that if due to unforeseen circumstances, he is unable to complete all work included in this agreement within the time specified above, but desires to complete said agreement to the satisfaction of the CITY, the DEVELOPER shall submit a written request for extension of the agreement period to the CITY at least sixty (60) days prior to the expiration of the existing agreement period, specifying the reason for the DEVELOPER's failure to complete the work as agreed and a prospective date for such completion. The DEVELOPER further agrees that if the performance surety executed to secure the value of the work to be performed under this agreement, due to inflation or rising costs, is determined to be inadequate by the City Engineer to secure the cost of said IMPROVEMENTS at the time an extension is sought, the DEVELOPER will provide the additional security to bring the performance surety amount in line with current cost projections as made by the CITY. The DEVELOPER understands that the DEVELOPER's failure to follow the extension procedure constitutes a breach of this agreement and places the DEVELOPER in violation of the Subdivision Regulations. The DEVELOPER further understands, that should the DEVELOPER fail to complete any part of the work outlined in this agreement in a good and workmanlike manner as approved, the CITY shall reserve the right to withhold and withdraw all building permits within the PROJECT until all items of this Agreement have been fulfilled by the DEVELOPER.

B3.7 Off-Site Improvements

The DEVELOPER shall construct any and all off-site facilities that may be required to serve the PROJECT. Unless specifically noted in the Construction Plans and made a part of separate agreement with the CITY, the CITY shall not be required to reimburse the DEVELOPER for construction of off-site improvements.

B3.9 Inspection and Compliance

After construction begins, the CITY shall provide on-site construction inspection as the CITY deems necessary to ensure that all work is performed and completed in accordance with the Construction Plans, CITY specifications, and the contents of this agreement. In the event of a disagreement as to compliance with or interpretation of the Construction Plans and the CITY'S specifications, the decision of the CITY shall be final and binding on the DEVELOPER. If the DEVELOPER fails to construct in accordance with the approved Construction Plans or to comply with the CITY'S specifications, the CITY may issue a stop-work order and DEVELOPER, hereby, agrees to be bound by such order.

B3.10 Testing

The DEVELOPER agrees to pay the cost of all engineering, inspection, and laboratory cost incidental to construction of the streets, sidewalks, utilities, sewers, compacted fill material, and other facilities included within this agreement. Such testing includes, but is not limited to, material and density testing.

B3.11 Scrap Removal

The DEVELOPER agrees to comply with all local, state, and federal rules and regulations regarding waste material and debris disposal.

B3.12 Traffic Control

The DEVELOPER, hereby, agrees to prepare a traffic control/detour plan where required and shall submit said plan to the CITY for review and approval. All traffic control and safety devices, including

signs, lane markings, and barriers necessitated by construction activity undertaken pursuant to this agreement shall be installed and maintained by the DEVELOPER. All traffic control devices shall meet the standards and be installed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation.

B3.13 Temporary Facilities

The DEVELOPER shall provide all temporary facilities including but not limited to utilities and roadways, that are determined by the CITY to be required in connection with or as a result of interruption of service or access that occurs as a consequence of construction activity associated with the work covered by this agreement. Such temporary services shall in all regards and at all points in time be adequate to assure emergency access and adequate fire flows.

B4 Acceptance of Improvements

B4.1 Completion of Improvements

At such time as the improvements have been constructed and installed, in accordance with the Constructions Plans and specifications, required testing and inspections completed and found satisfactory, and all clean-up and cover-up has been done to the satisfaction the City Engineer, a letter requesting preliminary acceptance of the PROJECT will be provided by the DEVELOPER. Formal acceptance shall follow the procedure established in the Subdivision Regulations.

The DEVELOPER agrees the DEVELOPER shall have no claim, direct or implied, in the title or ownership of the IMPROVEMENTS specified in this agreement when the IMPROVEMENTS are complete and thereafter accepted by the CITY. The DEVELOPER will be responsible for construction failures and defects in PROJECT prior to final acceptance. During this period, it shall remain the responsibility of the DEVELOPER to correct and cure these defects and failures.

B4.2 As-Built Drawings and Post-Completion Items

The DEVELOPER agrees to furnish to the CITY as-built plans, on a reproducible, stable media, of the sanitary sewer, storm water management, water mains and service system, and streets within the subdivision before the CITY shall accept the subdivision.

B4.3 Acceptance of Facilities

Upon final acceptance of all or part of the IMPROVEMENTS in the PROJECT, then those IMPROVEMENTS shall become the property of the CITY free from all claims from any person or entity without the necessity of any further writing, agreement, or deed. The DEVELOPER further agrees that any facilities placed within a public or platted right-of-way or dedicated public easement are irrevocably dedicated to the public use without any right of reimbursement or compensation of any kind.

B4.4 Failure to Install

In the event the DEVELOPER fails to install the facilities in accordance with the terms of this agreement, the CITY may, in its sole discretion, elect to accept all or a portion of the IMPROVEMENTS in the PROJECT. Should the CITY choose to accept all or a portion of these IMPROVEMENTS, the CITY shall become the sole owner of these facilities. The CITY may give notice of acceptance by writing delivered to the DEVELOPER or recorded in the Register’s Office of Maury County, Tennessee. No further writing or deed shall be required.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in multiple originals by persons properly authorized so, to do on or as of the day and year first given.

Independence at Carters Station Section 6.5 PROJECT	
Completed by the Developer	*Completed by the City*
Pulte Homes of Tennessee Partnership DEVELOPER NAME	
Jeremy Brooks AUTHORIZED AGENT NAME	CITY ENGINEER
SIGNATURE	SIGNATURE
04/15/2024 DATE	DATE
100 Westwood Place, Suite 100 STREET	
Brentwood,TN,37027 CITY, STATE, ZIP	
629-867-8449 PHONE	
Jeremy.brooks@pultegroup.com EMAIL	
Attest	*Attest*
Kevin Chapman ATTEST NAME	ATTEST NAME
ATTEST SIGNATURE	ATTEST SIGNATURE
04/15/2024 DATE	DATE



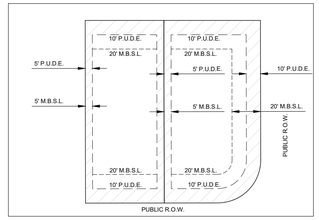
VICINITY MAP (NOT TO SCALE)

LINE	BEARING	DISTANCE
L1	N 82°23'33" W	135.00'
L2	N 07°36'27" E	75.00'
L3	S 07°36'27" W	75.00'
L4	N 82°23'33" W	135.00'
L5	N 07°36'27" E	82.91'
L6	S 07°36'27" W	75.03'
L7	N 82°24'53" W	60.00'
L8	N 82°23'49" W	75.00'
L9	N 07°36'30" E	129.93'
L10	S 07°36'27" W	100.00'
L11	N 07°36'27" E	130.00'
L12	N 82°26'16" W	57.77'
L13	N 82°24'00" W	45.00'
L14	S 35°08'43" W	15.80'
L15	S 35°18'31" W	167.36'
L16	N 49°21'52" W	33.40'
L17	N 15°30'27" W	84.09'
L18	N 18°56'19" W	16.95'
L19	N 25°39'31" W	12.70'
L20	S 74°42'04" W	139.19'
L21	N 37°15'23" W	43.15'
L22	N 29°43'58" W	145.97'
L23	N 68°57'35" W	251.21'
L24	N 66°20'20" E	217.09'
L25	N 23°52'52" W	160.32'
L26	N 66°20'20" E	17.48'
L27	N 51°20'14" E	104.54'
L28	N 06°24'26" W	13.35'
L29	N 07°58'30" W	73.09'
L30	N 82°24'21" W	24.33'
L31	N 07°36'27" E	129.97'
L32	N 82°22'12" W	22.00'
L33	N 82°22'12" W	60.00'
L34	N 82°24'21" W	60.00'
L35	N 82°23'45" W	60.00'
L36	N 82°23'49" W	75.68'
L37	N 07°36'27" E	130.00'
L38	N 07°36'27" E	130.03'
L39	S 07°36'27" W	88.03'
L40	N 82°26'16" W	46.00'
L41	N 82°22'12" W	60.00'
L42	S 01°39'29" W	83.46'
L43	N 88°20'31" W	231.35'
L44	N 01°04'57" W	65.98'
L45	S 88°18'05" E	236.38'
L46	S 01°39'29" W	16.48'
L47	N 88°20'31" W	40.00'
L48	S 01°39'29" W	30.00'
L49	S 88°20'31" E	10.00'

LINE	BEARING	DISTANCE
L50	S 01°39'29" W	2.48'
L51	S 88°18'05" E	50.00'
L52	S 88°20'31" E	10.00'
L53	N 01°39'29" E	30.00'
L54	N 88°20'31" W	40.00'
L55	N 01°39'29" E	16.45'
L56	S 88°18'05" E	181.25'
L57	S 14°28'25" E	62.84'
L58	N 88°16'01" W	193.96'
L59	N 01°39'29" E	43.79'
L60	S 14°28'25" E	62.48'
L61	N 88°16'01" W	216.07'
L62	N 01°39'29" E	42.15'
L63	S 14°28'25" E	76.55'
L64	S 88°16'01" E	39.35'
L65	S 84°05'07" E	36.08'
L66	S 84°16'23" E	60.03'
L67	S 84°19'49" E	60.03'
L68	S 84°49'23" E	42.90'
L69	N 07°36'27" E	45.18'
L70	N 07°36'27" E	42.86'
L71	N 82°23'43" W	45.00'
L72	S 07°36'27" W	133.82'
L73	N 82°23'33" W	60.00'
L74	S 07°36'27" W	135.79'
L75	N 82°23'33" W	60.00'
L76	S 07°36'27" W	137.82'
L77	N 82°23'33" W	60.00'
L78	S 74°29'43" E	17.30'
L79	S 07°36'27" W	137.26'
L80	N 82°23'33" W	60.00'
L81	S 74°48'54" E	26.20'
L82	S 80°05'52" E	34.05'
L83	S 07°36'27" W	132.44'
L84	N 82°23'33" W	60.00'
L85	S 80°20'00" E	60.04'
L86	S 07°36'27" W	130.29'
L87	N 82°23'33" W	60.00'
L88	S 80°30'58" E	60.03'
L89	S 07°36'27" W	128.32'
L90	N 82°23'33" W	60.00'
L91	S 80°09'01" E	60.05'
L92	S 07°36'27" W	125.97'
L93	S 80°23'08" E	98.68'
L94	S 82°17'50" E	11.85'
L95	S 24°15'51" W	134.75'
L96	S 80°23'39" E	109.74'

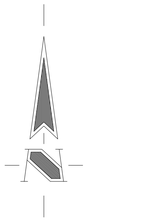
LINE	BEARING	DISTANCE
L97	N 80°23'39" E	103.36'
L98	S 07°03'56" W	27.60'
L99	S 07°36'27" W	15.64'
L100	S 57°35'35" W	211.71'
L101	S 07°36'27" W	94.36'
L102	S 07°36'20" W	28.20'
L103	S 74°17'32" W	146.68'
L104	S 07°36'20" W	26.80'
L105	S 07°36'25" W	55.00'
L106	S 07°36'25" W	12.70'
L107	N 89°00'31" W	122.03'
L108	S 07°36'40" W	42.30'
L109	S 07°36'23" W	31.36'
L110	N 82°23'33" W	120.00'
L111	N 07°36'27" E	38.86'
L112	S 07°36'33" W	23.64'
L113	S 07°36'13" W	67.50'
L114	N 82°23'33" W	90.00'
L115	N 07°36'27" E	61.14'
L116	N 82°23'32" W	81.85'
L117	N 82°23'33" W	60.00'
L118	N 07°36'27" E	130.00'
L119	S 82°23'33" E	11.85'
L120	S 82°23'33" E	60.00'
L121	N 82°23'33" W	60.00'
L122	N 07°36'27" E	130.00'
L123	S 82°23'33" E	60.00'
L124	N 82°23'33" W	60.00'
L125	N 07°36'27" E	130.00'
L126	S 82°23'33" E	60.00'
L127	N 82°23'33" W	60.00'
L128	N 07°36'27" E	130.00'
L129	S 82°23'33" E	60.00'
L130	N 82°23'33" W	60.00'
L131	N 07°36'27" E	130.00'
L132	S 82°23'33" E	60.00'
L133	N 82°23'33" W	60.00'
L134	N 07°36'27" E	130.00'
L135	S 82°23'33" E	60.00'
L136	N 82°23'33" W	60.00'
L137	N 07°36'27" E	130.00'
L138	S 82°23'33" E	60.00'
L139	N 82°23'33" W	60.00'
L140	N 07°36'27" E	130.00'
L141	S 82°23'33" E	45.00'
L142	N 82°23'33" W	75.00'
L143	N 07°36'27" E	100.00'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	30.00'	47.12'	42.43'	S 37°23'33" E
C2	33.41'	2.23'	2.23'	S 83°35'21" E
C3	33.41'	34.19'	32.72'	N 65°10'40" E
C4	55.03'	85.20'	76.94'	N 80°55'16" E
C5	55.03'	37.88'	37.13'	S 35°00'56" E
C6	55.06'	34.80'	34.22'	S 02°49'26" W
C7	55.03'	43.57'	42.44'	S 43°37'21" W
C8	54.70'	30.15'	29.77'	S 81°59'39" W
C9	30.00'	47.12'	42.43'	S 52°36'27" W
C10	225.00'	11.39'	11.38'	S 03°06'28" W
C11	225.00'	11.98'	11.98'	S 06°04'57" W
C12	275.00'	10.69'	10.69'	N 06°29'37" E
C13	275.00'	17.86'	17.86'	N 03°13'08" E
C14	30.00'	47.12'	42.43'	S 43°20'31" E
C15	30.00'	17.12'	16.89'	N 18°00'25" E
C16	30.00'	30.00'	28.77'	N 63°00'25" E
C17	30.00'	47.12'	42.43'	N 37°23'33" W
C18	180.00'	48.74'	48.59'	N 74°38'09" W
C19	185.22'	55.96'	55.75'	N 67°58'15" W
C20	180.00'	52.32'	52.14'	N 40°44'05" W
C21	180.00'	52.46'	52.28'	N 24°19'27" W
C22	179.26'	52.46'	52.27'	N 07°20'27" W
C23	175.36'	20.79'	20.77'	N 04°15'21" E
C24	30.00'	47.12'	42.43'	N 37°23'33" W
C25	129.94'	204.23'	183.85'	S 37°23'33" E
C26	30.00'	47.12'	42.43'	N 52°36'27" E



TYPICAL LOT (NOT TO SCALE)

SITE DATA	
CURRENT ZONING:	RS-10 PUD
MINIMUM BUILDING SETBACKS:	
FRONT:	20'
REAR:	20'
SIDE:	5'
TOTAL PHASE AREA:	11.84 ACRES
NEW ROW:	1.93 ACRES



TN SPCS NAD 83

SCALE 1" = 100'

100 0 50 100 200

- FIRE HYDRANT
- SANITARY SEWER MANHOLE
- CATCH BASIN
- HEADWALL
- AREA DRAIN
- HDPE AREA DRAIN
- WATER SERVICE
- SEWER SERVICE
- 8"W — WATER LINE (TYP.)
- 8"SA — SANITARY SEWER LINE (TYP.)
- 12"ST — STORMWATER LINE (TYP.)

Lot Areas		Lot Areas	
LOT	SQ. FT.	LOT	SQ. FT.
638	10125.00	658	8050.09
639	10127.66	659	7881.88
640	9556.68	660	7758.18
641	7799.39	661	7628.74
642	13532.18	662	10119.59
643	17057.05	663	11962.50
644	22202.23	664	17594.70
645	16771.02	665	13663.04
646	7799.07	666	9453.56
647	7801.01	667	8012.38
648	9686.20	668	10743.68
649	18727.88	669	14817.48
650	17134.20	670	7800.00
651	10086.23	671	7800.00
652	12418.55	672	7800.00
653	14846.90	673	7800.00
654	9705.50	674	7800.00
655	8088.29	675	7800.00
656	8208.30	676	7800.00
657	8319.00	677	9556.86



GENERAL NOTES

1. THE PURPOSE OF THIS PLAT IS TO CREATE 40 LOTS AND DEDICATE RIGHT-OF-WAY AND EASEMENTS.
2. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN THE CITY OF COLUMBIA, MAURY COUNTY, TN. ALL MATTERS PERTAINING TO CONSTRUCTION, USE, LOCATION OF IMPROVEMENTS, SIGNAGE, PARKING, NOISE, VIBRATION, EMISSIONS, FIRE HAZARDS, RADIATION, ILLUMINATION, SETBACK PROVISIONS, ETC. ARE SUBJECT TO THE CITY OF COLUMBIA'S ZONING REGULATIONS AS INTERPRETED AND REGULATED BY THE DEPARTMENT OF DEVELOPMENT SERVICES.
3. SUBJECT PROPERTY IS PARCEL 46.07 AS SHOWN ON MAURY COUNTY TAX MAP 41.
4. THE HORIZONTAL LOCATION DATA SHOWN ON THIS SURVEY WAS GATHERED USING STANDARD RADIAL SURVEYING TECHNIQUES WITH AN ELECTRONIC TOTAL STATION AND DATA COLLECTOR AND IS BASED UPON A POSITIONAL SOLUTION DERIVED FROM GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS) USING THE TDOT NETWORK. TENNESSEE STATE PLANE COORDINATE SYSTEM ZONE 4100, NAD83. DRONE AERIAL PHOTOMETRY WAS ALSO USED TO SURVEY SOME ELEMENTS.
5. NO TITLE REPORT HAS BEEN FURNISHED, THEREFORE THIS SURVEY IS SUBJECT TO THE FINDINGS OF AN ACCURATE TITLE SEARCH.
6. THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE REQUIREMENTS OF A GENERAL PROPERTY SURVEY AND CONFORMS TO THE ACCURACY OF A CATEGORY 1 SURVEY AS CURRENTLY DEFINED AND ADOPTED BY THE TENNESSEE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS, AND THE RATIO OF PRECISION IS LESS THAN 1:10,000.
7. ALL PLOT AND DEED RECORDATION REFERENCES SHOWN HEREON ARE AS RECORDED IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
8. COLUMBIA POWER AND WATER SYSTEMS IS THE POWER PROVIDER.
9. STORMWATER MANAGEMENT OPERATION & MAINTENANCE WILL BE GOVERNED BY THE INSPECTION & MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES, DATED _____, RECORDED IN DEED BOOK ____, PAGE ____, REGISTER'S OFFICE OF MAURY COUNTY, TN.
10. BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN FLOOD ZONE "X", AS DESIGNATED ON CURRENT FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 47119C0180E WITH AN EFFECTIVE DATE OF 4/16/2007, WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT; COMMUNITY NO. 119C, PANEL NO. 0180 SUFFIX E, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. SAID MAP DEFINES ZONE "X" UNDER "OTHER AREAS" AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN.
11. ACCORDING TO THE TYPICAL LOT DETAIL, ALL LOTS ARE TO HAVE A 10' PUDE IN THE FRONT AND REAR OF THE LOTS, AS WELL AS A 5' PUDE IN THE SIDE OF THE LOTS.

CERTIFICATE OF APPROVAL OF SEWER SYSTEM

I HEREBY CERTIFY THAT THE SEWER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20____ _____
DATE DIRECTOR OF COLUMBIA WASTEWATER DEPARTMENT

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AS EVIDENCED IN RECORD BOOK NUMBERS R2878, PAGE 975, MAURY COUNTY REGISTER'S OFFICE, AND THAT I (WE) HEREBY ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINE, AND THAT OFFERS OF IRREVOCABLE DEDICATION FOR ALL PUBLIC WAYS, UTILITIES AND OTHER FACILITIES HAVE BEEN FILED.

_____, 20____ _____
DATE OWNER

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS AND OTHER ADOPTED ORDINANCES AND POLICIES.

_____, 20____ _____
DATE CITY ENGINEER

CERTIFICATE OF APPROVAL OF SUBDIVISION AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES ARE APPROVED BY THE CITY ENGINEERING DEPARTMENT AND MAURY COUNTY E911.

_____, 20____ _____
DATE MAURY E911

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE COLUMBIA SUBDIVISION REGULATIONS WITH THE EXCEPTION OF SUCH VARIANCES, IF ANY, AS ARE NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTER.

_____, 20____ _____
DATE NAME, TITLE, AGENCY OF AUTHORIZED AGENT

CERTIFICATE OF SURVEY ACCURACY

I (WE) HEREBY CERTIFY THAT TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CATEGORY I LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS LESS THAN OR EQUAL TO 1:10,000.

_____, 20____ _____
DATE MARK CANTRELL, R.L.S

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT LOCAL AND STATE GOVERNMENT REQUIREMENTS OR A SUFFICIENT BOND OR OTHER SURETY HAS BEEN FILED TO GUARANTEE SAID INSTALLATION.

_____, 20____ _____
DATE DIRECTOR OF COLUMBIA WATER DEPARTMENT

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE AND UTILITIES DESIGNATED IN SUMMIT AT CARTER'S WEST, PHASE 2 HAVE BEEN INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS, OR A PERFORMANCE SURETY IN THE AMOUNT OF $_____ FOR STREETS AND DRAINAGE HAS BEEN POSTED WITH THE CITY OF COLUMBIA TO ASSURE COMPLETION OF SUCH IMPROVEMENTS.

_____, 20____ _____
DATE CITY ENGINEER

OWNER OF RECORD
PULTE HOMES TENNESSEE LIMITED PARTNERSHIP DEED BK. R2878, PG. 975, MAP 041 PARCEL 046.07
APPLICANT
T-SQUARE ENGINEERING 1329 WEST MAIN ST FRANKLIN, TN 37064 615.678.8212

NO.	DATE	REVISIONS

DATE: 4-11-2024
SCALE: 1" = 100'
DRAWN BY: DSW
REVIEWER:

FINAL PLAT
CARTER'S STATION
SECTION 6, PHASE 5
COLUMBIA, MAURY COUNTY, TENNESSEE
INDEPENDENCE AT CARTER'S STATION

J. MARK CANTRELL
XVI
PROFESSIONAL LAND SURVEYOR
AGRICULTURE
COMMERCE
TENNESSEE NO. 1859

PROJECT
18-0530

SHEET
1 OF 1

T-SQUARE ENGINEERING
1329 WEST MAIN STREET • FRANKLIN, TN • 615-678-8212 • www.T2-ENG.COM