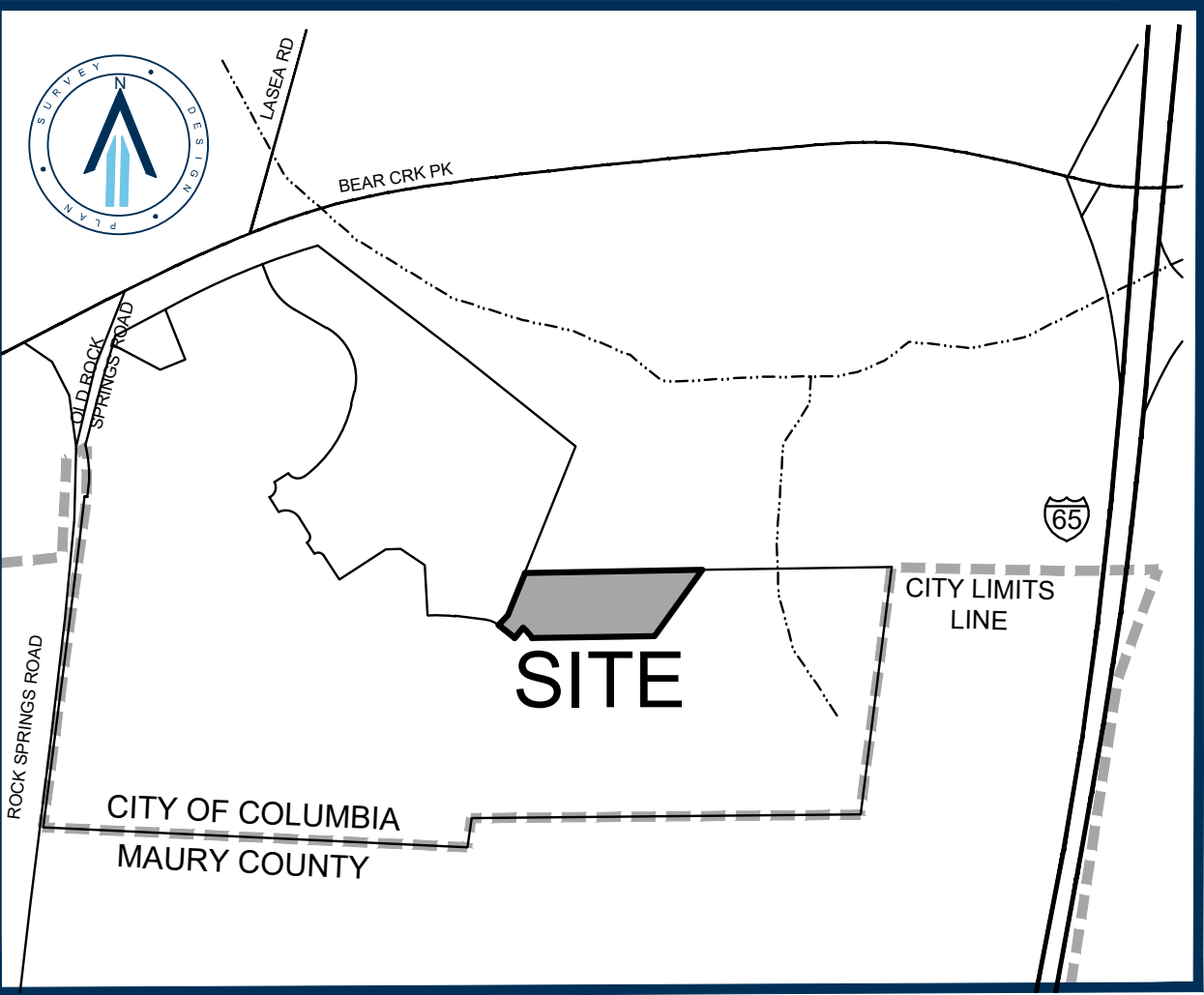




The Columbia Planning Commission Development Review Committee will meet on Tuesday, January 7, 2025 at 10:00 AM in Conference Room B (*location subject to change*), First Floor, City Hall, 700 N. Garden St., to consider the following:

I. Items For Review

1. Request from Jake Vincent for Final Plat approval with surety of Bear Springs PUD Subdivision Phase 1B, consisting of 35 lots on a 3.47 acre portion of [Tax Map 92 Parcel 14.05 off Bear Creek Pike and Seminole Drive](#).
2. Request from WES Engineers & Surveyors for Final Plat revision of Beechcroft Plaza PUD Lot 8 consisting of two lots off Nashville Highway and [Cayer Lane at Tax Map 42 Parcel 14.05](#).
3. Request from City of Columbia Wastewater Department for Preliminary and Final Plat approval at [Bear Creek Pike, being a portion of Tax Map 90 Parcels 17.06 and 19](#).
4. Request from Curt Harakas for Final Plat approval with surety of Bullock Street Townhomes PUD consisting of 16 units at [600 and 602 Bullock Street, being Tax Map 89M Group A 20 and 20.01](#).
5. Request from Emma Donnelly-Bullington for Architectural Design Alternative Compliance at [115 S. James M. Campbell Blvd., being a 1.19 acre portion of Tax Map 113E Group B Parcel 4](#).
6. Request from Olivia DuPuy for Preliminary PUD Master Plan approval with Architectural Design regarding construction of a 45,000 square foot commercial building in the Honey Farm Crossing PUD Subdivision, being a 7.49 acre portion of [Tax Map 51 Parcel 58 at Nashville Highway and Honey Farm Way](#).
7. Request from Mike Harris for Final PUD Master Plan approval of the CPWS Treatment Plant at [806 and 812 Nashville Highway, being 12.65 acres at Tax Map 90I Group B Parcels 1 and 5](#).



LOCATION MAP
NOT TO SCALE

GENERAL NOTES

- THE PURPOSE OF THIS PLAT IS TO CREATE A MULTI-FAMILY LOT FOR 35 RESIDENTIAL TOWNHOME UNITS AND TO DEDICATE RIGHT-OF-WAY AND EASEMENTS.
- BEARINGS SHOWN HEREON ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983.
- 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 DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, 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) THREE OR MORE THAN (10) TEN WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. TENNESSEE ONE CALL 811.
- THIS PROPERTY IS CURRENTLY ZONED R-PUD AND IS VESTED UNDER A PREVIOUS PUD SUBJECT TO THE PREVIOUS ZONING ORDINANCE 3638.

SETBACKS:
STREET YARD: 22'
SIDE YARD: 0' SHARED SIDE WALL, 20'
REAR YARD: 20'
- 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. 4711800105E, WITH AN EFFECTIVE REVISED DATE OF APRIL 15, 2007 WHICH MAKES UP A PART OF THE NATIONAL FLOOD INSURANCE ADMINISTRATION REPORT, COMMUNITY NO. 470123 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 AN AREA DETERMINED TO BE OUTSIDE THE 2% ANNUAL FLOODPLAIN.
- ALL SIDEWALKS OUTSIDE THE RIGHT-OF-WAY SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.
- THE STORMWATER MAINTENANCE AGREEMENT IS RECORDED IN BOOK R3032, PAGE 1253, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.

LEGEND
R.O.M.C.T. REGISTER'S OFFICE FOR
MAURY COUNTY, TENNESSEE

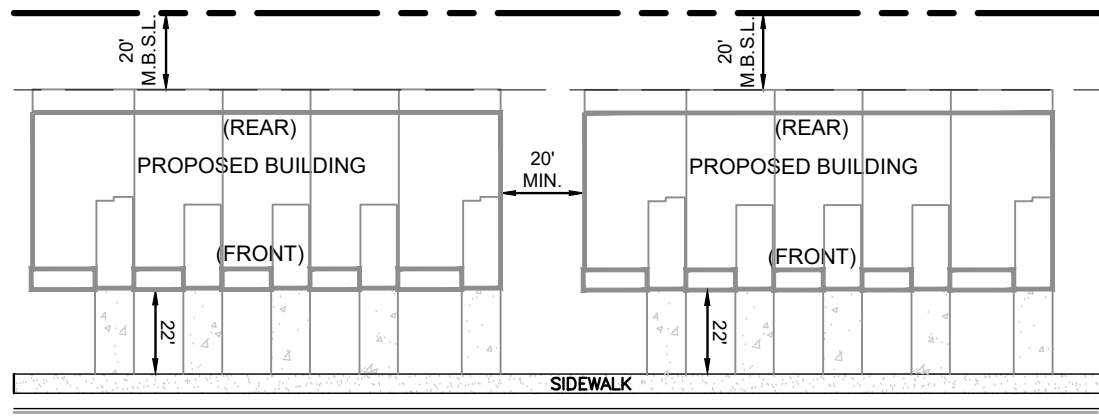


PROPERTY MAP REFERENCE

BEING A PORTION OF PARCEL NUMBER 12.05 AS SHOWN ON MAURY COUNTY PROPERTY MAP NUMBER 092.

DEED REFERENCE

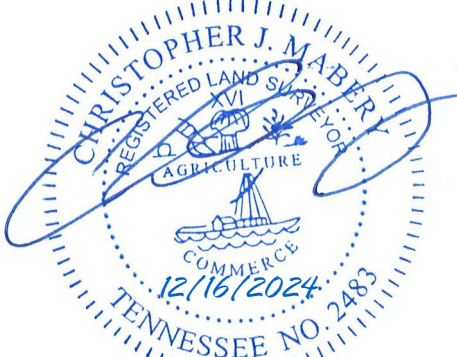
BEING A PORTION OF THE SAME PROPERTY CONVEYED TO WILLOW BRANCH PARTNERS, LLC FROM BEAR SPRINGS, LLC BY SPECIAL WARRANTY DEED OF RECORD IN DEED BOOK R2964, PAGE 726, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.



TOWNHOME TYPICAL LOT DETAIL
UNLESS SHOWN OTHERWISE
(NOT TO SCALE)



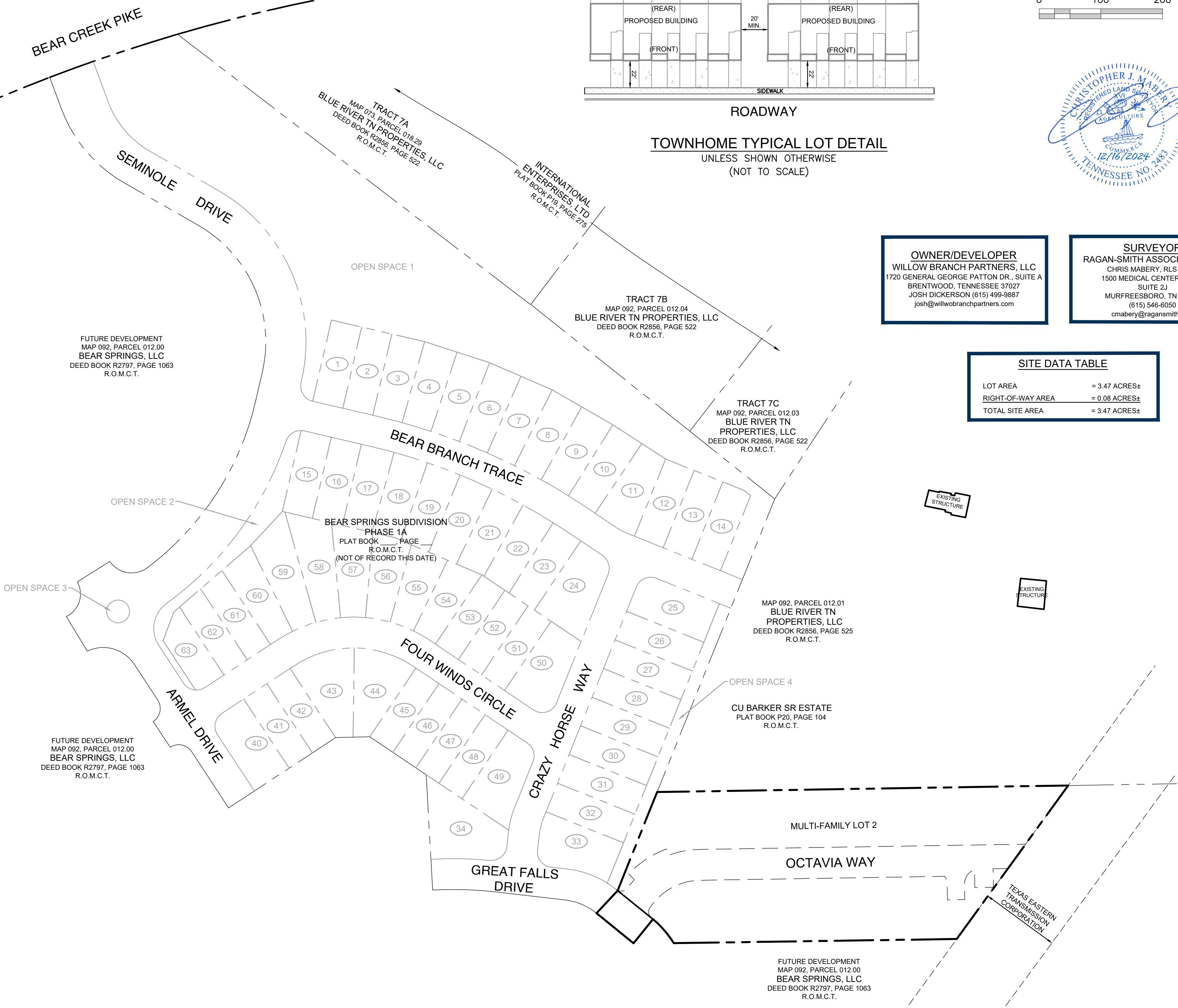
SEE GENERAL NOTE 2.



OWNER/DEVELOPER
WILLOW BRANCH PARTNERS, LLC
1720 GENERAL GEORGE PATTON DR., SUITE A
BRENTWOOD, TENNESSEE 37027
JOSH DICKERSON (615) 499-9887
josh@willowbranchpartners.com

SURVEYOR
RAGAN-SMITH ASSOCIATES, LLC
CHRIS MABERY, RLS #2483
1500 MEDICAL CENTER PKWY.
SUITE 2J
MURFREESBORO, TN 37129
(615) 546-6053
cmabery@ragansmith.com

SITE DATA TABLE	
LOT AREA	= 3.47 ACRES±
RIGHT-OF-WAY AREA	= 0.08 ACRES±
TOTAL SITE AREA	= 3.47 ACRES±



RECORDER'S INFORMATION

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 DEED BOOK R2964, PAGE 726, MAURY COUNTY REGISTER'S OFFICE AND ADOPT THIS FINAL SUBDIVISION PLAT OR THE PROPERTY AS SHOWN HEREON AND DEDICATE ALL PUBLIC WAYS AND EASEMENTS AS NOTED WITH MY (OUR) FREE CONSENT.

OWNER(S) _____ DATE _____

TITLE (IF ACTION FOR CORPORATION OR PARTNERSHIP) _____

CERTIFICATE OF 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 GREATER THAN OR EQUAL TO 1:10000.

RAGAN-SMITH ASSOCIATES, LLC

CHRISTOPHER J. MABERY RLS NUMBER 2483 12/16/2024 DATE

CERTIFICATE OF THE APPROVAL OF
WATER SYSTEM

I HEREBY CERTIFY THAT THE WATER SYSTEM(S) OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT 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.

NAME _____ DATE _____

TITLE _____ AUTHORIZING AGENCY _____

CERTIFICATE OF APPROVAL OF STREETS,
DRAINAGE, AND UTILITIES

I HEREBY CERTIFY THAT THE STREETS, DRAINAGE, AND UTILITIES OUTLINED OR INDICATED ON THIS FINAL SUBDIVISION PLAT 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.

CITY ENGINEER _____ DATE _____
COLUMBIA, TENNESSEE

CERTIFICATE OF APPROVAL FOR RECORDING

I HEREBY CERTIFY THAT THE FINAL 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 NOTED IN THE MINUTES OF THE COLUMBIA MUNICIPAL PLANNING COMMISSION, AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE MAURY COUNTY REGISTER OF DEEDS.

PLANNING DIRECTOR _____ DATE _____
COLUMBIA, TENNESSEE

CERTIFICATE OF SUBDIVISION NAME
AND STREET NAMES

SUBDIVISION NAME AND STREET NAMES APPROVED BY THE CITY ENGINEERING DEPARTMENT AND BY E-911 MAURY COUNTY.

MAURY COUNTY E-911 _____ DATE _____

CERTIFICATE OF SANITARY SEWER SYSTEM

I HEREBY CERTIFY THAT THE SANITARY 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.

DIRECTOR OF WASTEWATER DEPARTMENT _____ DATE _____
COLUMBIA, TENNESSEE

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THE FINAL SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE CITY OF COLUMBIA SUBDIVISION REGULATIONS AND OTHER ADOPTED ORDINANCES AND POLICIES.

CITY ENGINEER _____ DATE _____
COLUMBIA, TENNESSEE

FINAL SUBDIVISION PLAT
BEAR SPRINGS SUBDIVISION
PHASE 1B

4TH CIVIL DISTRICT OF MAURY COUNTY,
CITY OF COLUMBIA, TENNESSEE

REVISED: DECEMBER 16, 2024
DATE: OCTOBER 21, 2024 SCALE: 1"=100'
JOB NUMBER: 21-0311



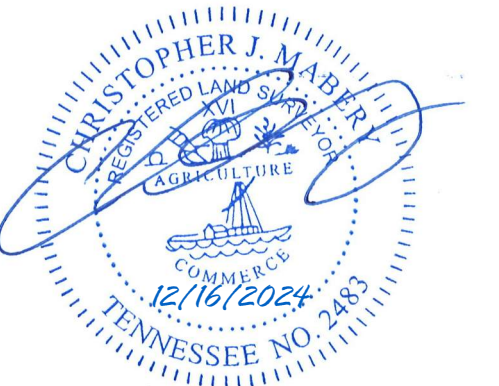
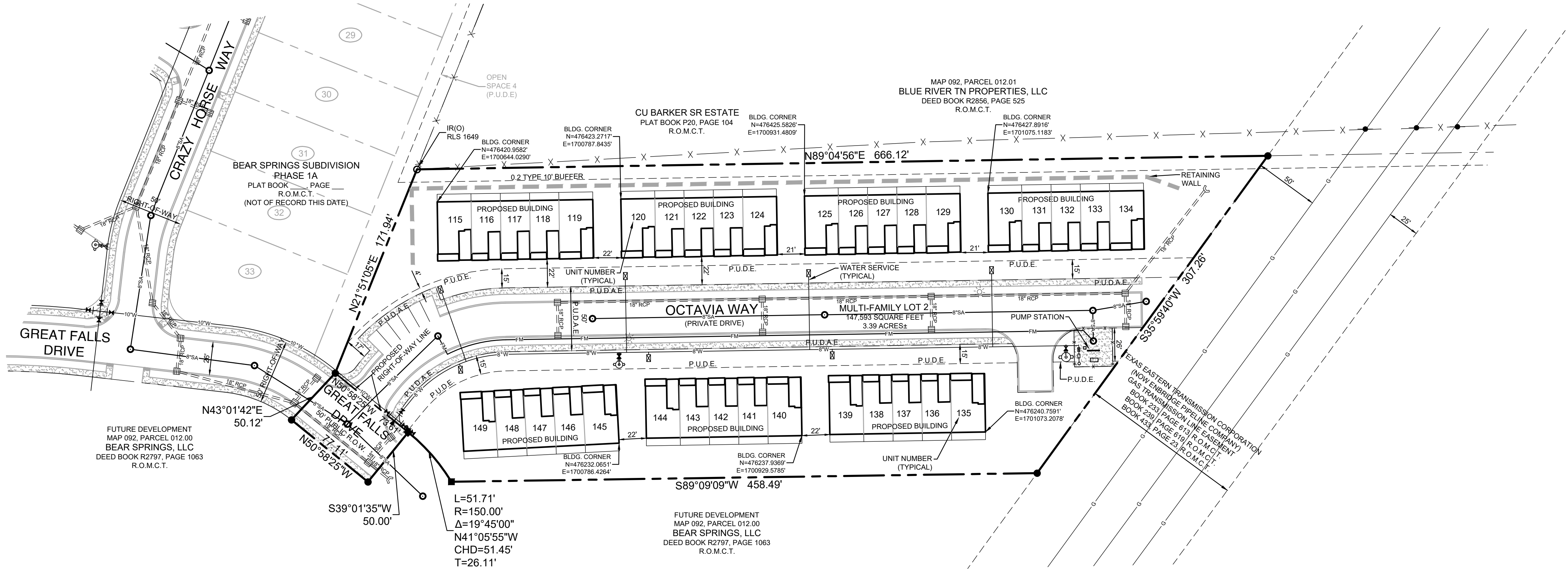
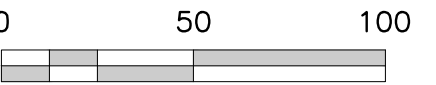
RaganSmith
a Pape Dawson company

NOTE

SEE SHEET 1 FOR GENERAL NOTES, LOT AREA TABLES, REFERENCES, ETC.



SEE GENERAL NOTE 2.



RECORDER'S INFORMATION

FINAL SUBDIVISION PLAT
BEAR SPRINGS SUBDIVISION
PHASE 1B
4TH CIVIL DISTRICT OF MAURY COUNTY,
CITY OF COLUMBIA, TENNESSEE
REVISED: DECEMBER 16, 2024
DATE: OCTOBER 21, 2024 SCALE: 1"=100'
JOB NUMBER: 21-0311



LEGEND

- IRON ROD (NEW)
(1/2" X 18" W/ CAP STAMPED)
"RAGAN SMITH & ASSOCIATES"
- MONUMENT (NEW)
1/2" Iron Rod W/ 4" Diameter
Aluminum Disc Marked
Ragan-Smith Associates
- FIRE HYDRANT
- WATER VALVE
- CATCH BASIN
- RCP
REINFORCED CONCRETE PIPE
- HEADWALL
- SANITARY SEWER MANHOLE
- SANITARY SEWER LINE
- SEWER FORCE MAIN LINE
- WATER LINE
- STREET LIGHT
- FENCE
- P.U.D.E. PUBLIC UTILITY AND DRAINAGE EASEMENT
- P.U.D.A.E. PUBLIC UTILITY, DRAINAGE AND ACCESS EASEMENT
- R.O.M.C.T. REGISTER'S OFFICE FOR
MAURY COUNTY, TENNESSEE

NOTE

UTILITY SYMBOLS SHOWN IN LEGEND AND DRAWING
ARE NOT TO SCALE. FOR GRAPHIC REPRESENTATION
ONLY. PLEASE SEE DETAIL SHEETS ON ENGINEERING
PLANS WITH SPECIFICATIONS FOR PROPER SIZING.



Appendix B: Subdivision Development Agreement

This DEVELOPMENT AGREEMENT is made and entered into on this

26th day of September, 2024,
between THE CITY OF COLUMBIA, TENNESSEE, (hereinafter the "CITY"), and

Willow Branch Partners 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

26th day of September, 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:

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.

PROJECT	
Completed by the Developer	Completed by the City
<u>Willow Branch Partners LLC</u> DEVELOPER NAME	
<u>Greg Templeton</u> AUTHORIZED AGENT NAME	
<u>[Signature]</u> SIGNATURE	
<u>9/26/24</u> DATE	
<u>1720 General George Patton Dr., Ste A</u> STREET	
<u>Brentwood, TN 37027</u> CITY, STATE, ZIP	
<u>615-499-9997</u> PHONE	
<u>josh@willowbranchpartners.com</u> EMAIL	
Attest	Attest
<u>Paul Winegar</u> ATTEST NAME	
<u>[Signature]</u> ATTEST SIGNATURE	
<u>9/27/2024</u> DATE	



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 \(onlana.com\)](http://City of Columbia | Permitting (onlana.com))

ADDRESS/LOCATION	1449 Rock Springs Road		
	TAX MAP: 92	GROUP:	PARCEL: p/o 12.05
SUMMARY OF NATURE OF REQUEST AND WORK	Final Plat Approval for Bear Springs Phase 1B		

DATE OF PRE-APPLICATION CONFERENCE	9/25/24	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: <i>*File naming nomenclature examples:</i> <i>Freedom Point Site Plan</i> <i>Freedom Point Master Plan</i> <i>Freedom Point Final Plat</i>	<u>Annexations:</u> ☐ Annexation Permission Form <u>Annexations/Rezoning/Plan Amendments:</u> ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan <u>Preliminary Plats/Site Development Plans:</u> ☐ Plans and/or Plats conforming to City standards with signed and completed check list <u>All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:</u> ☐ 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) <u>Bear Springs - Phase 1B</u>
	☒ Total Number of Lots/Residential Units <u>35 Residential Units</u>
	☐ Square Footage of Non-Residential Floor Space
☒ Total acreage <u>3.47 acres</u>	

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	Jacob Vincent	PHONE	(615) 244-8591
ADDRESS	P.O. Box 60070 Nashville, TN 370206-0070	EMAIL	jvincent@ragansmith.com

PROPERTY OWNER NAME	Willow Branch Partners & Bear Springs LLC	PHONE	615-499-9887
ADDRESS	1720 Gen. George Patton Dr. Brentwood, TN 37027	EMAIL	Paul@willowbranchpartners.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.

<u>Jacob Vincent</u> APPLICANT NAME	 APPLICANT SIGNATURE	<u>10/18/24</u> DATE
 PROPERTY OWNER NAME	 PROPERTY OWNER SIGNATURE	<u>10/14/2024</u> DATE

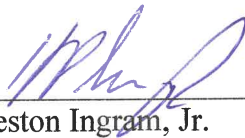
CONSENT ACTION AND RESOLUTION
WILLOW BRANCH PARTNERS, LLC, A TENNESSEE LIMITED LIABILITY
COMPANY

The undersigned, being the Sole Member and Chief Manager of Willow Branch Partners, LLC, a Tennessee limited liability company ("Company"); authorizes Paul Winegar as Authorized Agent to sign the following documents on behalf of the Company:

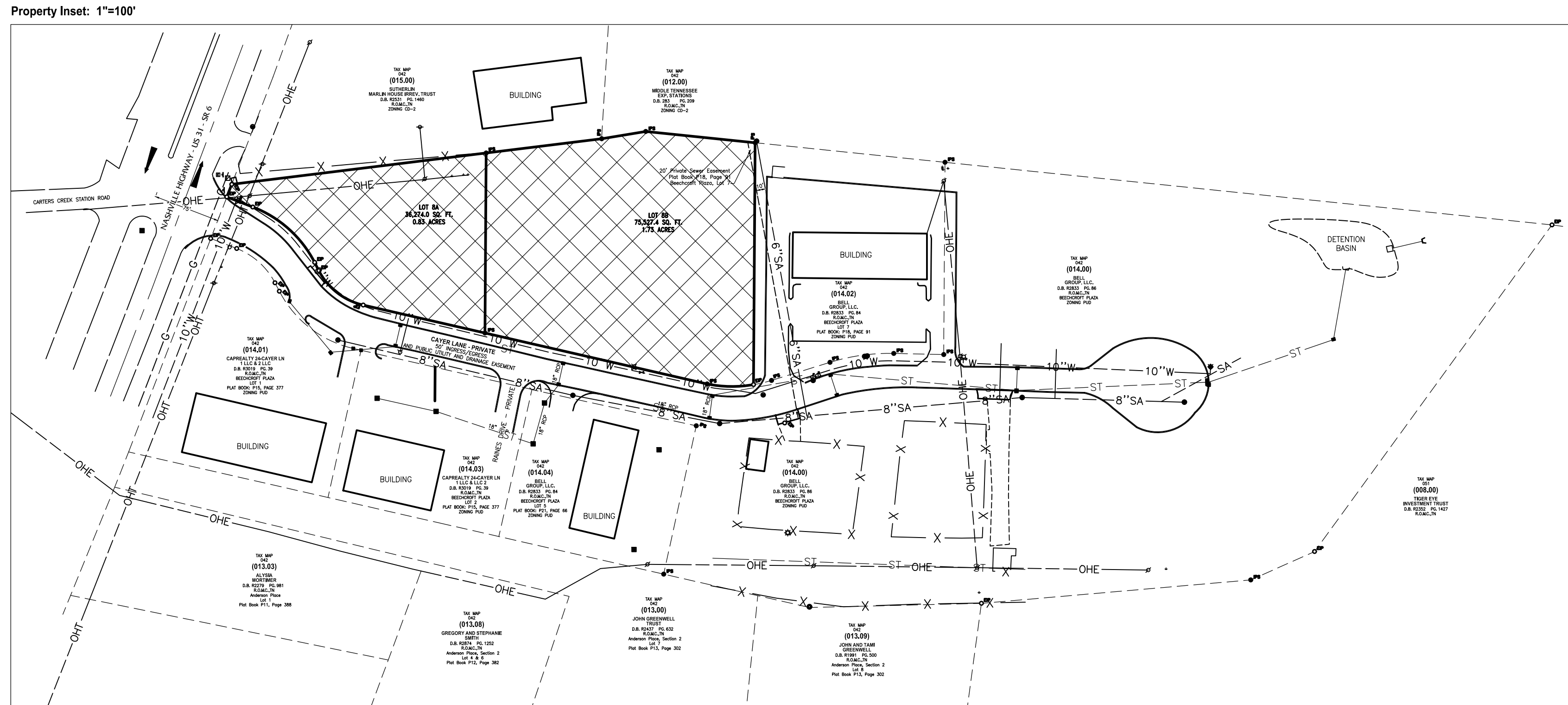
1. Contracts , Amendments/Addendums, Warranties and any related documents for the sale of new homes
2. Notice of Completions
3. Lead Pipe Certifications
4. FHA/VA builder documents
5. New Vendor Authorizations
6. Vendor rebate applications or forms

However, without the approval of the Sole Member, this consent does not include the ability to sign for any credit applications with new vendors or sign for any debt on behalf of the company.

Witness my hand this 14th day of October, 2020.



Henry Preston Ingram, Jr.



PURPOSE NOTE: The purpose of this plat is to divide lot 8 into 2 parcels.
GENERAL NOTE: The recording of this plat voids, vacates, and supercedes the previous plat of record in plat book P23, Page 166.

(IN FEET)

1 inch = 50 ft.

Date _____ City Engineer
Columbia, Tennessee

Date 12/16/24 Allen B. O'Leary TN RLS #1987
Number

Map showing the location of the site relative to Richmond Rd, Nashville Hwy, and Carters Creek Station Rd. A north arrow is present. A large arrow points to the site location.

Not To Scale

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 undisturbed survey is greater than 1 foot in 10,000 feet.
3. Information concerning site utility services and appurtenances shown herein 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 or under 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 for location, size, underground depth and orientation of existing construction, excavation or any disturbance of the existing ground elevation to avoid hazard of unnecessary expense.
4. Information concerning major utilities or appurtenances shown herein are based on visible evidence noted during the survey or information provided by utility representatives. Verification of existence, size, location, depth and orientation of service should be confirmed by local utility agencies.
5. The property shown herein is located within the City of Columbia, Maury County, TN. All matters pertaining to construction, use, location of improvements, signage, parking, noise, vibration, emissions, hazardous radiation, illumination, debris, etc. 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 is shown as Tax Map No.
7. This property currently identified as Tax Map No. 042 Parcel No. 014.05, Maury County. For designation shown thus () indicates Parcel Numbers for said map.
8. Plat reference: P23, Page 166
9. Deed reference: Book R2853, Page 86.
10. Bearings based on: Tennessee State Plane, NAD83.
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 include a title search. The survey is guaranteed to be correct and subject to any state of facts a current and accurate survey may reveal.
13. This survey was prepared for the exclusive use of the person, persons, or entity, if any, named on the certification herein. 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 not located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0108, dated April 16, 2007, and shown herein 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 other property corners are 1/2" rebar with cap reading "WES 1987" unless otherwise noted.

Register of Deed Recording Stamp



allen@wesengineers.com

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

Client
BELL GROUP, LLC.
15133 HARDING PIKE, #B3
NASHVILLE, TN 37205
615-970-9611

FINAL PLAT
REVISION TO LOT 8, BEECHCROFT PLAZA - CAYER LANE
COLUMBIA, TN - MAURY COUNTY

Job No. **16583-20**

Scale: _____

Vertical: _____

Horizontal: _____

Drawn: CG

Checked: AO

Approved: AO

Date: 12-16-2024

1 of 1



December 16, 2022

City of Columbia
Development Services
700 North Garden Street
Columbia, TN 38401

RE: Project Name: Beechcroft Plaza - Cayer Lane - Rev to Lot 8 - Final Plat
City of Columbia Planning Commission Submittal

On behalf of Bell Group, LLC and Derek Bell, the owner of the property, **WES Engineers & Surveyors** would like to submit this Final Plat to the City of Columbia for Planning Commission approval.

If you have any questions or comments with this submittal, please do not hesitate to contact me directly.

Sincerely,
WES Engineers & Surveyors

A handwritten signature in black ink that reads 'Allen B. O'Leary'. The signature is written in a cursive style with a large, looping 'L' at the end.

Allen B. O'Leary, RLS
Principal



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 \(onlana.com\)](http://City of Columbia | Permitting (onlana.com))

ADDRESS/LOCATION	Cayer Lane, Columbia, TN		
	TAX MAP: 042	GROUP:	PARCEL: 014.05
SUMMARY OF NATURE OF REQUEST AND WORK	Divide existing lot 8 into 2 parcels.		

DATE OF PRE-APPLICATION CONFERENCE		<i>Pre-application meetings are scheduled for Wednesdays.</i>
------------------------------------	--	---

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: <i>*File naming nomenclature examples:</i> <i>Freedom Point Site Plan</i> <i>Freedom Point Master Plan</i> <i>Freedom Point Final Plat</i>	<u>Annexations:</u> ☐ Annexation Permission Form <u>Annexations/Rezoning/Plan Amendments:</u> ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan <u>Preliminary Plats/Site Development Plans:</u> ☐ Plans and/or Plats conforming to City standards with signed and completed check list <u>All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:</u> ☐ 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) Revision to Lot 8, Beechcroft Plaza - Cayer Lane
	☒ Total Number of Lots/Residential Units 2
	☐ Square Footage of Non-Residential Floor Space
	☒ Total acreage 2.56

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.

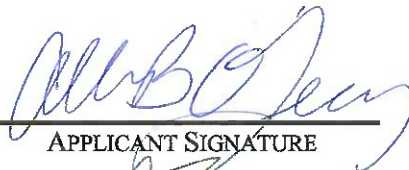
APPLICANT

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 37401	EMAIL	allen@wesengineers.com

PROPERTY OWNER NAME	Bell Group, LLC.	PHONE	615-970-9611
ADDRESS	5133 Harding Park, Suite B3 Nashville, TN 37025	EMAIL	derek@bellgrouptn.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.

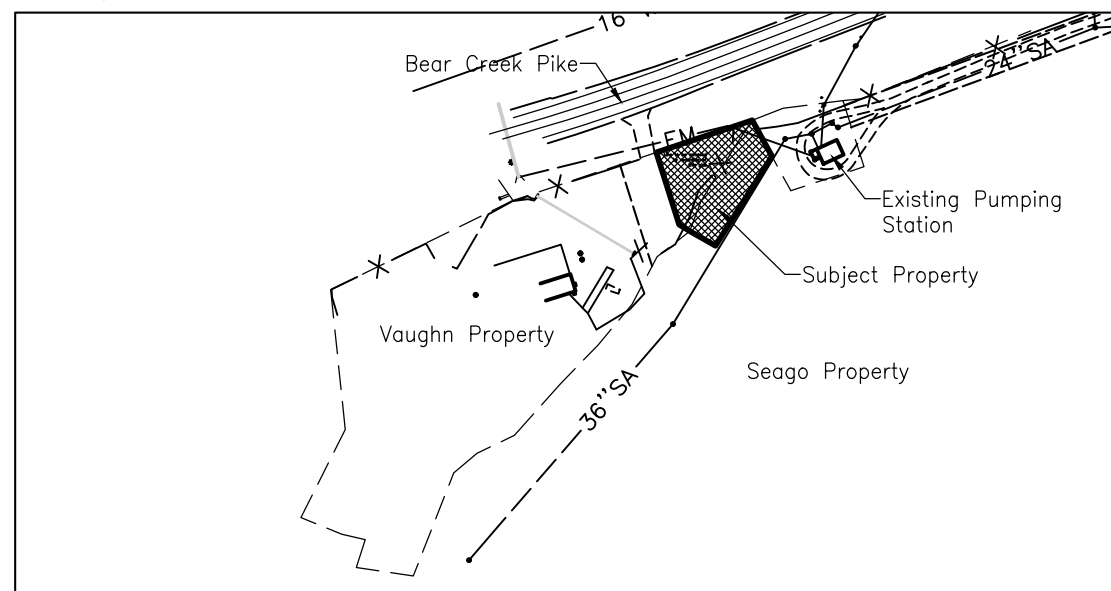
<u>Allen B O'Leary</u> APPLICANT NAME	 APPLICANT SIGNATURE	<u>12/16/24</u> DATE
<u>Derek Bell</u> PROPERTY OWNER NAME	 PROPERTY OWNER SIGNATURE	<u>12/16/2024</u> DATE



Line Table

LINE	BEARING	DISTANCE
L1	N 60°13'45" W	38.73'
L2	N 58°36'30" W	16.01'
L3	S 27°27'48" W	13.85'
L4	S 33°43'03" W	34.34'
L5	S 31°53'52" W	90.29'
L6	S 20°43'52" W	41.58'
L7	S 20°43'52" W	0.47'

Property Inset



PURPOSE NOTE:

The purpose of this final plat is to create 1 parcel of land for a proposed sanitary sewer pump station.

DRIVEWAY NOTE:

All driveways shall be constructed to contain gutter flow within the street and right-of-way.

Surveyor's Notes

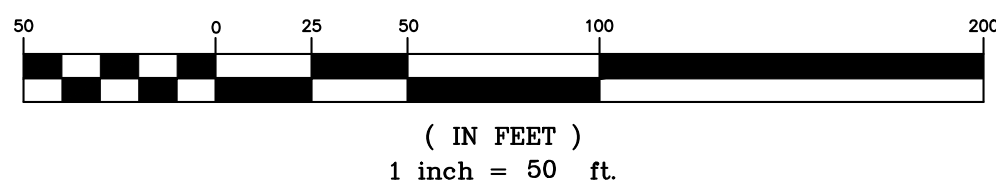
- All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
- The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV as per 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.
- 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.
- 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.
- 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 City of Columbia's Zoning Regulation as interpreted and regulated by the Development Services.
- The area of the parcel is as shown hereon.
- This property currently identified as Tax Map No. 090, Parcel No. 017.06 & 019.00, Maury County. For designation shown thus () indicates Parcel Numbers for said map.
- Plat reference: as noted
- Deed reference: as noted
- Bearings based on: Tennessee State Plane (NAD83).
- 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.
- This survey was prepared from current deeds of record and title search as provided by others and noted hereon.
- 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.
- 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.
- The certification is not an expressed or implied warranty or guarantee.
- The property as shown hereon is located in a Special Flood Hazard Area as shown on F.E.M.A. Flood Insurance Rate Map, Community Panel No. 47119C0170E, dated April 16, 2007, as scaled graphically, and shown hereon.
- There is a 10' Public Utility and Drainage Easement along the front and rear property lines and 5' on all interior side property lines.

SITE DATA

PARCEL NUMBER:
TAX MAP 090, PARCEL 017.06
DEED BOOK:
R2960, PAGE 735
PARCEL ADDRESS:
236 BEAR CREEK PIKE
COLUMBIA, TN 38401
EXISTING ZONING:
CD-3L (NEIGHBORHOOD)
ACREAGE OF PARCEL:
6,989 SQ. FT. - 0.16 ACRES
PROPERTY OWNER:
MARK AND TINA SEAGO

PARCEL NUMBER:
TAX MAP 090, PARCEL 019.00
DEED BOOK:
R2353, PAGE 172
PLAT BOOK P18, PAGE 121
PARCEL ADDRESS:
200 BEAR CREEK PIKE
COLUMBIA, TN 38401
EXISTING ZONING:
CD-4C (NEIGHBORHOOD)
ACREAGE OF PARCEL:
7,240 SQ. FT. - 0.17 ACRES
PROPERTY OWNER:
JOSHUA VAUGHN

GRAPHIC SCALE



Legend

○ EIP	Iron Rod Found	⊕ Bench Mark	■ Catch Basin	⊞ Electric Riser	⚡ Power Pole
● IPS	Iron Rod Set	⊙ Stake Found	■ Curb Inlet	⊞ Telephone Riser	⚡ Flag Pole
● I.P.F.	Iron Pipe Found	⊙ Fire Hydrant	⊞ Storm Pipe	⊞ Telephone Booth	⚡ Guy Wire
⊙ AXLE	Axle Found	⊙ Water Meter	⊞ Cable Manhole	⊞ Gas Meter	⊞ Mailbox
⊙ FENCE	Fence Post	⊙ Water Valve	⊞ Electric Manhole	⊞ Gas Valve	⊞ Parking Block
⊙ ECM	Concrete Monument Existing	⊙ Water Reducer	⊞ Telephone Manhole	⊞ Light Pole	⊞ Satellite Dish
⊙ P.K.F.	PK Nail Found	⊙ Clean Out	⊞ Water Manhole	⊞ Power Pole	⊞ Handicap Parking
⊙ P.K.S.	PK Nail Set	⊙ Sanitary Sewer Manhole	⊞ Electric Meter	⊞ Telephone Pole	⊞ Water Spigot
⊙ R.R.S.F.	Railroad Spike Found	⊙ Storm Sewer Manhole	⊞ Cable Riser	⊞ Guy Pole	⊞ Ballard
⊙ R.R.S.S.	Railroad Spike Set				⊙ Evergreen Tree
					⊙ Deciduous Tree
					⊙ Bush Sign

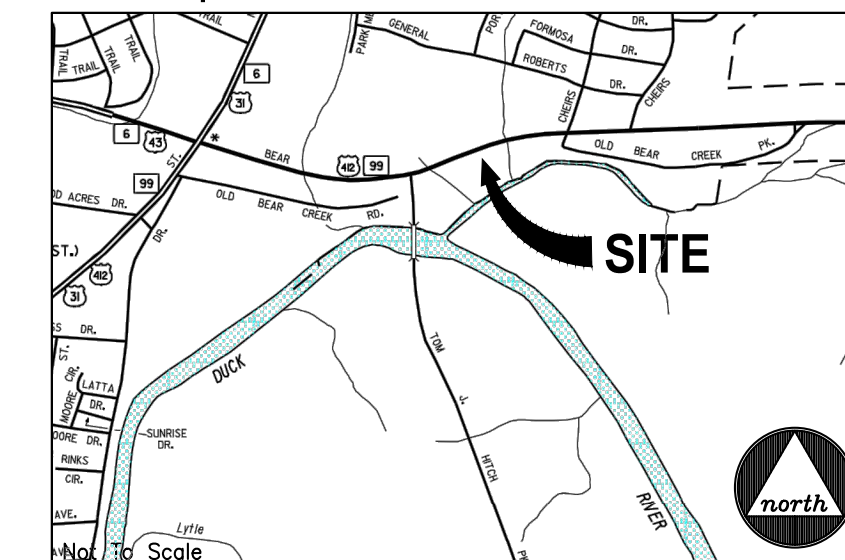
Register of Deed Recording Stamp

-----	Adjoining Property Line	-----	Edge of Water
=====	Subject Property Line	-----	Ditch / Creek Centerline
-----	Easement Line	-----	Minor Contour Line
-----	Building Setback Line	-----	Index Contour Line
-----	Centerline	-----	Gas Line
-----	Edge of Pavement	-----	SA Sanitary Sewer Line
-----	Edge of Gravel	-----	W Water Line
-----	Fence Line	-----	ST Storm Sewer Line
-----	Landscape	-----	OH Overhead Utility Line
-----	Woods / Tree line	-----	OHC Overhead Cable Line



allenowesengineers.com

Location Map



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 **SEE BELOW**, Page **SEE BELOW**, 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.

Map 090, Parcel 019.00 - Deed Book R2353, page 172

Date _____ Joshua Vaughn

Map 090, Parcel 017.06 - Deed Book R2369, page 973

Date _____ Mark Seago

Date _____ Tina Seago

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 **BEAR CREEK PIKE - PUMPING STATION** 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 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 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.

Date 8-8-24 Allen B. O'Leary TN RLS #1987
Number _____

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WES ENGINEERS & SURVEYORS
CIVIL ENGINEERS & LAND SURVEYORS
2468 NASHVILLE HIGHWAY
COLUMBIA, TN 38401
PHONE (661) 388-2329
www.wesengineers.com

WES ENGINEERS & SURVEYORS

Client: David Elizabeth Contractors, LLC
1427 Arrowhead Drive
Brentwood, TN 37027
661-461-7625

FINAL PLAT
BEAR CREEK PIKE - PUMPING STATION
COLUMBIA, TN 38401

DATE	REVISIONS

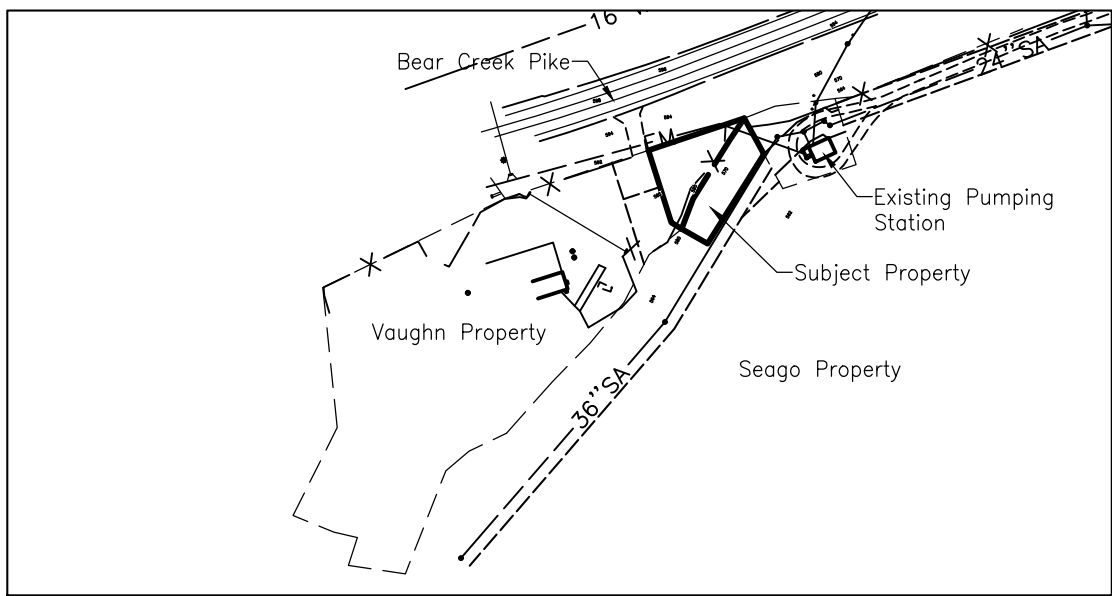
Drawn: EB
Checked: AG
Approved: AG
Date: 8-8-24

24556

Scale: Vertical: 1"=50'

Horizontal: 1"=50'

Property Inset



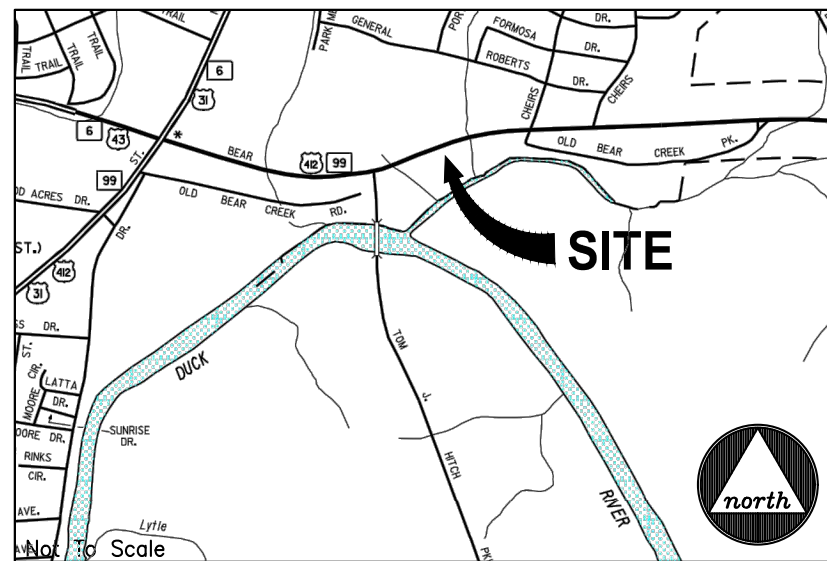
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COLUMBIA, TN 38401
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ACREAGE OF PARCEL:
6,989 SQ. FT. - 0.16 ACRES
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MARK AND TINA SEAGO

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R2353, PAGE 172
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PARCEL ADDRESS:
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COLUMBIA, TN 38401
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CD-4C (NEIGHBORHOOD)
ACREAGE OF PARCEL:
7,240 SQ. FT. - 0.17 ACRES
PROPERTY OWNER:
JOSHUA VAUGHN

Proposed New Parcel:
14,229 Square Feet, 0.327 Acres.

Location Map



Surveyor's Notes

- All distances were measured with E.D.M. equipment and have been adjusted for temperature and pressure, portions of the survey were done utilizing a Carlson BRX7, utilizing Base and Rover.
- The property (Boundary) Line Survey exceeds the minimum requirements of an Urban Land Survey Category IV 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.
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DRIVEWAY NOTE:
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Date 12-16-24 Allen B. O'Leary TN RLS #1987
Allen B. O'Leary Number



GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.

Legend

- | | | | | | |
|------------|----------------------------|--------------------------|---------------------|-------------------|--------------------|
| ○ EIP | Iron Rod Found | ⊕ Bench Mark | ■ Catch Basin | Ⓛ Electric Riser | ⚡ Power Pole |
| ○ IPS | Iron Rod Set | ⊕ Stake Found | ■ Curb Inlet | Ⓛ Telephone Riser | ⚡ Flag Pole |
| ● I.P.F. | Iron Pipe Found | ⊕ Fire Hydrant | Ⓛ Storm Pipe | Ⓛ Telephone Booth | ⚡ Guy Wire |
| ⊙ AXLE | Axle Found | ⊕ Water Meter | Ⓛ Cable Manhole | Ⓛ Gas Meter | Ⓛ Mailbox |
| ⊙ ECM | Fence Post | ⊕ Water Valve | Ⓛ Electric Manhole | Ⓛ Gas Valve | Ⓛ Parking Block |
| ⊙ O.P.K.F. | Concrete Monument Existing | ⊕ Water Reducer | Ⓛ Telephone Manhole | Ⓛ Light Pole | Ⓛ Satellite Dish |
| ⊙ O.P.K.S. | PK Nail Found | ⊕ Clean Out | Ⓛ Water Manhole | Ⓛ Power Pole | Ⓛ Handicap Parking |
| ⊙ R.R.S.F. | PK Nail Set | ⊕ Sanitary Sewer Manhole | Ⓛ Electric Meter | Ⓛ Telephone Pole | Ⓛ Water Spigot |
| ⊙ R.R.S.S. | Railroad Spike Found | ⊕ Storm Sewer Manhole | Ⓛ Cable Riser | Ⓛ Guy Pole | Ⓛ Ballard |
| ⊙ R.R.S.S. | Railroad Spike Set | | | | |

- | | | | |
|-----|-------------------------|-----|--------------------------|
| --- | Adjoining Property Line | --- | Edge of Water |
| --- | Subject Property Line | --- | Ditch / Creek Centerline |
| --- | Easement Line | --- | Minor Contour Line |
| --- | Building Setback Line | --- | Index Contour Line |
| --- | Centerline | --- | Gas Line |
| --- | Edge of Pavement | --- | SA Sanitary Sewer Line |
| --- | Edge of Gravel | --- | W Water Line |
| --- | Fence Line | --- | ST Storm Sewer Line |
| --- | Landscape | --- | OH Overhead Utility Line |
| --- | Woods / Tree line | --- | OHC Overhead Cable Line |

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PHONE (661) 388-2329
www.wesengineers.com

Client
David Elizabeth Contractors, LLC
1427 Arrowhead Drive
Brentwood, TN 37027
615-461-7625

PRELIMINARY PLAT
BEAR CREEK PIKE - PUMPING STATION
COLUMBIA, TN 38401

DATE

DATE

DATE

DATE



DEVELOPMENT REVIEW COMMITTEE MEETING

Tuesday, September 10, 2024

ITEM NO.

24-0376

DESCRIPTION: 236 Bear Creek Pike Bear Creek Pump Station Parcel: 090 017.06

COMMENTS:

Planning

1. The lead staff person for this case is Robert Archibald; he and Kevin McCarthy, AICP will jointly prepare the staff report for this item. Please contact kmccarthy@columbiatn.com with questions about the development review process or technical comments. One or both of the planners should be copied on all communication with other city staff.
2. 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.
3. Advisory note: Proposed development is in SFHA, and as such, buildings will be required to meet Floodplain Management Standards. In addition, ECs will be required pre and post development.
4. Please provide a complete application signed by all parties on or before Monday, September 16th.

Engineering

5. Provide a preliminary plat
6. Final plat must be signed by all owners

Fire

7. No comments

Maury County Schools

8. No comment.



Police

9. No comment provided.

Building

10. No comments.

Columbia Water

11. No comments

Public Works

12. No comments.

Columbia Power

13. Columbia Power System has an existing power line near your proposed development.
We are willing to serve this residential 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.
14. Unfortunately, due to current supply chain challenges, no timeframe can be guaranteed regarding the availability of meters or transformers appropriate for your development.

Duck River Electric Membership Corp

15. No comments.

Maury County Highway Dept.

16. No comments provided.

Atmos Energy

17. No comment.

Wastewater

18. No comment.



Maury County E911

19. No comment provided.

ATT

20. No comment provided.

Resubmittal Guidelines

Please provide a comment response letter as well as digital copies of revised plans and supporting documentation. Submit all required documents electronically through the online portal: columbia.onlama.com. If the files are oversized, please provide a file sharing link.

Please contact the case planner identified in the Planning Comments with any questions about the review process.

Please contact kmccarthy@columbiatn.com or msanders@columbiatn.com if you encounter difficulties with the online portal.

You will receive an invoice for required advertising and mailing fees. All fees must be paid by the Friday following resubmittal in order advance to the Planning Commission agenda.

NOTE: 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. Final Plat applications which are not ready to proceed to Planning Commission following the first resubmittal deadline will be added to the following DRC agenda to confirm the status of required infrastructure and utilities. Applications which remain incomplete following two resubmittal deadlines will be closed.

Pump Station building on Bear Creek

Brad Massey <BMassey@Columbiatn.gov>

Thu 8/15/2024 3:52 PM

To: Ryan Filipkowski <RFilipkowski@Columbiatn.gov>

Cc: Kevin McCarthy <KMcCarthy@Columbiatn.gov>

📎 1 attachments (489 KB)

oledata.mso;

No, required water letter or water availability letter will be required for the pump house build.

Thank you,



Brad Massey
Fire Marshal
Columbia Fire & Rescue
bmassey@columbiatn.gov
700 N Garden Street
Columbia, TN 38401
Office (931) 560-1740
Direct Line (931) 560-1534
Mobile (931) 626-1236

-

Any emailed plans questions is not an official review, all official comments will be done at the time of the plan review.

-

****Please note that my email has changed to bmassey@columbiatn.gov ****

August 13, 2024

Wauford
Daniel Tribble, P.E.
Manager of Engineering Services
2835 Lebanon Pike
Nashville, TN 37214
danielt@jrwauford.com

Re: Bear Creek SPS, located near 200 Bear Creek Pike

Dear Sir:

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

We are willing to serve this residential 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

kw



Telephone: (931) 381-4700

410 W. 7th Street Columbia, TN 38401

Fax: (931) 246-4742

December 17, 2024

RE: City of Columbia v. Joshua A. Vaughn, Sr.- Condemnation Lawsuit
Bear Creek Pike Sewer Pumping Station

To Whom It May Concern:

The City of Columbia filed a condemnation lawsuit against Joshua A. Vaughn, Sr. on November 27, 2024, seeking to condemn a portion of the property shown on tax map 90, parcel 019.00. The City will be constructing a sewer pumping station on the condemned property. A hearing is scheduled for January 9, 2024. The City anticipates obtaining possession of the property on that date.

Sincerely,

Jake Hubbell



Preliminary Plat, Site Development Plan, and PUD Checklist

Development: BEAR CREEK PUMP STATION

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.



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.



PUD Specific Items

- N/A
- ☒ 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:

Allen O'Leary
Print Name

Allen O'Leary
Signature

8/23/24
Date



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 \(onlana.com\)](http://City of Columbia | Permitting (onlana.com))

ADDRESS/LOCATION	236 Bear Creek Pike, Columbia, TN 38401		
	TAX MAP: 090	GROUP:	PARCEL: 017.06
SUMMARY OF NATURE OF REQUEST AND WORK	Proposed subdivision of land for construction of new sanitary sewer pumping station for the City of Columbia		

DATE OF PRE-APPLICATION CONFERENCE	7/31/2024	<i>Pre-application meetings are scheduled for Wednesdays.</i>
------------------------------------	-----------	---

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:	<u>Annexations:</u> ☐ Annexation Permission Form
	<u>Annexations/Rezoning/Plan Amendments:</u> ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan
	<u>Preliminary Plats/Site Development Plans:</u> ☒ Plans and/or Plats conforming to City standards with signed and completed check list
<i>*File naming nomenclature examples:</i> <i>Freedom Point Site Plan</i> <i>Freedom Point Master Plan</i> <i>Freedom Point Final Plat</i>	<u>All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:</u> ☐ 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 Pump Station
	☐ Total Number of Lots/Residential Units 1 LOT
	☐ 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	City of Columbia Waterwater Dept.	PHONE	931-560-1001
ADDRESS	1244 Treatment Plan Road Columbia, TN 38401	EMAIL	dboshers@columbiatn.gov

PROPERTY OWNER NAME	Mark and Tina Seago	PHONE	931-698-7964
ADDRESS	236 Bear Creek Pike Columbia, TN 38401	EMAIL	tkyseago@yahoo.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.

Donald S. Boshers
APPLICANT NAME

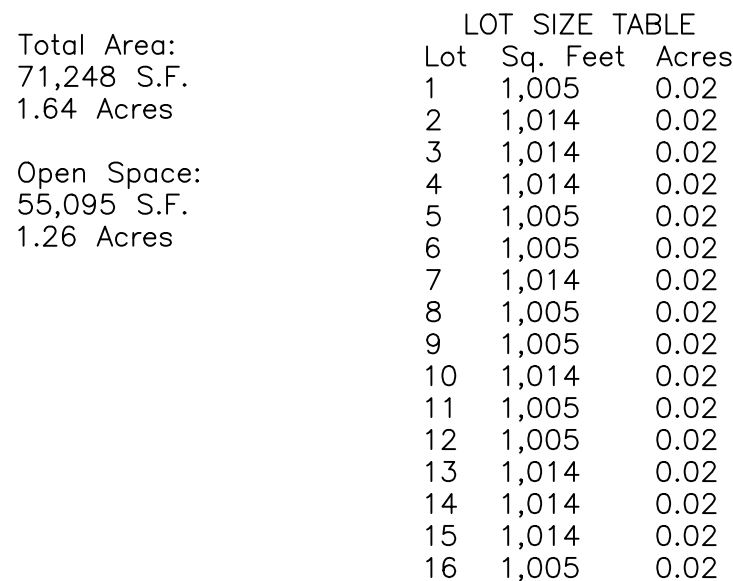
Donald Boshers
APPLICANT SIGNATURE

08/19/2024
DATE

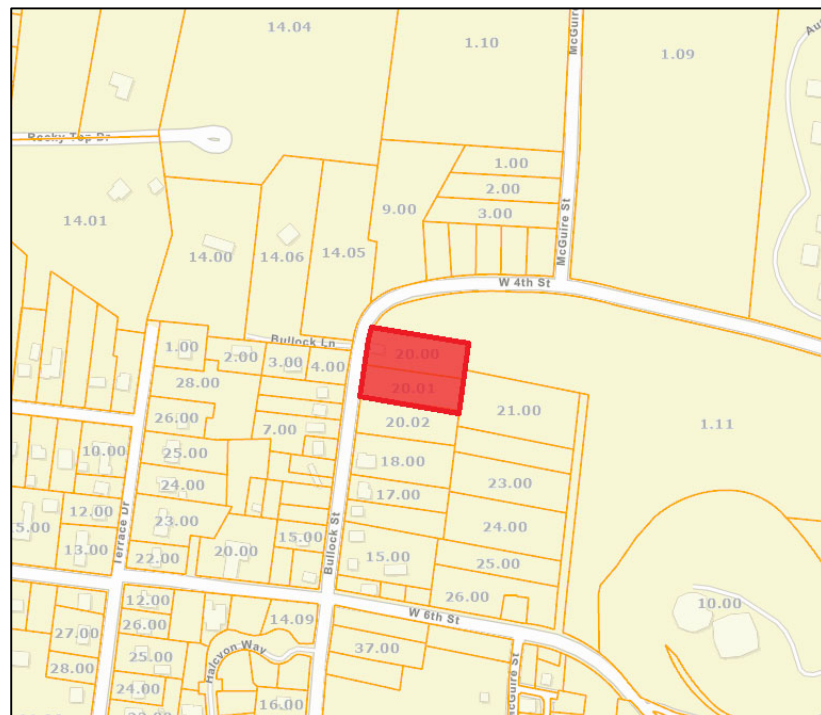
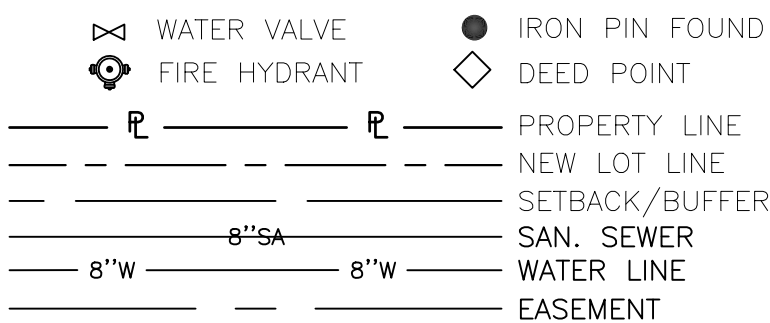
Mark & Tina Seago
PROPERTY OWNER NAME

Mark & Tina Seago
PROPERTY OWNER SIGNATURE

8/19/24
DATE



These standard symbols will be found in the drawing.

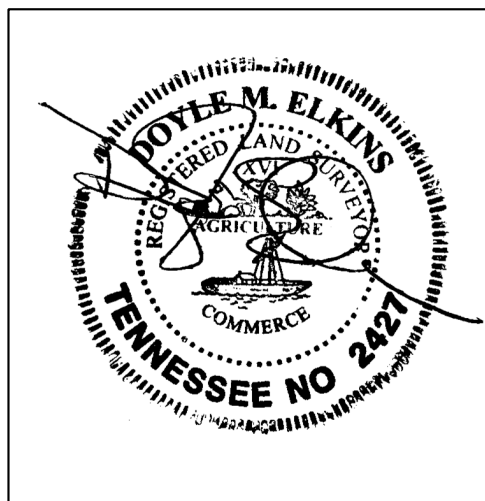


VICINITY MAP NOT TO SCALE

But the fruit of the *Spirit* is
love, joy, peace, patience, kindness, goodness
faithfulness, gentleness and self-control
Against these things there is no law.
Galatians 5:22

EXISTING SSMH
TC 675.35
INV IN 670.25
INV OUT 669.82

Barbara Hopkins
Towler Ln.
Parcel 089M A 021.00
Book R2537 527



I HEREBY CERTIFY THIS IS A CATEGORY I SURVEY AND THE RATIO OF PRECISION FOR THE UNADJUSTED SURVEY IS GREATER THAN 1:15,000 AS SHOWN HEREON.

FINAL PLAT
BULLOCK STREET TOWNHOMES
600 BULLOCK ST, COLUMBIA, TN

PREPARED FOR: HAKAKAS GRADING

DATE	SCALE	SHEET	DRAWN BY	PROJECT
11/12/2024	1" = 30'	1 OF 1	DME/BKA	24235

CERTIFICATE OF OWNERSHIP AND DEDICATION

I hereby certify that I am the owner of the property shown and described hereon as evidenced in Book Number 2891, Page 269, Maury County Registers Office, and that I hereby adopt this plan of subdivision with my 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 _____ Curt Harakas _____

CERTIFICATE OF SURVEY ACCURACY

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 Class "1" Land Survey as defined in TCA Title 62, Chapter 18 and that the ratio of precision is greater than or equal to 1:15,000.

Date Doyle M. Elkins - RLS 2427

CERTIFICATE OF APPROVAL OF WATER SYSTEM

I hereby certify that the water system(s) outlined or indicated on this final subdivision plat 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 _____

CERTIFICATE OF APPROVAL OF STREETS, DRAINAGE, AND UTILITIES

I hereby certify that the streets, drainage, and utilities outlined or indicated on this final subdivision plat 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 _____

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 Columbia Municipal Planning Commission, and that it has been approved for recording in the Office of the Maury County Register of Deeds.

Date _____ Planning Director _____

CERTIFICATE OF 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 _____

CERTIFICATE OF SANITARY SEWER SYSTEM

I hereby certify that the sanitary 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.

Date _____ Director of Wastewater Department _____

CERTIFICATE OF COMPLIANCE

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

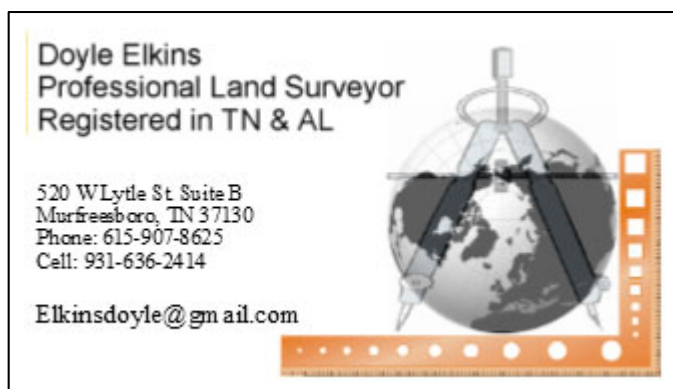
Date _____ City Engineer _____

OWNER INFORMATION:
Curt Harakas
2700 New Highway 7
Santa Fe, TN 38482
615-207-3813
harakasconst@yahoo.com

PROPERTY INFORMATION:
600 & 602 Bullock Street
Columbia, TN 38401
Parcels 089M A 020.00 & 020.01
Book R2891 269

FLOOD INSURANCE NOTE:

By graphics plotting only, this property is in **ZONE X** of the Flood Insurance Rate Map, Community Panel No. **47119C0285E** effective date of 4/16/2007. Exact designations can only be determined by an Elevation Certificate. Based on the above information, this property IS NOT in a Special Flood Hazard Area.





May 19, 2023

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
Bullock Street Townhomes – 16 Units
600 Bullock Street
Tax Map 89M, Parcel 20.00 & 20.01
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 16 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:

- Domestic waterline connection will be made to the existing 6-inch water main located on Bullock Street.



- A 6-inch water main will be required to be extended from West 4Th Street to Bullock Street to create a looped connection to meet fire flow requirements. See attached figure.
- Units may be served via gang-meter vaults located at the lot frontage.

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:

- Present the attached hydrant analysis report for coordination and approval of development from the Columbia Fire & Rescue Fire Marshall.
- 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 (16 SFUs)	\$7,420.00
--	------------

- 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 (16 meters)	\$8,640.00
Impact Fee: \$4,500 per 3/4" meter (16 meters)	\$72,000.00
Total Meter and Impact Fees Due =	\$80,640.00

- 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,

A handwritten signature in cursive script that reads "Eric King".

Eric King, P.E.

Inflo Design Group, LLC

on behalf of Columbia Power and Water Systems

cc: Jonathan Hardin, CPWS

File 22-046



Water Availability Review

Bullock Street Townhomes

Tax Map 089M, Group A, Parcel 20.00 and 20.01

Esri Community Maps Contributors, Tennessee STS GIS, ©
 OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph,
 GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census
 Bureau, USDA, Maxar, Microsoft, Esri, HERE, Garmin, SafeGraph,
 GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

2022

N



0 0.01 0.01 Mi

0 0.01 0.03



Columbia Fire & Rescue

Fire Flow Requirements



Water Purveyor: Columbia Power & Water System

Date: 1-17-2023

Name: Curt Harakas

Phone: 615-207-3813

Email: harakasconst@yahoo.com

Address/Parcel ID: 600 Bullock Street Townhomes

Property Type: ☒ Residential
☐ Commercial
☐ Industrial

Construction Type: VB

Enclosed Area (ft²): < 3,600

FILLED OUT BY COLUMBIA FIRE AND RESCUE

NFPA Sprinkler Type: NFPA 13R

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

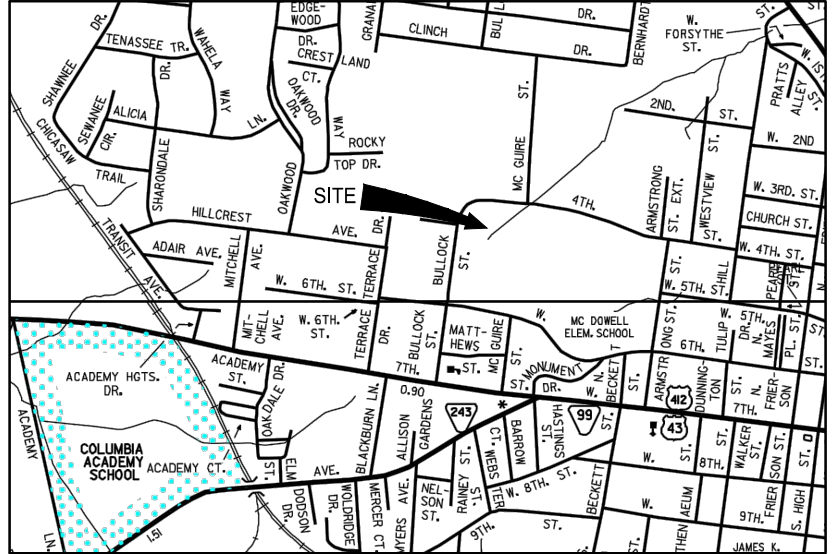
Average spacing between hydrants: 500 ft.

Maximum distance from frontage to hydrant: 250 ft.

Fire Plan Reviewer: Brad Massey Date: 1-17-2023

PUD FINAL PLAN / PRELIMINARY PLAT

LOT AREA TABLE		
LOT NUMBER	SQUARE FEET	ACRES
1	1014	0.023
2	1014	0.023
3	1014	0.023
4	1014	0.023
5	1005	0.023
6	1005	0.023
7	1014	0.023
8	1005	0.023
9	1014	0.023
10	1014	0.023
11	1005	0.023
12	1005	0.023
13	1014	0.023
14	1014	0.023
15	1014	0.023
16	1005	0.023



Location Map

SITE DATA:

OWNER: BULLOCK STREET, LLC
1113 MURFREESBORO ROAD SUITE 106-406
FRANKLIN, TN 37064

PARCEL NUMBER: TAX MAP 89M GROUP A PARCELS 020.00 & 020.01
DEED BOOK: R2537, PG 527

SUBJECT PARCEL ZONING: MAP 89M GROUP A PARCELS 020.00 & 020.01 - RM-1

PROPOSED PARCEL ZONING: RM-1 PUD

ACREAGE OF SITE: 1.63± ACRES

MINIMUM REQUIRED BUILDING SETBACKS:
20' FRONT (MINOR)
20' REAR
7.5' SIDE

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: REZONE MAP 89M GROUP A PARCELS 020.00 AND 020.01 FROM RM-1 TO RM-1 PUD TO CONSTRUCT 16 RESIDENTIAL UNITS WITH RELATED APPURTENANCES

- NOTES:
- INSTALLATION OF HVAC EQUIPMENT IN P.U.D.E.'s WITH BURIED PIPES IS PROHIBITED.
 - MINIMUM UNIT WIDTH IS 17'-8"
 - ALL DRAINAGE SWALES AND BERMS TO BE MAINTAINED BY HOMEOWNERS.

PARKING DATA: MULTIFAMILY/APARTMENT 1.5 SPACES PER TWO BEDROOMS

REQUIRED PARKING
16 UNITS @ TWO BEDROOM/UNIT = 32 BEDROOMS
16 X 1.5 = 24 SPACES

PROPOSED PARKING 33 SPACES

NOTE:
PATIOS THAT FALL WITHIN THE BUILDING SETBACK WILL NOT BE PERMITTED TO HAVE ANY VERTICAL STRUCTURES INSTALLED.

PUD FINAL PLAN / PRELIMINARY PLAT:

THE PUD MASTER PLAN FOR THIS PROJECT WAS APPROVED JANUARY 2021 - PLANNING CASE #20-0206
THE PRELIMINARY PLAT FOR THIS PROJECT WAS APPROVED APRIL 2021 - PLANNING CASE #21-0037

THIS SUBMITTAL IS TO REQUEST APPROVAL OF THE PUD FINAL PLAN, FINAL MASTER PLAN, FINAL MASTER DEVELOPMENT PLAN, FINAL PUD MASTER PLAN, PUD FINAL MASTER PLAN / PRELIMINARY PLAT FOR THE PROJECT.

COLUMBIA FIRE & RESCUE NOTES:

PUBLIC WATER SYSTEM DEMAND:
NFPA 13R

FIRE FLOW: 2,250 GPM DURATION: 2 HOURS (WITHOUT SPRINKLER CREDIT)
FIRE FLOW: 1,500 GPM DURATION: 2 HOURS (WITH SPRINKLER CREDIT)

MINIMUM NO OF HYDRANTS: 2
SPACING BETWEEN HYDRANTS: 450 FT
MAX DISTANCE FROM FRONTAGE TO HYDRANT: 225 FT

GEOTECHNICAL NOTE:

CONTRACTOR TO COMPLETE A GEOTECHNICAL STUDY CONDUCTED ON THIS SITE PRIOR TO COMMENCEMENT 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.

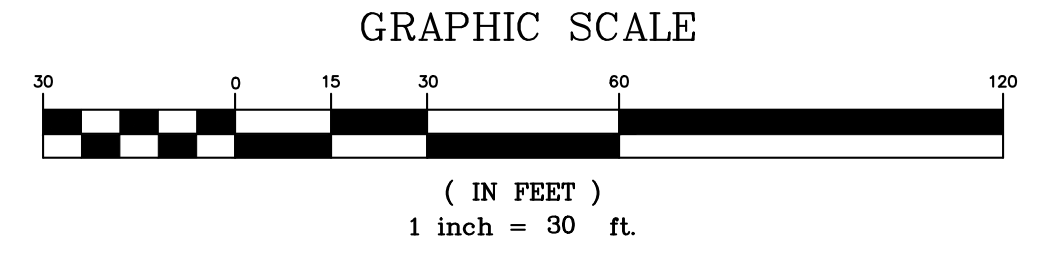
SITE BENCHMARK NOTE:

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

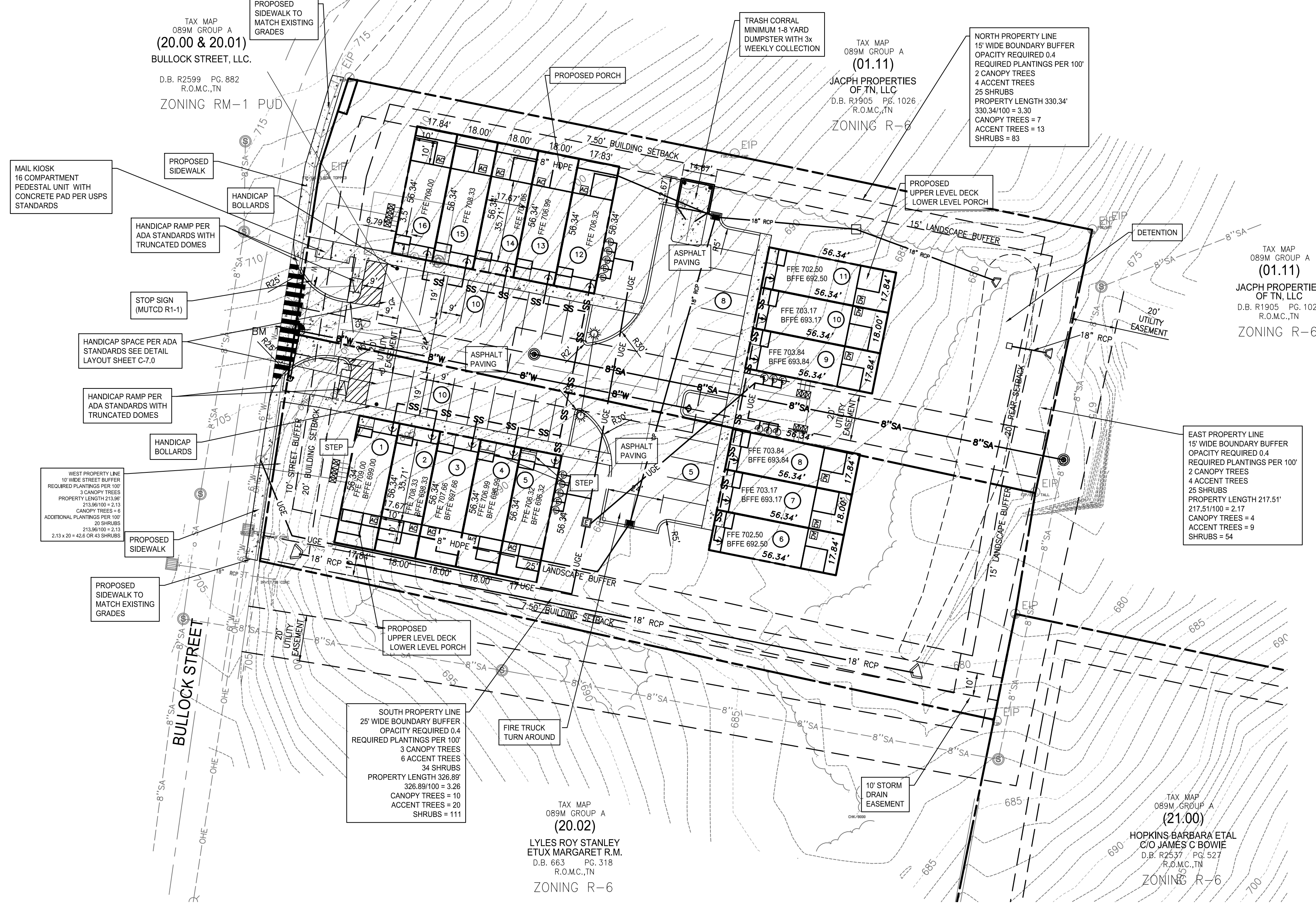
BOUNDARY & TOPOGRAPHIC SURVEY PROVIDED BY:
WES E ENGINEERS & SURVEYORS
2486 NASHVILLE HWY
COLUMBIA, TENNESSEE 38401
(931) 388-2329

FLOOD STUDY NOTE:

THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA AS PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD BOUNDARY AND FLOODWAY MAP COMMUNITY PANEL NO. 47119C0208SE DATED APRIL 16, 2007 (ZONE "X")



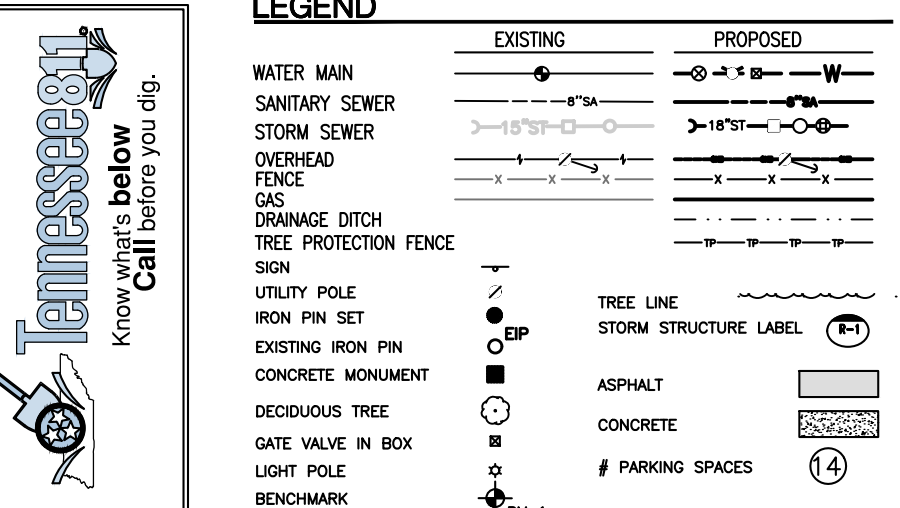
RELEASED FOR CONSTRUCTION WHEN STAMPED APPROVED BY MUNICIPALITY



BENCHMARK
BENCHMARK #1
X ON EXISTING FIRE HYDRANT
N=470,071.68
E=1,656,986.51
ELEV. = 708.72'

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.



PROPOSED CONSTRUCTION SCHEDULE FOR THE YEAR 2021

ACTIVITY	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
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												

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

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

WES E ENGINEERS & SURVEYORS

Client: **STEVE DESOTO**
14 GIST STREET
FRANKLIN, TN 37064

DATE: 3/19/21

Addressed Staff Comments

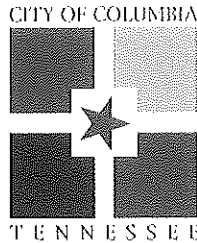
Revisions

BULLOCK STREET TOWNHOMES
BULLOCK STREET
COLUMBIA, MAURY COUNTY, TENNESSEE
PUD FINAL PLAN / PRELIMINARY PLAT

Drawn: KC
Checked: CV
Approved: CV
Date: 4/8/2022

Job no.: **20531**
Scale: Vertical: 1"=30'
Horizontal:

10F 1



WASTEWATER DEPARTMENT

15 May 2023

Jennifer Dodd, Director
Division of Water Resources
ATTN: Engineering Services Unit
William R. Snodgrass Tennessee Tower
312 Rosa L. Parks Avenue, 11th Floor
Nashville, TN 37243

RE: Bullock St
Columbia, TN 38401

Ms. Dodd,

The City of Columbia Wastewater Department has reviewed and approved the design of the subject project, consisting of 212 linear feet of 8" gravity sewer main. Our Department has conducted an analysis and determined the system has adequate capacity and the project will not create or exacerbate any overflow problems.

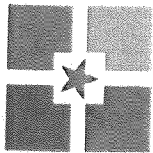
Regards,

A handwritten signature in black ink, appearing to read "Donald J. Boshers".

Donald J. Boshers, Director
City of Columbia, TN
Wastewater Department
(931) 560-1001

Something Good Around Every Corner

1244 Treatment Plant Road Columbia, Tennessee 38401 Phone 931.560.1001



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	600 Bullock St 602 Bullock St		
	TAX MAP: 089	GROUP: A	PARCEL: 02000 + 2001
SUMMARY OF NATURE OF REQUEST AND WORK	Final Plat		

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:	<u>Annexations/Rezoning/PUD's:</u> ☐ 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 <u>Plats/PUDs:</u> ☒ Project Name (include Sections & Phases) 600 Bullock St ☒ Total Number of Lots 16 ☐ Total acreage 1.39

*File naming nomenclature examples:

Freedom Point Site Plan
Freedom Point Master Plan
Freedom Point Final Plat

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	Curt Harakas	PHONE	615-207-3813
ADDRESS	1138 New Hwy 7	EMAIL	harakasconst@yahoo.com

PROPERTY OWNER NAME	Curt Harakas	PHONE	615-207-3813
ADDRESS	1138 New Hwy 7	EMAIL	harakasconst@yahoo.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.

Curt Harakas [Signature] 12-2-24
 APPLICANT NAME APPLICANT SIGNATURE DATE

 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			

ADMINISTRATIVE COMPLIANCE PLAN FOR



115 S JAMES CAMPBELL BLVD
S JAMES CAMPBELL BLVD AND ASHWOOD DR
COLUMBIA, MAURY COUNTY, TENNESSEE 38401

PROJECT NARRATIVE:

THE SCOPE OF THIS PROJECT IS TO CONSTRUCT A PROTOTYPICAL WHATABURGER RESTAURANT AT THE SOUTHWEST CORNER OF THE INTERSECTION AT SOUTH JAMES CAMPBELL BLVD AND ASHWOOD DR IN COLUMBIA, MAURY COUNTY, TENNESSEE. THE OVERALL SITE IS APPROXIMATELY 1.19 ± ACRES WITH 1.30 ± ACRES DISTURBED DURING CONSTRUCTION IN SIZE#1. THE PROJECT WILL CONSIST OF THE CONSTRUCTION OF THE NEW BUILDING ALONG WITH THE ASSOCIATED PARKING, UTILITY CONNECTIONS, GRADING AND DRAINAGE DESIGN, AND LANDSCAPING.

NOI:

THIS PROJECT WILL BE COVERED UNDER A NPDES CONSTRUCTION GENERAL PERMIT ISSUED BY THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC). A SWPPP AND NOI HAVE BEEN SUBMITTED AND HAS BEEN APPROVED. NPDES TRACKING NUMBER: TNR_____

UTILITY PERMITS:

- CONTRACTOR TO ENSURE PLANS WILL BE SUBMITTED TO THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT 110 SANTA FE PIKE, COLUMBIA, TN 38401 AND SHALL BE APPROVED PRIOR TO ISSUANCE OF A FOUNDATION OR BUILDING PERMIT.
- CONTRACTOR TO ENSURE PLANS WILL BE SUBMITTED TO COLUMBIA POWER & WATER SYSTEMS AT 201 PICKENS LANE, COLUMBIA, TN 38401 AND SHALL BE APPROVED PRIOR TO APPROVAL AND CONFIRMATION OF THE CAPACITY OF THE EXISTING WATER DISTRIBUTION SYSTEM.

GENERAL NOTES:

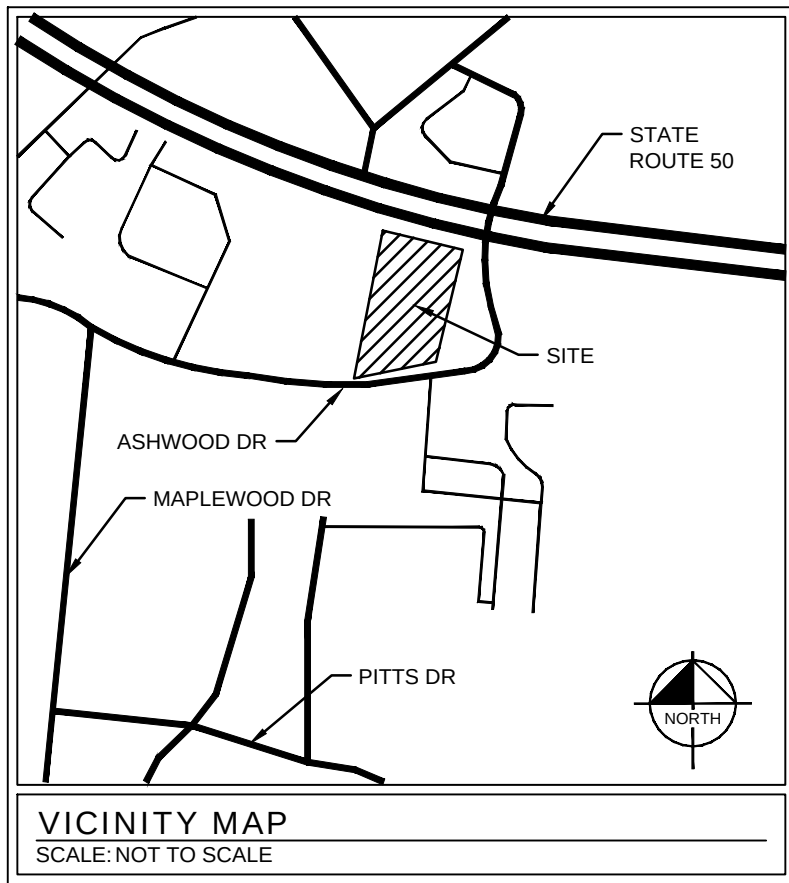
- ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION FROM KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
- IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
- THE APPROVAL OF THESE PLANS AND THE ISSUANCE OF THIS LAND DISTURBANCE PERMIT DOES NOT IN ANY WAY SUGGEST THAT ALL OTHER REQUIREMENTS FOR THE LEGAL OR APPROPRIATE OPERATIONS FOR THIS ACTIVITY, WHICH MAY REQUIRE ADDITIONAL PERMITTING, HAVE BEEN MET. THE ONUS IS ON THE OWNER/BUILDER/DEVELOPER TO DISCOVER WHAT ADDITIONAL PERMITTING OR APPROVALS MAY BE NECESSARY TO OPERATE FROM THIS POINT IN AN APPROPRIATE AND LEGAL MANNER. PLAN APPROVAL OR PERMIT ISSUANCE DOES NOT ABSOLVE THE APPLICANT FROM COMPLYING WITH ALL APPLICABLE LAWS, STANDARDS, OR OTHER PERMITS WHICH MAY BE REQUIRED FOR THIS PROJECT.

PHASING NOTES:

- THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE OWNER WITH DETAILED PHASING INFORMATION BASED ON EACH CONSTRUCTION ACTIVITY AND DURATION.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE OWNER'S REPRESENTATIVE IS FULLY INFORMED ON THE PROJECT, DURING ALL STAGES OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING EMERGENCY FIRE ACCESS IN COMPLIANCE WITH THE LOCAL FIRE DEPARTMENT REQUIREMENTS. TEMPORARY GRAVEL SURFACING, STREET PLANS, ETC. MAY BE REQUIRED TO ENSURE EMERGENCY ACCESS CAN BE MAINTAINED THROUGHOUT.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY CURB RAMPS TO MAINTAIN PEDESTRIAN ACCESS THROUGHOUT THE SITE.
- EACH PHASE OF CONSTRUCTION SHALL BE SUBSTANTIALLY COMPLETE, PRIOR TO PROCEEDING WITH THE NEXT PHASE

ALTERNATIVE COMPLIANCE REQUESTED:

- ALTERNATIVE COMPLIANCE FOR MINIMUM FACADE GLAZING OF 50% GLAZING OF THE TOTAL GROUND FLOOR FACADE AREA FOR THE SHOPFRONT AND MINIMUM FACADE GLAZING OF 20-60% OF THE TOTAL GROUND FLOOR FACADE AREA FOR THE NON-SHOPFRONT AREA. CODE REFERENCE: CD-4C (TABLE 4.3.1.4)
- ALTERNATIVE COMPLIANCE FOR THE MINIMUM FRONTAGE BUILDOUT OF 40% OF THE TOTAL LOT WIDTH. CODE REFERENCE: CD-4C (TABLE 4.3.1.4)



Sheet List Table	
Sheet Number	Sheet Title
G1-00	COVER SHEET
--	PLAT (BY OTHERS)
--	LIGHTING PLAN (BY OTHERS)
C1-00	SITE PLAN
C1-10	SITE HORIZONTAL CONTROL PLAN
C1-20	CONCRETE JOINT LAYOUT PLAN
C2-00	SITE GRADING AND DRAINAGE PLAN
C3-00	SITE UTILITY PLAN
C4-00	EPSC CONTROL PLAN - PHASE 1
C4-10	EPSC CONTROL PLAN - PHASE 2
C4-20	EPSC DETAILS
C5-00	CONSTRUCTION DETAILS
C5-10	CONSTRUCTION DETAILS
C5-30	CONSTRUCTION DETAILS
C5-20	CONSTRUCTION DETAILS
L1-00	LANDSCAPE PLAN
L1-50	LANDSCAPE DETAILS
L1-51	LANDSCAPE NOTES

NAD 83 DATUM REFERENCE

THE TENNESSEE STATE PLAN COORDINATE SYSTEM, NAD 83 DATUM, REFERENCE IS GPS 41.
LATITUDE: 35° 26' 50.00367"
LONGITUDE: 87° 4' 45.27711"

SITE DATA TABLE	
PROPERTY INFORMATION: SITE LOCATION:	115 S JAMES CAMPBELL BLVD, COLUMBIA, TN 38401
OWNER OF RECORD:	COLUMBIA JAMES CAMPBELL BOULEVARD, LLC 3841 GREEN HILLS VILLAGE, SUITE 400 NASHVILLE, TN 37215 113E B 00400 000
PARCEL ID:	
LOT COVERAGE: MAX. LOT PERIMETER: GROSS SITE AREA: PROPOSED IMPERVIOUS AREA: PROPOSED PERVIOUS AREA: PROPOSED FAR: MAX. BUILDING LOT COVERAGE: PROPOSED BUILDING LOT COVERAGE: MAX ISR REQUIREMENT: PROPOSED ISR:	2,400 FT 51,703± SF (1.19± AC) 38,215± SF (0.88± AC) 13,488± SF (0.31± AC) 6.39% 50% 6.39% 80% 74%
PARKING DATA: MIN. REQUIRED PARKING ADA PARKING PROVIDED TOTAL PARKING PROVIDED BICYCLE PARKING REQUIRED BICYCLE PARKING PROVIDED	34 STALLS (1 PER 100 SF FA) 2 STALLS (1 VAN ACCESSIBLE) 50 STALLS 1 SPACE (1 PER 4,000 SF FA) 4 SPACES
ZONING: ZONING	CD-4C (GENERAL URBAN CHARTER DISTRICT) VACANT LOT RESTAURANT, DRIVE-THRU CD-4C (URBAN CHARTER DISTRICT) CD-4C (URBAN CHARTER DISTRICT) CD-4C (URBAN CHARTER DISTRICT) CD-4C (URBAN CHARTER DISTRICT)
EXISTING USE PROPOSED USE SURROUNDING ZONING (NORTH) SURROUNDING ZONING (WEST) SURROUNDING ZONING (EAST) SURROUNDING ZONING (SOUTH)	VACANT LOT RESTAURANT, DRIVE-THRU CD-4C (URBAN CHARTER DISTRICT) CD-4C (URBAN CHARTER DISTRICT) CD-4C (URBAN CHARTER DISTRICT) CD-4C (URBAN CHARTER DISTRICT)
BUILDING DATA FLOOR AREA NUMBER OF STORIES MAX. BUILDING HEIGHT PROPOSED HEIGHT FRONT SETBACK SIDE SETBACK REAR SETBACK	3,305 SF 1 35 FEET 29'8" 6 FEET MIN, 85 FEET MAX 0 FEET 0 FEET
FLOOD INFORMATION FEMA MAP NUMBER: EFFECTIVE DATE:	47119C0285D 04/16/2007
BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED WITHIN AN AREA HAVING ZONE DESIGNATIONS OF "X" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP NO. 47119C0285D, WITH AN MAP REVISED DATE OF APRIL 16, 2007, IN THE CITY OF COLUMBIA, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED."	

PROJECT DESIGN TEAM

OWNER

COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
3841 GREEN HILLS VILLAGE, SUITE 400
NASHVILLE, TN 37215
CONTACT: JULIA LANNON
EMAIL: jlannon@otdacrecondonald.com

DEVELOPER

WHATABURGER RESTAURANTS, LLC
300 CONCORD PLAZA
SAN ANTONIO, TX 78216
PHONE: (314)337-7612
CONTACT: JASON THETFORD

CIVIL ENGINEER

KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE SUITE 600
MEMPHIS, TN 38138
PHONE: (901) 374-9109
CONTACT: EMMA DONNELLY-BULLINGTON, PE

LANDSCAPE ARCHITECT

KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE SUITE 600
MEMPHIS, TN 38138
PHONE: (901) 374-9109
CONTACT: MICHAEL SHELTON, PLA

ARCHITECT

BL COMPANIES
355 RESEARCH PARKWAY
MERIDEN, CT 06450
PHONE: (203) 630-1406
CONTACT: TODD JOHNSON

SURVEY

YOUNG-HOBBS AND ASSOCIATES
1202 CROSSLAND AVE.
CLARKSVILLE, TN 37040
PHONE: (931) 645-2524
CONTACT: KENNETH BAU, PLS

PHOTOMETRIC

TECHLIGHT INC.
2707 SATSUMA DRIVE
DALLAS, TX 75229
PHONE: (214) 350-0591
CONTACT: ALAN LACY

PERMITTING / UTILITY CONTACTS

WATER

POWER AND WATER SYSTEMS
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)375-7648
CONTACT: BART ANDERSON

PLANNING DEPARTMENT

PLANNING & ZONING DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1531
CONTACT: KEVIN MCCARTHY

SANITARY SEWER

WASTEWATER DEPARTMENT
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1001
CONTACT: RYAN FILIPKOWSKI

BUILDING DEPARTMENT

BUILDING CODES & CONSTRUCTION
DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)338-8650
CONTACT: TRAVIS NEAS

ELECTRIC

COLUMBIA POWER AND WATER SYSTEMS
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)375-7743
CONTACT: TREVOR GLIMER

STORMWATER

PUBLIC WORKS DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)338-8650
CONTACT: JEFF DEWIRE

GAS

ATMOS ENERGY
PHONE: (615)485-6377
CONTACT: BRADIE ARMSTRONG

FIRE PREVENTION

FIRE DEPARTMENT
CITY OF COLUMBIA
700 N GARDEN ST.
COLUMBIA, TN 38401
PHONE: (931)560-1700
CONTACT: CHIEF CHRIS CUMMINS

TELEPHONE

AT&T
PHONE: (931)380-3448
CONTACT: BRIAN GOMEZ

HEALTH DEPARTMENT

MAURY COUNTY HEALTH DEPARTMENT
1909 HAMPSHIRE PIKE
COLUMBIA, TN 38401
PHONE: (931)560-1119



Know what's below.
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CONSTRUCTION

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138
PHONE: 901-374-9109
WWW.KIMLEY-HORN.COM

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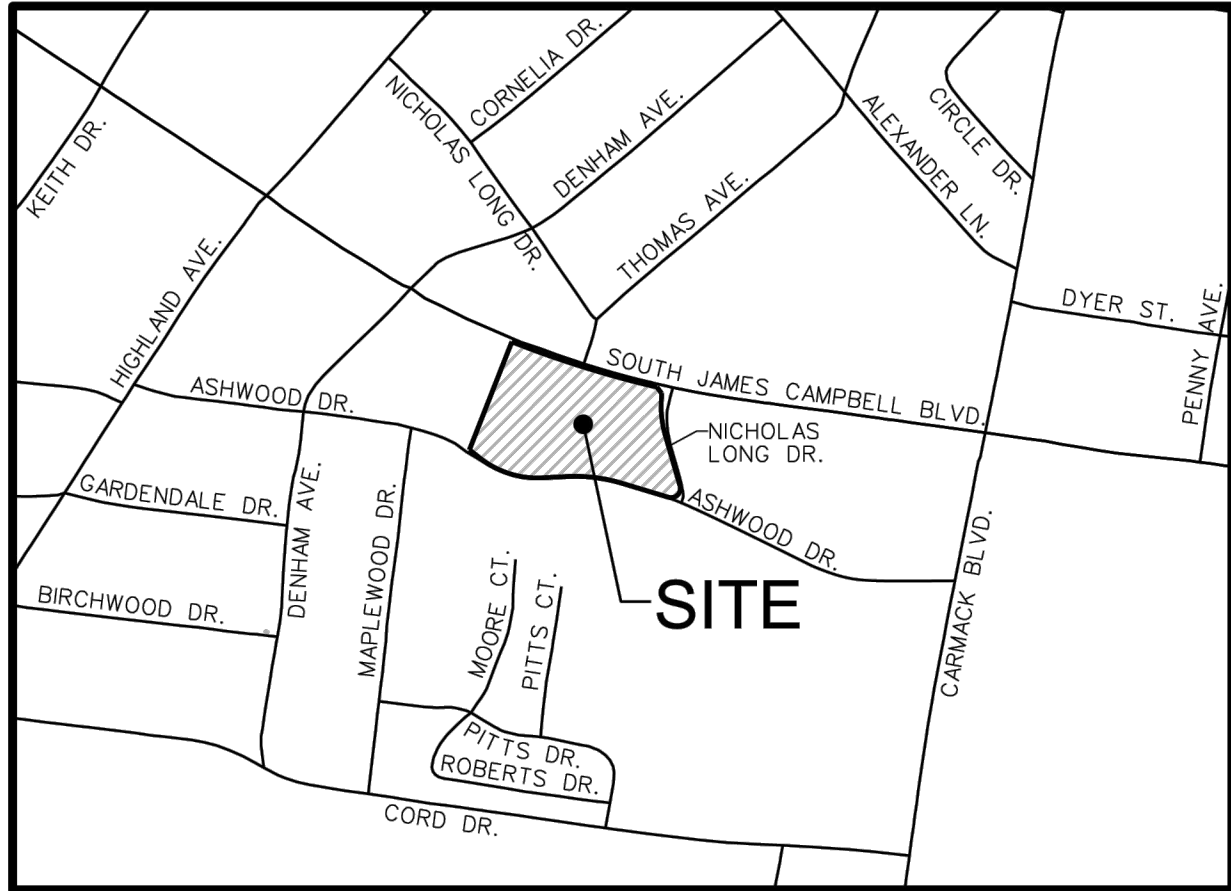
KHA PROJECT
115339064
DATE
12/16/2024
SCALE AS SHOWN
DESIGNED BY JSL
DRAWN BY JSL
CHECKED BY LNH

COVER SHEET

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

COLUMBIA
TENNESSEE

SHEET NUMBER
G1-00

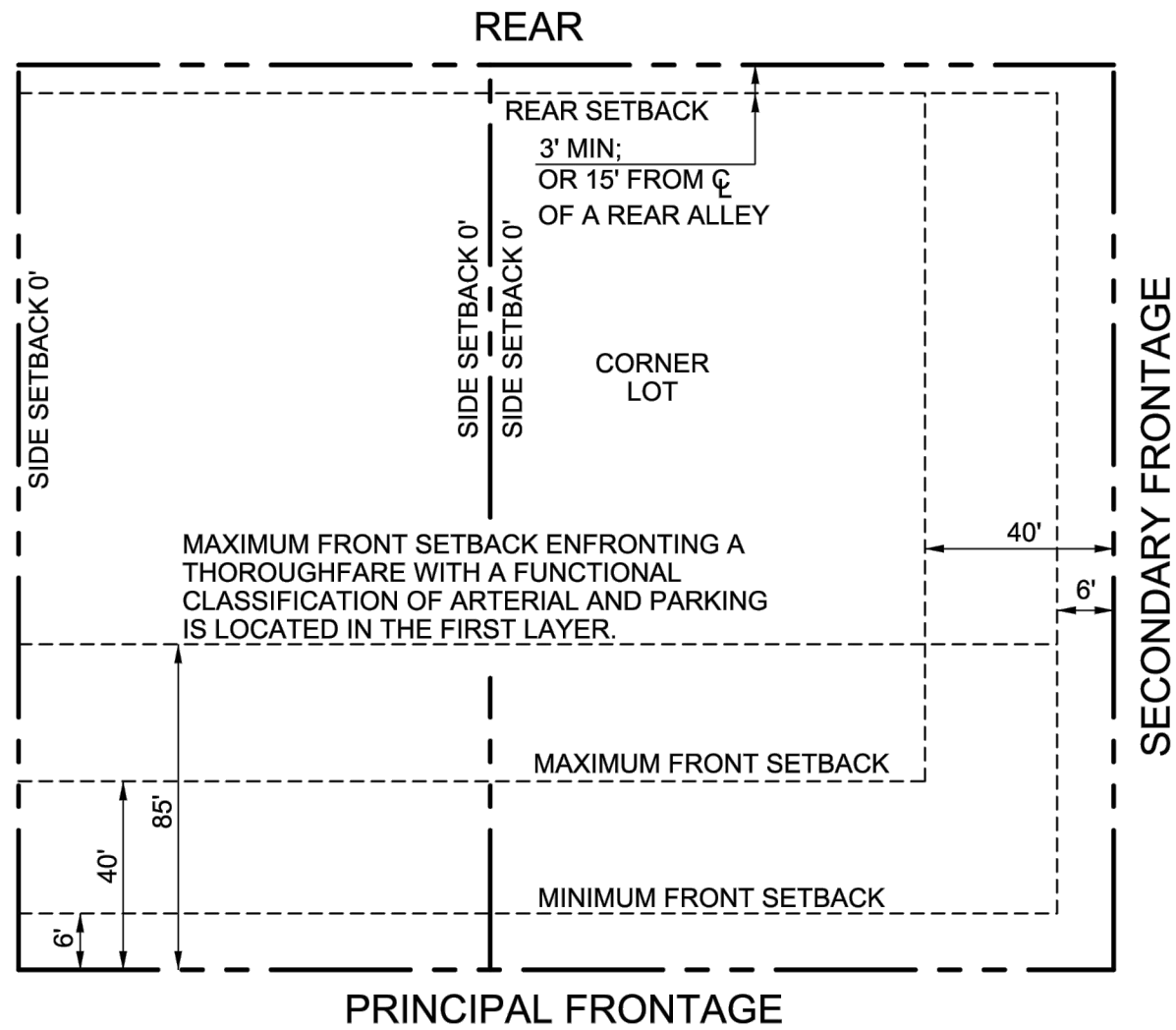


VICINITY MAP
(N.T.S.)

LINE TABLE		
LINE	BEARING	DISTANCE
L-1	S 35° 53' 44" E	22.19'
L-2	S 04° 30' 57" E	7.20'
L-3	N 51° 43' 18" W	37.01'

CURVE TABLE						
CURVE	DELTA	RADIUS	TANGENT	LENGTH	CHORD BEARING	DISTANCE
C1	03° 06' 34"	2924.93'	79.39'	158.73'	S 69° 59' 36" E	158.71'
C2	03° 29' 15"	2924.93'	89.04'	178.03'	S 73° 17' 30" E	178.00'
C3	21° 39' 56"	292.13'	55.90'	110.46'	S 04° 34' 07" E	109.81'
C4	124° 57' 00"	26.06'	50.01'	56.83'	S 44° 16' 42" W	46.22'
C5	19° 58' 00"	451.09'	79.40'	157.20'	N 83° 13' 48" W	156.40'
C6	41° 27' 16"	268.80'	101.72'	194.48'	N 72° 29' 40" W	190.27'
C8	08° 31' 30"	2924.93'	218.00'	435.20'	S 72° 42' 04" E	434.80'
C9	01° 55' 42"	2924.93'	49.22'	98.43'	S 75° 59' 58" E	98.43'
C10	10° 25' 36"	451.09'	41.16'	82.09'	N 78° 27' 35" W	81.98'
C11	09° 32' 24"	451.09'	37.64'	75.11'	N 88° 26' 35" W	75.02'
C12	32° 16' 10"	268.80'	77.76'	151.39'	N 67° 54' 16" W	149.40'
C13	09° 11' 05"	268.80'	21.59'	43.09'	N 88° 37' 15" W	43.04'

TYPICAL LOT SETBACKS
(NOT TO SCALE)



GENERAL SURVEY NOTES

- THIS SURVEY MEETS THE REQUIREMENTS OF AN URBAN LAND SURVEY (CATEGORY 1), WITH A RATIO OF PRECISION OF THE UNADJUSTED SURVEY GREATER THAN 1:10,000 AS PER STANDARDS OF PRACTICE ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS, STATE OF TENNESSEE.
- BEARINGS SHOWN ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983 (NAD-1983). ELEVATIONS ARE BASED ON NAVD-1988, USING GEOID 2003 FOR ORTHOMETRIC HEIGHT DETERMINATION.
- THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 470123, PANEL NO. 0285 E, DATED APRIL 16, 2007. ZONE "X".
- ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATED VISIBLE APPURTENANCES, ATLAS MAPS AS MAY BE AVAILABLE FROM MUNICIPALITIES OR UTILITY COMPANIES, AND OTHER DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION CONSULTED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. TO AVOID ANY POSSIBLE HAZARD OR CONFLICT, IT IS A REQUIREMENT OF THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT, FOR ANYONE WHO ENGAGES IN EXCAVATION TO NOTIFY ALL KNOWN UTILITY OWNERS NO LESS THAN THREE (3) OR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE. CALL TENNESSEE ONE CALL AT 1-800-351-1111.
- EXISTING SURVEY BASE INFORMATION IS FROM AN ALTA/NSPS LAND TITLE SURVEY PREPARED ON JUNE 17, 2024 BY BARGE DESIGN SOLUTIONS, INC.
- CONTOUR INTERVAL ONE-FOOT; CONTOURS WERE INTERPOLATED FROM RANDOM SHOTS TAKEN ON A 50-FOOT INTERVAL.

DEED REFERENCE

BEING THE SAME PROPERTY CONVEYED TO COLUMBIA JAMES CAMPBELL BOULEVARD, LLC FROM THE J & R GROUP, LLC, SIGNED & NOTORIZED DEED COPY DATED 10-08-2024 PROVIDED TO THIS SURVEYOR, RECORDING PENDING.

PROPERTY MAP REFERENCE

BEING PARCEL 4.00 AS SHOWN ON MAURY COUNTY PROPERTY MAP NO. 113E, GROUP B.

PLAT REFERENCE

BEING TRACT NOS. 1-7 AS SHOWN ON THE SUBDIVISION PLAT OF THE CAMPBELL & DUE PROPERTY AS OF RECORD IN PLAT BOOK 6, PAGE 441A, R.O.M.C.

SURVEYOR'S CERTIFICATE

I (WE) HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, AND IN MY PROFESSIONAL OPINION BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE, THAT THE SURVEY PERFORMED TO PREPARE THIS PRELIMINARY SUBDIVISION PLAT WAS DONE IN COMPLIANCE WITH CURRENT TENNESSEE MINIMUM STANDARDS OF PRACTICE FOR A CATEGORY 1 SURVEY AND THE RATIO OF PRECISION OF THE UNADJUSTED SURVEY IS 1:22,524.

BARGE DESIGN SOLUTIONS, INC.

BY: *Mark E. Sawyer* DATE: 12-05-2024
MARK E. SAWYER
Digitally signed by Mark E Sawyer
Date: 2024.12.05 11:28:27-0500
TN. LIC. NO. 1649

SITE DEVELOPMENT SPECIFIC NOTES

- PROPERTY IS ZONED CD-4C (GENERAL URBAN CORRIDOR CHARACTER DISTRICT). ZONING INFORMATION SHOWN HEREON WAS TAKEN FROM CITY OF COLUMBIA PLANNING DEPARTMENT- ONLINE MAPPING; PARCEL REPORT, NO ZONING LETTER, OR ZONING REPORT WAS PROVIDED TO THIS SURVEYOR.
- PROPOSED CONTOURS SHOWN HEREON ARE FOR THE MASS GRADING & INFRASTRUCTURE PACKAGE OF THIS SITE ONLY. INDIVIDUAL FINAL SITE DEVELOPMENT PLANS FOR EACH LOT WILL BE PROVIDED BY OTHERS AFTER PRELIMINARY PLAT APPROVAL ESTABLISHING FINAL FINISH GRADE OF PAVING, CURBS AND FINISH FLOOR ELEVATIONS OF BUILDINGS ETC.
- SEE SHEET C1.00 SITE LAYOUT PLAN IN THIS SUBMITTAL FOR DETAILED INFORMATION ON INFRASTRUCTURE IMPROVEMENTS.
- THE APPROXIMATE LOCATION OF ALL COMMERCIAL BUILDINGS AND ASSOCIATED PARKING WILL BE ACHIEVED AT SITE DEVELOPMENT PLAN IN ACCORDANCE TO THE DEVELOPMENT STANDARDS WITHIN A CD-4C ZONING DISTRICT. LOT WIDTHS OF NEW PROPOSED LOTS SHALL CONFORM TO THE MINIMUM AND MAXIMUM OF A CD-4C ZONING DISTRICT.
- PUBLIC UTILITY AND DRAINAGE EASEMENTS (PUDE) SHALL BE REQUIRED AND BE TEN (10) FEET IN WIDTH ON ALL PROPERTY LINES PARALLEL AND ABUTTING PUBLIC ROADS OR RIGHTS-OF-WAY, AND FIVE (5) FEET IN WIDTH ON ALL INTERIOR LOT LINES, EXCEPT FOR INTERIOR LOT LINES WITH A ZERO-LOT LINE OR A COMMON WALL ALONG A LOT LINE, UNLESS MENTIONED IN SECTION 3.7(B)(C)(D) & (E) OF THE CITY OF COLUMBIA SUBDIVISION REGULATIONS, JUNE 5, 2024.

SITE DATA

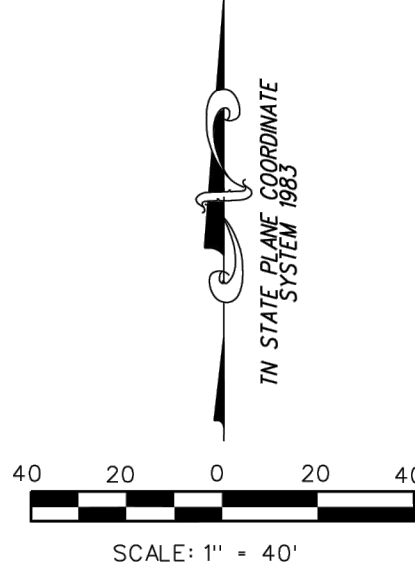
LOT 1 - AREA 51,959 SQ.FT. OR 1.19 AC.
LOT 2 - AREA 57,040 SQ.FT. OR 1.31 AC.
LOT 3 - AREA 60,077 SQ.FT. OR 1.38 AC.
TOTAL SITE AREA - 169,076 SQ.FT. OR 3.88 AC.
P.U.D.E. AREA = 22,801 SQ. FT. OR 0.52 ACRE+/-
IMPERVIOUS AREA 1.98 AC.
PERVIOUS TURF AREA 1.37 AC.
PERVIOUS PAVER AREA 0.53 AC.

PREPARED BY:

BARGE DESIGN SOLUTIONS, INC.
615 3RD AVENUE NORTH, SUITE 700
NASHVILLE, TENNESSEE 37210
CONTACTS:
MARK E. SAWYER, RLS
E-MAIL: Mark.Sawyer@Bargedesign.com
ANDREW HARDISON, PE
EMAIL: Drew.Hardison@bargedesign.com

OWNER/DEVELOPER:

COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
3841 GREEN HILLS VILLAGE, SUITE 400
NASHVILLE, TENNESSEE 37215
CONTACT: JULIA LANNON
TEL:
EMAIL: jlannon@oldacremcdonald.com



COLUMBIA COMMONS
PRELIMINARY SUBDIVISION PLAT
115 SOUTH JAMES CAMPBELL BOULEVARD
9TH CIVIL DISTRICT
COLUMBIA, MAURY COUNTY, TENNESSEE

DR.	CHK.	DATE	DESCRIPTION
JMU	MES	10-18-24	ORIGINAL ISSUE
JMU	MES	10-18-24	REVIEW OVER NAME
JMU	MES	11-18-24	OVERALL SITE LAYOUT REVISIONS AND TECHNICAL
JMU	MES	12-05-24	REMOVED SETBACK ON SECONDARY FRONTAGE. DETAIL SET CONDITIONAL APPROVAL

Lighting Ordinance: It is the contractor's responsibility to submit the site photometrics and luminaire data to the local inspector before ordering to ensure compliance with local lighting ordinances. This design is based on information supplied by others. The contractor shall verify the accuracy of the information. The contractor shall produce illumination values different from the results shown on this layout. The contractor shall use .IES files that were lab tested or computer simulated. Results may vary.

PT22M BUILDING
3,305 sq.ft.
FFE: 687.50
TRACT 18 P-44

12" IPF
10'-2009

13

1
2
3
4
5
6
7
8
9

S1-3S
S1-4S
S1-52

S 72°25'02" E 173.82' (M)
S 76°20' E 173.79' (M)
S 86°54'15" W 69.12' (R)
S 83°02' W 69.10' (R)

LumNo	Label
1	S1-3S
2	S1-3S
3	S1-3S
4	S1-3S
5	S1-3S
6	S1-4S
7	S1-4S
8	S1-4S
9	S1-52

Label
SITE

Symbol	Qty
→	5
→	3
→	1

SCALE
0 20

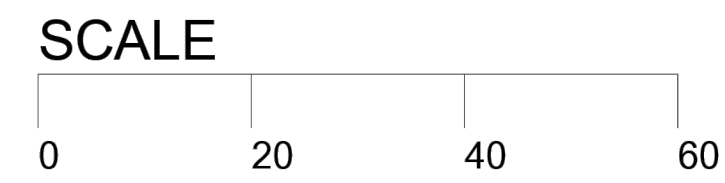


Notes:

1. Calculation 3' AFG.
2. Based on 27.5' AFG fixture mounting including 25' poles plus 2.5' AFG bases.

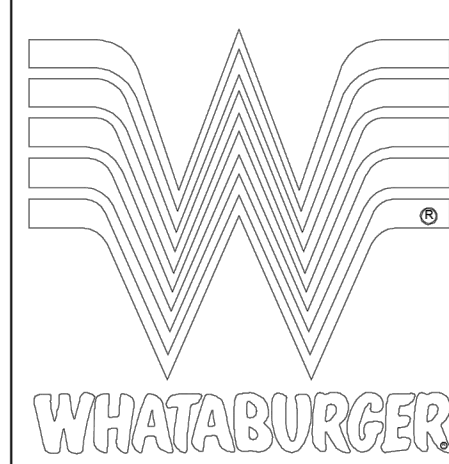
Luminaire Location Summary			
LumNo	Label	Z-luminaire height	Tilt
1	S1-3S	27.5	0
2	S1-3S	27.5	0
3	S1-3S	27.5	0
4	S1-3S	27.5	0
5	S1-3S	27.5	0
6	S1-4S	27.5	0
7	S1-4S	27.5	0
8	S1-4S	27.5	0
9	S1-52	27.5	0

Luminaire Schedule						
Symbol	Qty	Label	Lumens/Lamp	Arrangement	LLF	Description
	5	S1-3S	N.A.	Single	0.900	CTL-N-35L-T3-S215-35,000 LUMEN TYPE 3 LED W/BACK SHLD
	3	S1-4S	N.A.	Single	0.900	CTL-N-35L-T4-S215-35,000 LUMEN TYPE 4 LED W/BACK SHLD
	1	S1-52	N.A.	Back-Back	0.900	CTL-N-35L-T5W-35,000 LUMEN TYPE 5 LED



Customer Signature	Date
--------------------	------

SHEET NO:
PH1.0
FILE:

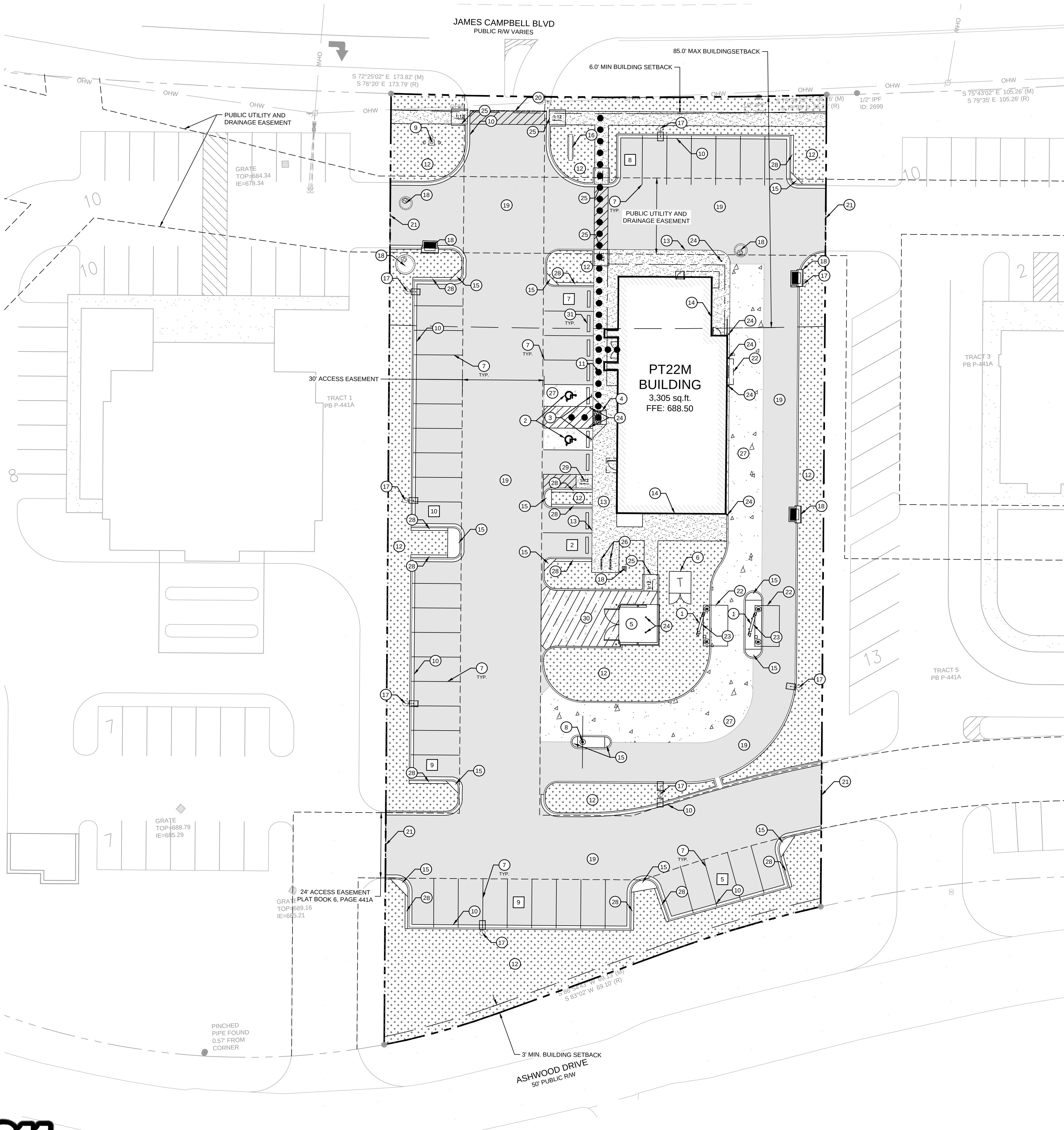


Plotted By:Donnelly-Bullington, Emma Street Seriv Waitsburger Columbia TN Layout: C2-00 SITE PLAN December 16, 2024 01:07:41pm KMEM LDEV115339064 - WB Columbia TN - SVC James Campbell Blvd & Ashwood Dr/CAD/Plansheets C2-00 SITE PLAN.dwg
This document, together with the concepts and designs presented herein, 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.



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LEGEND

	PROPOSED HEAVY DUTY ASPHALT PAVEMENT
	PROPOSED HEAVY DUTY CONCRETE PAVEMENT
	PROPOSED CONCRETE SIDEWALK
	PROPOSED HEAVY DUTY CONCRETE FOR DUMPSTER ENCLOSURE
	PROPOSED LANDSCAPING
	PROPERTY LINE
	REQUIRED BUILDING SETBACK
	BUILDING OVERHANG
	STRUCTURAL SLAB
	ACCESS AND UTILITY EASEMENTS

GENERAL NOTES

- CONTRACTOR MUST SECURE ALL NECESSARY PERMITS PRIOR TO BEGINNING WORK.
- ATTENTION IS DRAWN TO THE FACT THAT THE SCALE OF THESE DRAWINGS MAY HAVE BEEN DISTORTED DURING THE REPRODUCTION PROCESS. 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 FROM KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.
- IF ANY CONFLICTS, DISCREPANCIES, OR ANY OTHER UNSATISFACTORY CONDITIONS ARE DISCOVERED, EITHER ON THE CONSTRUCTION DOCUMENTS OR FIELD CONDITION, THE CONTRACTOR MUST NOTIFY THE ENGINEER IMMEDIATELY AND SHALL NOT COMMENCE FURTHER OPERATIONS UNTIL THE CONFLICTS, DISCREPANCIES, OR OTHER UNSATISFACTORY CONDITIONS ARE RESOLVED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL SETBACKS, EASEMENTS, AND DIMENSIONS SHOWN HEREON BEFORE BEGINNING CONSTRUCTION.
- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STATE AND LOCAL GOVERNMENT AGENCY'S LATEST CONSTRUCTION SPECIFICATIONS AND DETAILS.
- ALL ACCESSIBLE SITE FEATURES SHALL BE CONSTRUCTED TO MEET ALL FEDERAL, STATE, AND LOCAL CODES.
- NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
- THE CONTRACTOR SHALL CAREFULLY PRESERVE BENCHMARKS, REFERENCE POINTS, AND STAKES.
- ARCHITECTURAL PLANS ARE TO BE USED FOR BUILDING STAKE OUT.
- ALL DIMENSIONS ARE FROM FACE OF BUILDING, CURB, AND WALL UNLESS OTHERWISE SPECIFIED ON PLANS.
- CONTRACTOR SHALL MAINTAIN THE SITE IN A MANNER SUCH THAT WORKERS AND PUBLIC SHALL BE PROTECTED FROM INJURY AND ADJOINING PROPERTY PROTECTED FROM DAMAGE.
- CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO ANY EXISTING ITEM AND/OR MATERIAL INSIDE OR OUTSIDE CONTRACT LIMITS DUE TO CONSTRUCTION OPERATION.
- ALL STREET SURFACES, DRIVEWAYS, CULVERTS, CURB AND GUTTERS, ROADSIDE DRAINAGE DITCHES, AND OTHER STRUCTURES THAT ARE DISTURBED OR DAMAGED IN ANY MANNER AS A RESULT OF CONSTRUCTION SHALL BE REPLACED OR REPAIRED IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH STATE AND LOCAL GOVERNMENT AGENCY SPECIFICATIONS.
- BUILDING SETBACKS SHALL BE PER THE CITY OF COLUMBIA CODE.
- ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA: <http://www.ada.gov/>
- THE CITY OF COLUMBIA SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

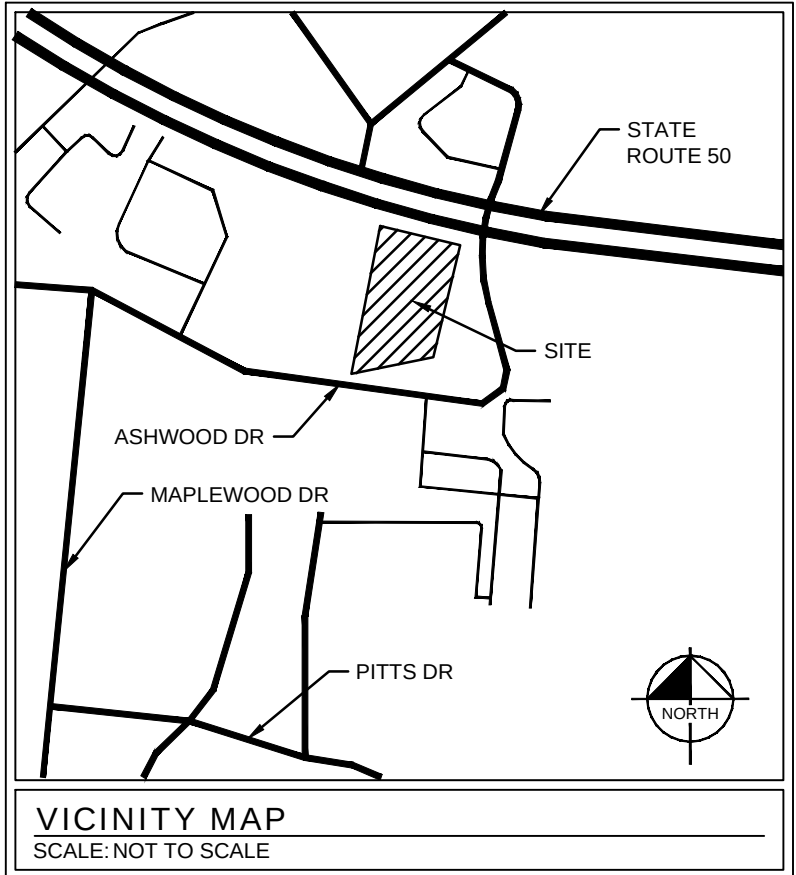
SITE DATA TABLE

PROPERTY INFORMATION:	
SITE LOCATION:	115 S JAMES CAMPBELL BLVD, COLUMBIA, TN 38401
OWNER OF RECORD:	
	COLUMBIA JAMES CAMPBELL BOULEVARD, LLC
	3841 GREEN HILLS VILLAGE, SUITE 400 NASHVILLE, TN 37215
PARCEL ID:	113E B 00400 000
LOT COVERAGE:	
MAX. LOT PERIMETER:	2,400 FT
GROSS SITE AREA:	51,703± SF (1.19± AC)
PROPOSED IMPERVIOUS AREA:	38,215± SF (0.88± AC)
PROPOSED PERVIOUS AREA:	13,488± SF (0.31± AC)
PROPOSED FAR:	6.39%
MAX. BUILDING LOT COVERAGE:	50%
PROPOSED BUILDING LOT COVERAGE:	6.39%
MAX. ISR REQUIREMENT:	80%
PROPOSED ISR:	74%
PARKING DATA:	
MIN. REQUIRED PARKING	34 STALLS (1 PER 100 SF FA)
ADA PARKING PROVIDED	2 STALLS (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED	50 STALLS
MIN. REQUIRED BICYCLE PARKING	1 SPACE (1 PER 4,000 SF FA)
BICYCLE PARKING PROVIDED	4 SPACES
ZONING:	
ZONING:	CD-4C (GENERAL URBAN CHARTER DISTRICT)
EXISTING USE	VACANT LOT
PROPOSED USE	RESTAURANT, DRIVE-THRU
SURROUNDING ZONING (NORTH)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (WEST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (EAST)	CD-4C (URBAN CHARTER DISTRICT)
SURROUNDING ZONING (SOUTH)	CD-4C (URBAN CHARTER DISTRICT)
BUILDING DATA	
FLOOR AREA	3,305 SF
NUMBER OF STORIES	1
MAX. BUILDING HEIGHT	35 FEET
PROPOSED HEIGHT	20'±
FRONT SETBACK	6 FEET MIN, 85 FEET MAX
SIDE SETBACK	0 FEET
REAR SETBACK	0 FEET
FLOOD INFORMATION	
FEMA MAP NUMBER:	47119C0285D
EFFECTIVE DATE:	04/16/2007
BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED WITHIN AN AREA HAVING ZONE DESIGNATIONS OF "X" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, ON FLOOD INSURANCE RATE MAP NO. 47119C0285D, WITH AN MAP REVISED DATE OF APRIL 15, 2007, IN THE CITY OF COLUMBIA, STATE OF TENNESSEE, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED."	

NAD 83 DATUM REFERENCE

THE TENNESSEE STATE PLAN COORDINATE SYSTEM, NAD 83 DATUM, REFERENCE IS GPS 41.

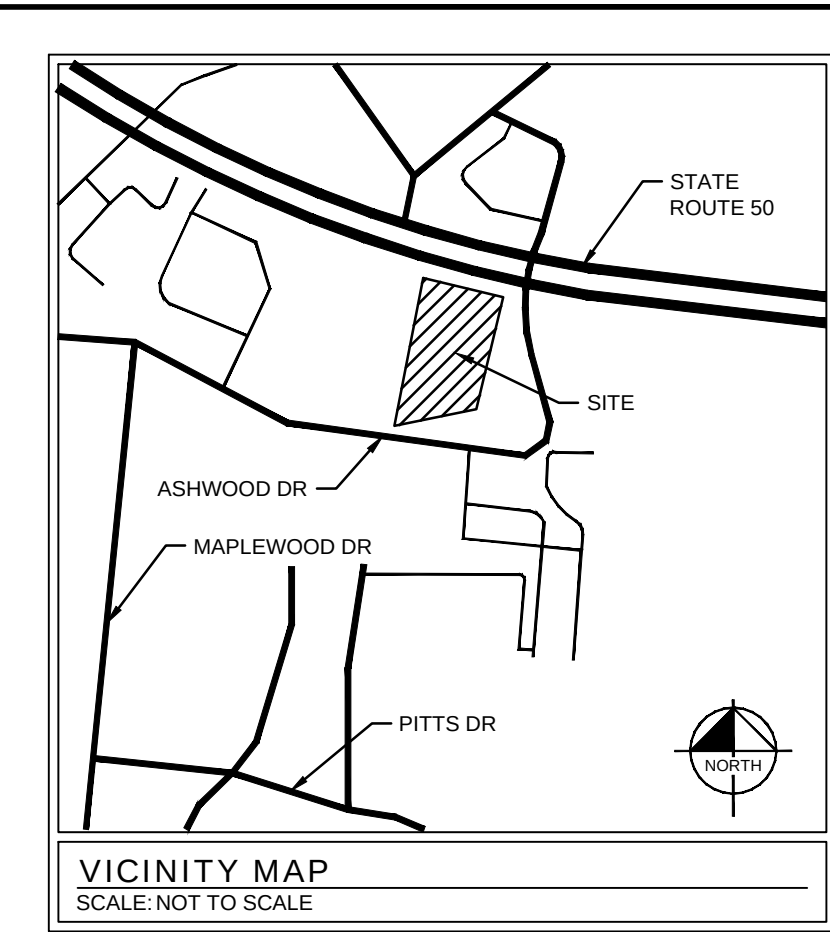
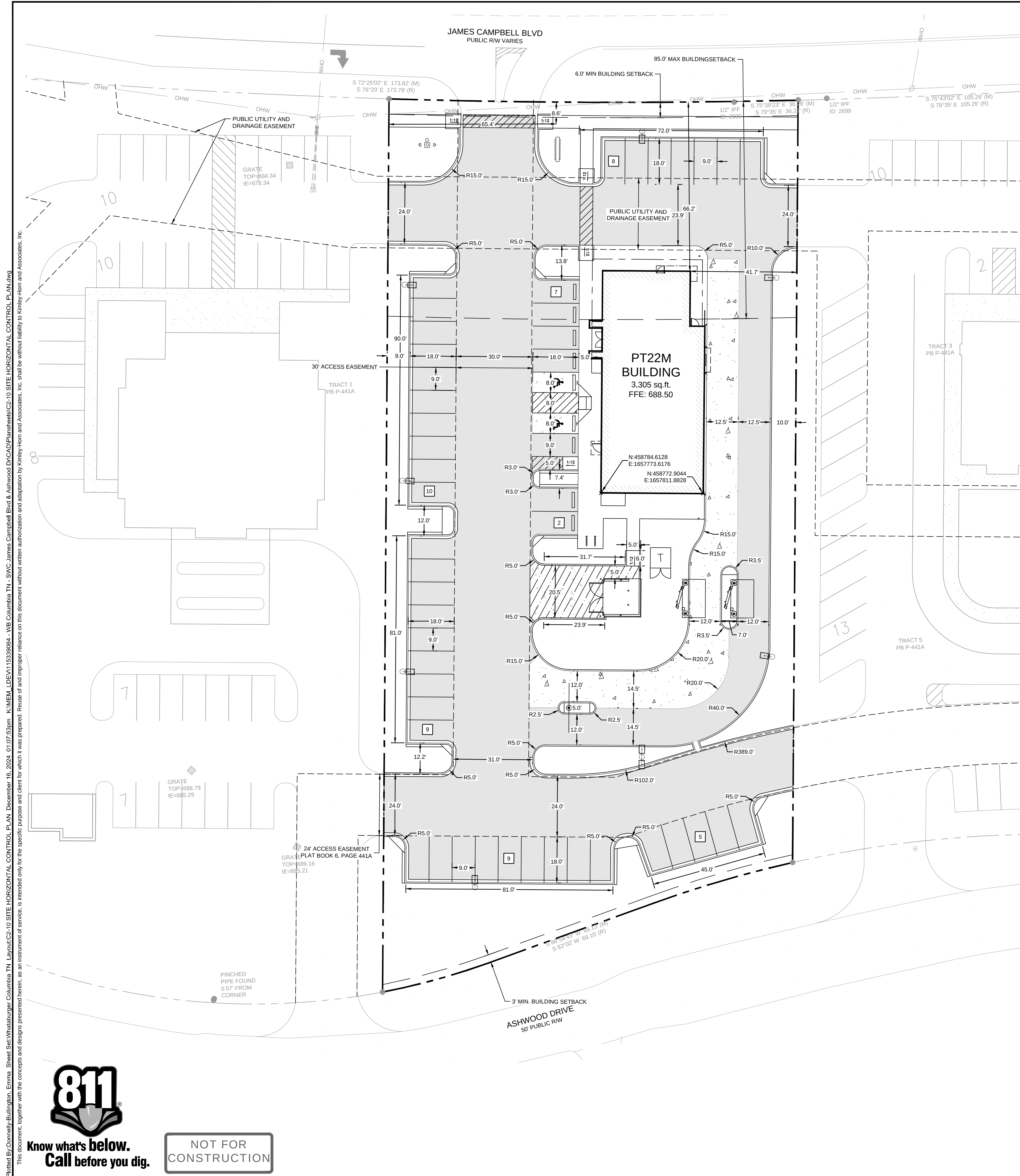
LATITUDE: 35° 36' 50.00367"
LONGITUDE: 87° 4' 45.27711"



KEYNOTE INDEX	
1	DRIVE THRU MENU BOARD; REFER TO ARCHITECTURAL DRAWINGS
2	ACCESSIBLE PARKING STALL; REFER TO CONSTRUCTION DETAILS
3	ACCESSIBLE SIGN MOUNTED ON BOLLARD; BOLLARD SHALL BE BLACK POWDER COATED OR A COLOR TO COMPLIMENT THE BUILDING. REFER TO CONSTRUCTION DETAILS
4	ACCESSIBLE CURB RAMP; REFER TO CONSTRUCTION DETAILS
5	REFUSE AND RECYCLING ENCLOSURE WITH STEEL GATES, STEEL BOLLARDS; REFER TO STRUCTURAL DRAWINGS
6	TRANSFORMER PAD; CONTRACTOR TO COORDINATE WITH UTILITY AGENCY FOR FINAL LOCATION.
7	PAVEMENT MARKING - 4" SOLID WHITE
8	HEADACHE BARS; REFER TO ARCHITECTURAL DRAWINGS
9	FLAG POLE WITH GROUND MOUNTED LIGHTS, UNITED STATES FLAG AND BANNER, GARRISON TYPE OR OWNER APPROVED EQUAL, 30" HIGH, 5" ALUMINUM WITH 14 GAUGE ALUMINUM BALL FINIAL, INCLUDE ALUMINUM ROLLER AND SLEEVE; HARDWARE TO INCLUDE STATIONARY TRUCK, NYLON FLAGSHAPS AND HALYARDS; ENTIRE ASSEMBLY (INCLUDING FOUNDATION) TO CONFORM TO APPLICABLE CODES, INCLUDING WIND LOADS. SEE SHEET SS.1, DETAIL D5 FOR FOUNDATION DETAILS AND SHEET ES.2, DETAIL A4 FOR LIGHT DETAILS.
10	CONCRETE CURB AND GUTTER; REFER TO CONSTRUCTION DETAILS
11	PROPOSED ADA PATH
12	PROPOSED LANDSCAPE AREA; REFER TO LANDSCAPE PLANS
13	SIDEWALK; REFER TO CONSTRUCTION DETAILS
14	EDGE OF STRUCTURAL SLAB; REFER TO STRUCTURAL PLANS FOR DETAILS
15	CONCRETE ISLAND NOSE; REFER TO CONSTRUCTION DETAILS
16	MONUMENT SIGN; REFER TO ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION
17	LIGHT POLE; REFER TO PHOTOMETRIC PLANS AND DETAILS
18	STORM WATER STRUCTURES; REFER TO GRADING AND DRAINAGE PLAN
19	ASPHALT PAVEMENT; REFER TO CONSTRUCTION DETAILS
20	EDGE OF EXISTING ASPHALT
21	CONTRACTOR TO MATCH EXISTING GRADE AND ALIGNMENT
22	DRIVE-THRU CANOPY; REFER TO ARCHITECTURAL DRAWINGS
23	DIGITAL MENU BOARD; REFER TO ARCHITECTURAL DRAWINGS
24	BOLLARD; REFER TO CONSTRUCTION DETAILS
25	ACCESSIBLE SIDEWALK RAMP WITH CURB RETURN; REFER TO CONSTRUCTION DETAILS
26	BICYCLE RACK (MINIMUM 1 SPACE); REFER TO CONSTRUCTION DETAILS
27	HEAVY DUTY CONCRETE; REFER TO CONSTRUCTION DETAILS
28	GRANITE STRIPS; REFER TO LANDSCAPE DETAILS
29	PROPOSED DELIVERY RAMP
30	PROPOSED HEAVY DUTY CONCRETE PAVEMENT FOR DUMPSTER APRON/APPROACH; REFER TO CONSTRUCTION DETAILS
31	CONCRETE WHEELSTOP; REFER TO CONSTRUCTION DETAILS

CAUTION!
EXISTING OVERHEAD AND UNDERGROUND UTILITIES

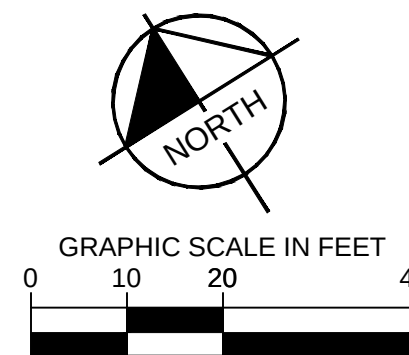
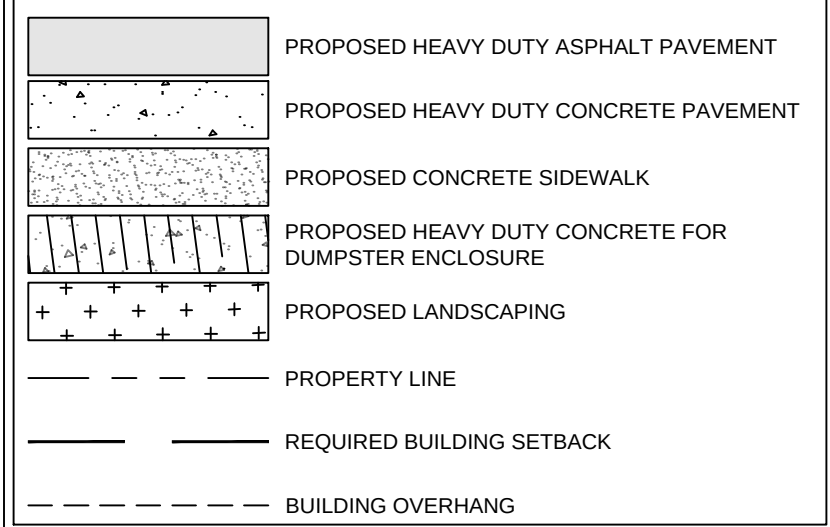
Kimley»Horn © 2024 KIMLEY-HORN AND ASSOCIATES, INC. 6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138 PHONE: 901-374-9109 WWW.KIMLEY-HORN.COM		NOT FOR CONSTRUCTION		KHA PROJECT 115339064		DATE 12/16/2024		SCALE AS SHOWN		DESIGNED BY JSL		DRAWN BY JSL		CHECKED BY LNH		SHEET NUMBER C1-00	
		SITE PLAN		115 SOUTH JAMES CAMPBELL BLVD PREPARED FOR WHATABURGER		COLUMBIA		TENNESSEE		REVISIONS		BY		DATE			



GENERAL NOTES

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6. NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS BEFORE BEGINNING EACH PHASE OF CONSTRUCTION.
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13. ALL ROAD WORK SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD LOCAL, GOVERNMENT, AND STATE REGULATIONS.
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LEGEND

[illegible]

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PHONE: 901-374-9109
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NOT FOR CONSTRUCTION

KHA PROJECT	DATE
115339064	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

SITE HORIZONTAL CONTROL PLAN

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

WHAI ABURGER
COLUMBIA
TENNESSEE

SHEET NUMBER
C1-10

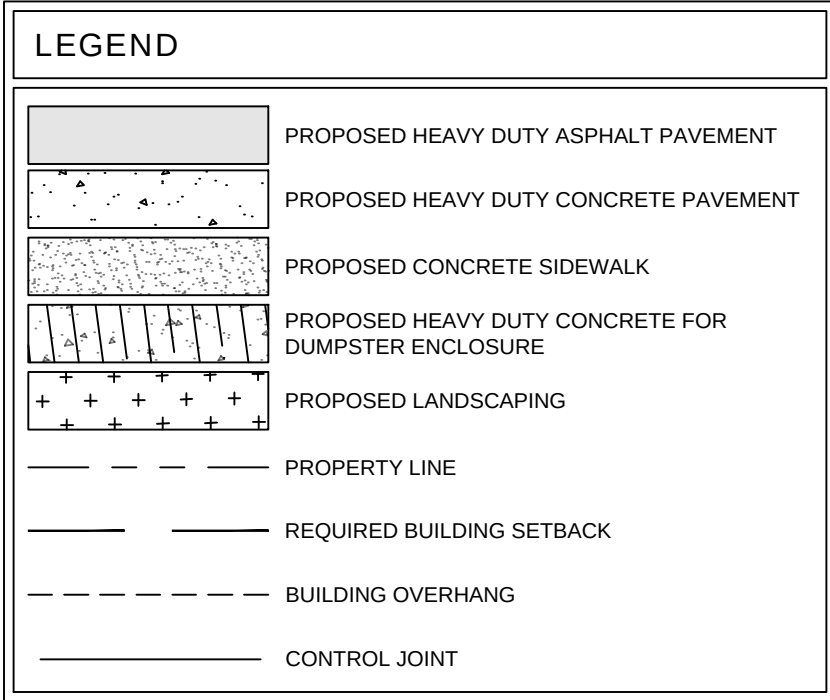
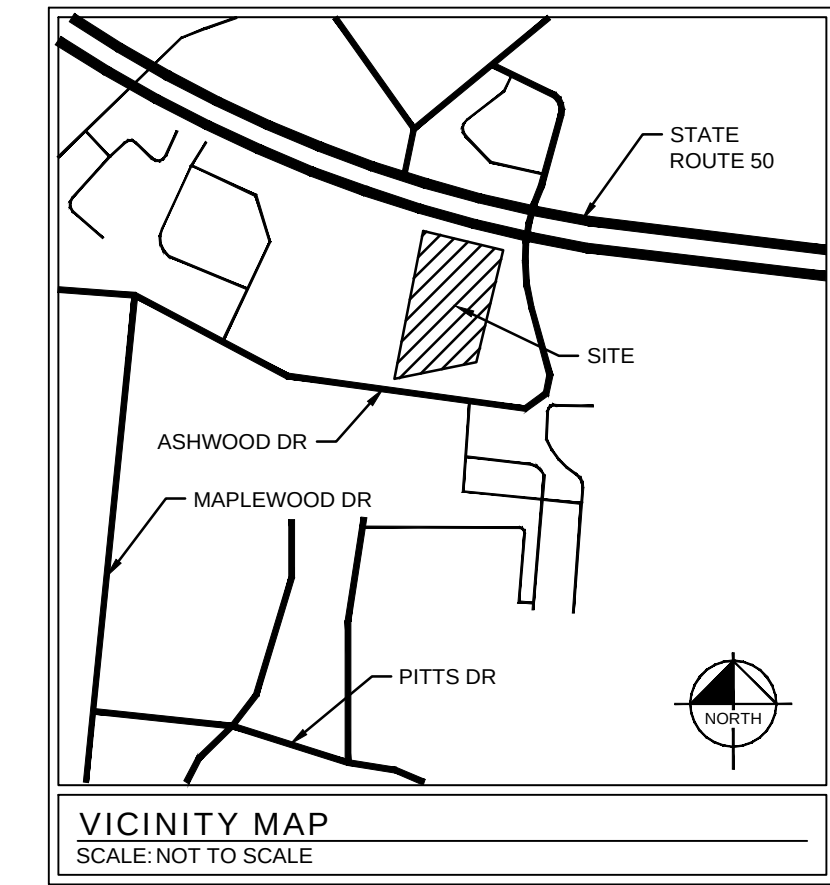
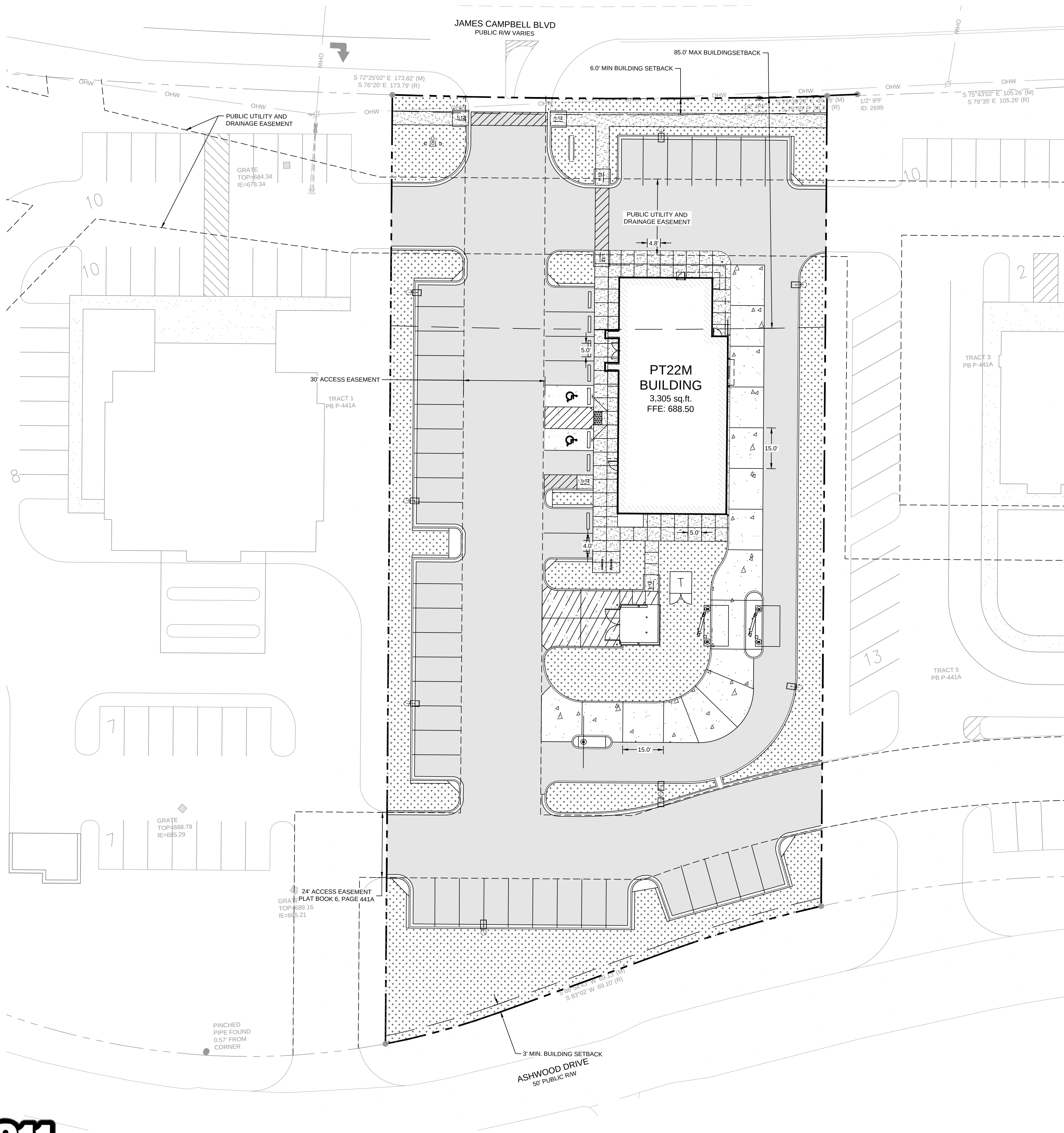
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Plotted By:Donnelly-Bullington, Emma Street Set:Whataburger Columbia TN Layout:C1-20 CONCRETE JOINT LAYOUT PLAN December 18, 2024 01:08:04pm KMEM LDEV115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood DCA:DWG:Plans:Sheet:C1-20 CONCRETE JOINT LAYOUT PLAN.dwg
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Know what's below.
Call before you dig.

NOT FOR
CONSTRUCTION



- JOINT PATTERN NOTES**
1. ANY ADJUSTMENT TO JOINT LAYOUT SHALL BE SUBMITTED BY CONTRACTOR FOR DESIGNER REVIEW AND APPROVAL.
 2. CONTRACTOR SHALL USE CONSTRUCTION JOINTS IN LIEU OF CONTROL JOINTS AT LIMITS OF EACH DAY'S CONCRETE POUR.
 3. CONTRACTOR SHALL ENSURE CONCRETE PANELS ARE GENERALLY SQUARE AND SHALL NOT HAVE A LENGTH TO WIDTH RATIO THAT EXCEEDS 1.25.
 4. ANY IRREGULAR SHAPED (NOT RECTANGULAR) CONCRETE PANELS SHALL BE ADDITIONALLY REINFORCED WITH WELDED WIRE FABRIC (WWF).
 5. JOINTS SHALL EXTEND THROUGH CURBS.

115 SOUTH JAMES CAMPBELL BLVD PREPARED FOR WHATABURGER COLUMBIA	CONCRETE JOINT LAYOUT PLAN	KHA PROJECT 115339064 DATE 12/16/2024 SCALE AS SHOWN DESIGNED BY JSL DRAWN BY JSL CHECKED BY LNH	NOT FOR CONSTRUCTION	 © 2024 KIMLEY-HORN AND ASSOCIATES, INC. 6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138 PHONE: 901-374-9109 WWW.KIMLEY-HORN.COM	No.	REVISIONS	DATE	BY



NOT FOR
CONSTRUCTION



- ## GENERAL NOTES

1. CRITICAL SLOPE GRADES ARE TO PAVEMENT GRADE UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS AND CROSSEWALKS WITH A 2.0% MAXIMUM CROSS SLOPE AND A 5.0% MAXIMUM RUNNING SLOPE. UNLESS NOTED ON A RAMP, GRADES WITHIN ADA HANDICAP PARKING AREAS NOT TO EXCEED A 2% MAXIMUM SLOPE.
3. CONTRACTOR SHALL TAKE FIELD SLOPE MEASUREMENTS ON FINISHED SUBGRADE AND FORM BOARDS PRIOR TO PLACING PAVEMENT. VERIFIED EXISTING SLOPE REQUIREMENTS ARE PROVIDED. CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAIVING IF ANY EXCESSIVE SLOPES ARE ENCOUNTERED. NO CONTRACT CHANGE ORDERS WILL BE ACCEPTED FOR ADA SLOPE COMPLIANCE ISSUES.
4. ALL ROOF DRAIN PIPING SHALL BE PVC UNLESS OTHERWISE NOTED.
5. ALL ROOF DRAIN CLEANSOUTS IN PAVED AREAS SHALL HAVE A GRATED COVER.
6. ALL PIPE LENGTHS SPECIFIED IN THESE PLANS ARE THE HORIZONTAL DISTANCE AND ARE SHOWN FOR REFERENCE ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ACTUAL LENGTHS BASED ON PROPOSED PIPE SLOPE. PIPE LENGTHS IN PLANS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
7. CONTRACTOR TO FIELD VERIFY EXISTING INVERT FOR SANITARY SEWER AND STORM DRAIN SERVICE CONNECTIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCY PRIOR TO PROCEEDING.
8. NO GRADED SLOPE SHALL EXCEED 3:1V.
9. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL BE DESIGNED AND PERFORMED BY AN ENGINEER LICENSED IN THE STATE OF TENNESSEE.
10. ALL WALLS GREATER THAN 30" IN HEIGHT SHALL HAVE FALL PROTECTION DURING FENCING OR HANDRAIL AT A MINIMUM OF 42" TALL.

GRAPHIC SCALE IN FEET



0 10 20 40

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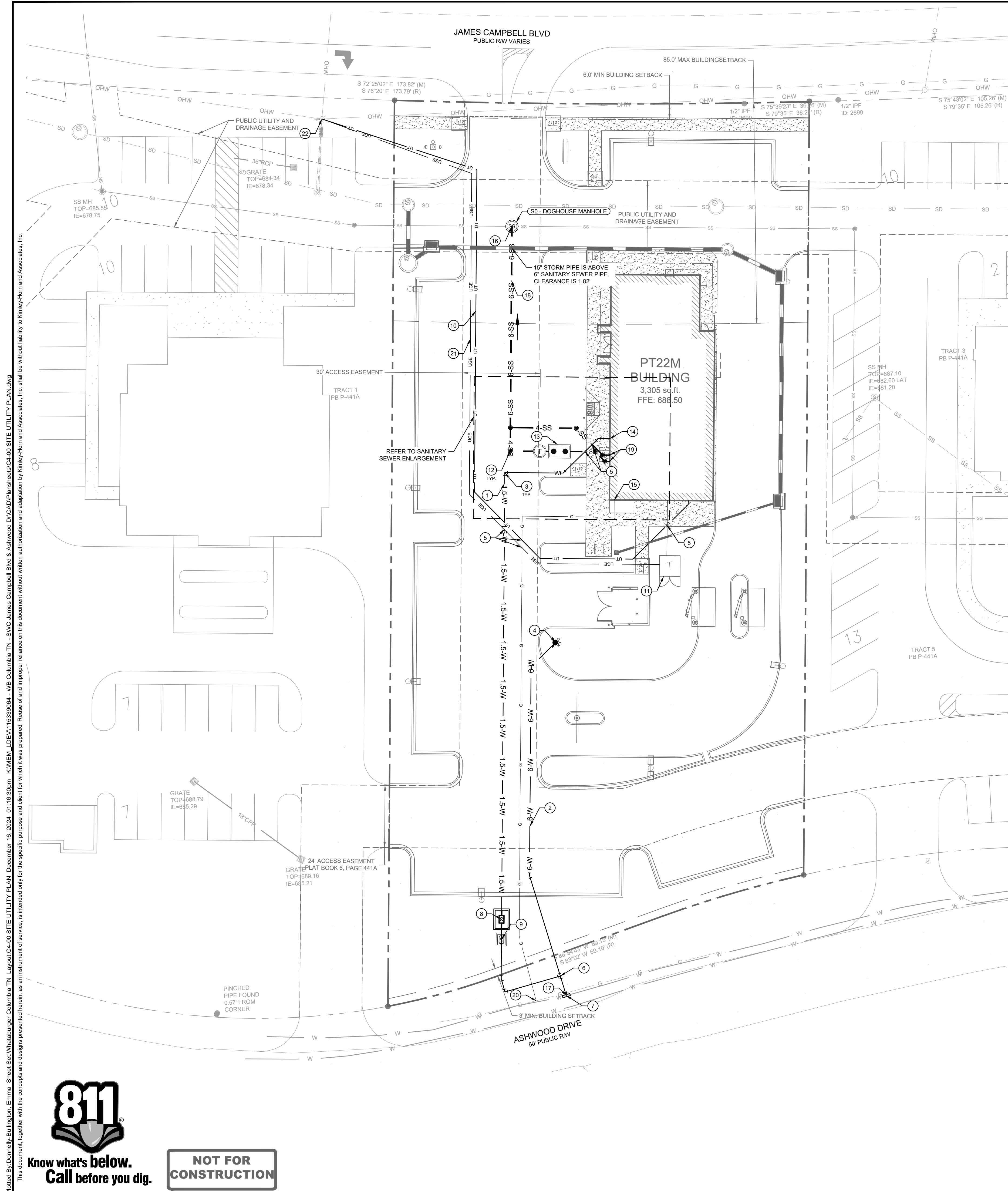
KHA PROJECT 115339064	DATE 12/16/2024	SCALE AS SHOWN	JSL
		DESIGNED BY	JSL
		DRAWN BY	LNH
		CHECKED BY	

SITE GRADING AND DRAINAGE PLAN

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

COLUMBIA
WILLIAM ABURGLEN
TENNESSEE

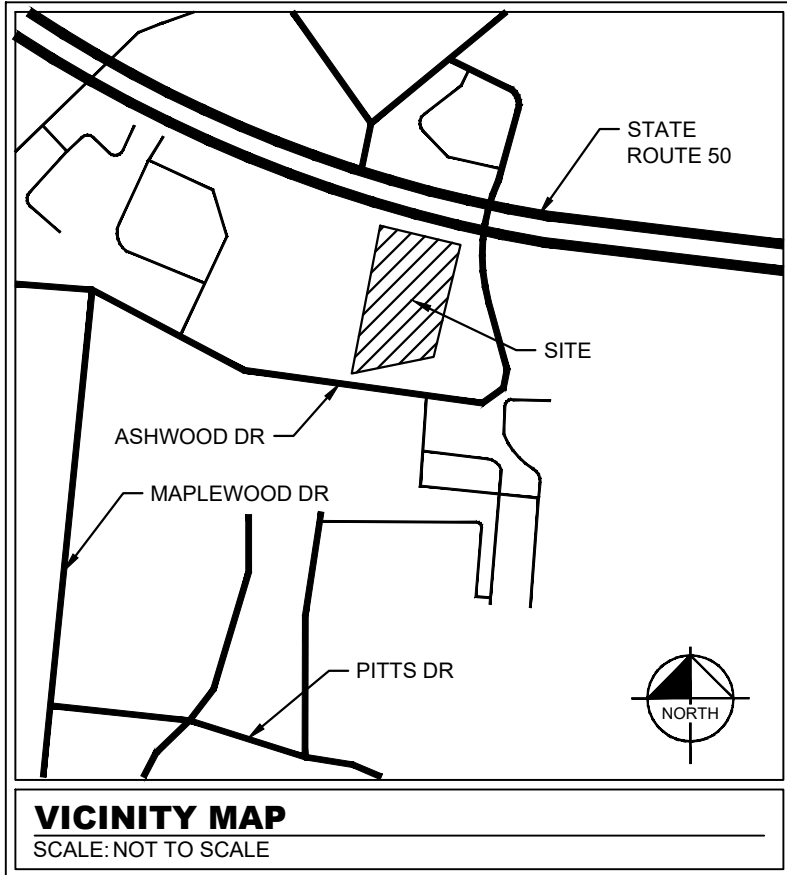
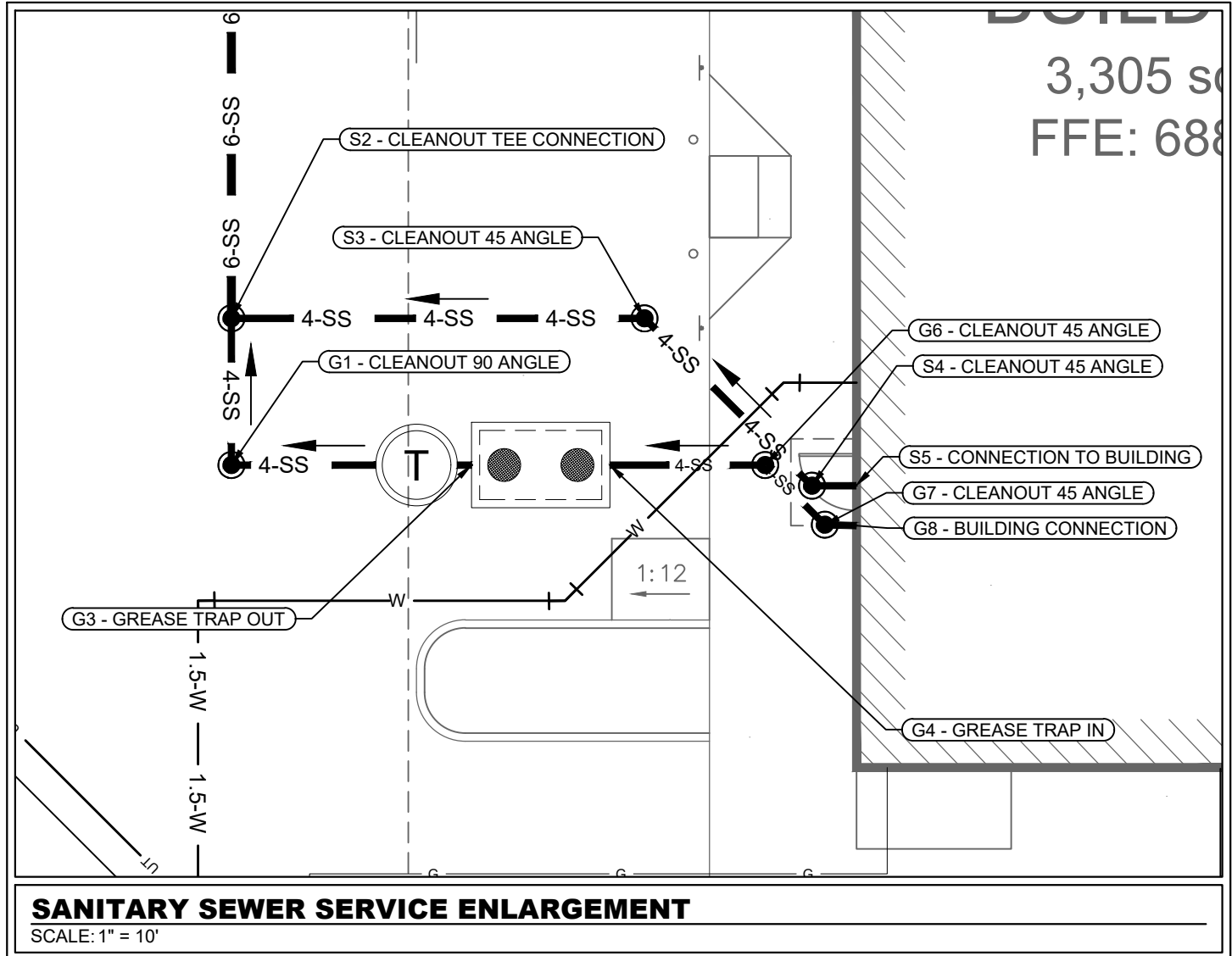
SHEET NUMBER
C2-00



KEYNOTE INDEX	
1	PROPOSED 1.5" DOMESTIC WATER LINE
2	PROPOSED 6" WATER LINE
3	PROPOSED 90° BEND
4	PROPOSED FIRE HYDRANT; REFER TO CONSTRUCTION DETAILS AND COORDINATE WITH COLUMBIA POWER AND WATER SYSTEMS FOR DESIGN AND STATE APPROVAL.
5	PROPOSED UTILITY CROSSING
6	PROPOSED TEE
7	TAPPING SLEEVE AND VALVE
8	PROPOSED DOUBLE CHECK VALVE BACKFLOW PREVENTER. BACKFLOW DEVICES SHALL BE PER CPWS'S SPECIFICATIONS.
9	PROPOSED 1.5" DOMESTIC WATER METER
10	PROPOSED UNDERGROUND ELECTRIC LINE
11	PROPOSED TRANSFORMER LOCATION; REFER TO ELECTRICAL PLANS FOR ADDITIONAL INFORMATION
12	PROPOSED SANITARY SEWER CLEANOUT
13	PROPOSED GREASE TRAP REFER TO MEP PLANS FOR DETAILS
14	PROPOSED DOMESTIC WATER BUILDING CONNECTION
15	PROPOSED GAS SERVICE CONNECTION; REFER TO MEP PLANS FOR CONTINUATION
16	CONNECTION TO EXISTING SANITARY SEWER LINE
17	PROPOSED CONNECTION TO EXISTING WATER MAIN; REFER TO CONSTRUCTION DETAILS AND COORDINATE WITH THE CITY OF COLUMBIA UTILITY DISTRICT
18	PROPOSED SANITARY SEWER LINE
19	PROPOSED SANITARY SEWER BUILDING CONNECTION
20	APPROXIMATE LOCATION OF GAS CONNECTION; CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
21	PROPOSED UNDERGROUND TELECOMMUNICATIONS LINE
22	APPROXIMATE ELECTRICAL AND TELECOM SERVICE CONNECTION. CONTRACTOR TO VERIFY AND OBTAIN NECESSARY APPROVALS FROM RESPECTIVE AGENCIES

TYPICAL CONSTRUCTION NOTES

1. LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND ARE NOT NECESSARILY ALL OF THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTRACTING THE APPROPRIATE UTILITY COMPANY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND/OR UNDERGROUND STRUCTURES PRIOR TO THE INITIATION OF ANY CONSTRUCTION. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL UTILITIES AND/OR UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS.
2. CONTRACTOR SHALL ENSURE UNINTERRUPTED SEWER SERVICE ON EXISTING SEWER AND SEWER CONNECTIONS BY PROVIDING AN ALTERNATE REQUIRED VENT STACK FOR THE EXISTING SEWER.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO BEGINNING ANY CONSTRUCTION.
5. ALL AREAS IN CUT OR FILL WHERE VEGETATION HAS BEEN REMOVED SHALL BE SEEDED, MULCHED, FERTILIZED, AND IRRIGATED TO MEET REQUIRED STANDARDS.
6. THE CONTRACTOR SHALL VERIFY EXISTING DATA AND REPORT ANY SIGNIFICANT DISCREPANCIES TO THE ENGINEER.
7. ALL SANITARY SEWER TO BE CONSTRUCTED AS PER CITY OF COLUMBIA STANDARD SPECIFICATIONS.
8. ALL SEWER MANHOLE LIDS IN OPEN AREAS ARE TO BE CONSTRUCTED 1.5' ABOVE PROPOSED GRADE. IN BACKYARDS, MANHOLE LIDS ARE TO BE 1.5' ABOVE INITIAL GRADE, 0.5' ABOVE FINAL GRADE.
9. ALL SANITARY SEWER, INCLUDING SEWER CONNECTIONS, WHICH HAS LESS THAN 1.5' CLEARANCE (OUTSIDE OF PIPES) WITH ANY EXISTING OR PROPOSED UTILITY (UNDERGROUND OR IRON PIPE) OR CONCRETE (ENCASED), 10' MINIMUM BOTH SIDES OF CROSSING, ALL PROTECT SHALL BE POLYETHYLENE LINER OR SHALL BE TREATED WITH DISPECT 401 OR APPROVED EQUIVALENT.
10. THE CONTRACTOR SHALL MAINTAIN ALL RIGHTS-TO-USE PRIVATE DRIVES AND YARDS FOR THE PURPOSE OF MAINTAINING ALL PUBLIC SEWER LINES AND SHALL BEAR NO RESPONSIBILITY FOR THE MAINTENANCE OF SAID PRIVATE DRIVES.
11. NO TREES, SHRUBS, PERMANENT STRUCTURES, OR OTHER UTILITIES (EXCEPT FOR CROSSINGS) WILL BE ALLOWED WITHIN THE EXISTING EASEMENT. ANY REMOVAL OF TREES OR UTILITIES MAY OCCUPY SANITARY SEWER EASEMENTS IN PRIVATE DRIVES AND YARDS EXCEPT FOR CROSSINGS.
12. ALL SANITARY SEWER MANHOLES IN REVERSE CURVED STREETS, AND DRIVES (PUBLIC AND PRIVATE) SHALL BE PROVIDED WITH GASKETS AND PLUGS FOR PICK-LOCKS TO PREVENT DRAINAGE INFLOW INTO SEWER SYSTEM.
13. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS WELL AS EROSION PREVENTATION INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.

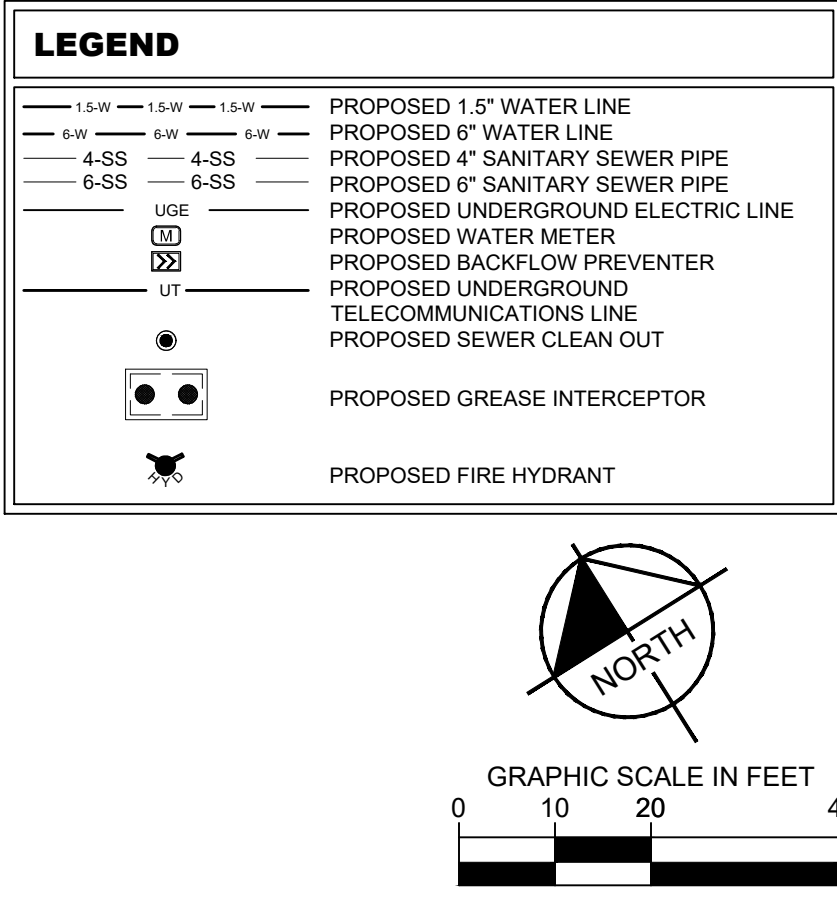


FRANCHISE UTILITY NOTES

1. THE GAS, ELECTRIC, AND TELEPHONE INFORMATION SHOWN ON THIS PLAN IS BASED UPON THE LATEST INFORMATION AVAILABLE TO THE CITY OF CHICAGO. THE CITY OF CHICAGO DOES NOT INTEND FOR THE PURPOSES OF GENERAL BIDDING AND BASIC CLARITY. SPECIFIC JOB SITE CONDITIONS SHALL BE FIELD VERIFIED BY PERSONNEL 2 THROUGH 4 BELOW. THE FRANCHISE UTILITY CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES, FIELD CONDITIONS AND ASSOCIATED REVISIONS REQUIRED BY THE RESPECTIVE UTILITY COMPANIES INVOLVED.
2. THE FRANCHISE UTILITY CONTRACTOR SHALL CONTACT THE RESPECTIVE FRANCHISE UTILITY COMPANIES, VERIFY ALL REQUIREMENTS AND EQUIPMENT, AND FURNISH AND INSTALL, INCLUDING BUT NOT LIMITED TO, ALL METERS, TRANSFORMERS, AND ACCESSORIES TO THE PROJECT. THE FRANCHISE UTILITY CONTRACTOR SHALL ALSO PAY ALL FEES AND CHARGES INCURRED AND COORDINATE WITH OTHER FRANCHISE UTILITY COMPANIES INVOLVED.
3. THE FRANCHISE UTILITY CONTRACTOR SHALL FIELD VERIFY, IN THE PRESENCE OF THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES, THE LOCATION OF ALL UTILITIES AND PROPOSED UTILITY SERVICES AND EQUIPMENT. THE FRANCHISE UTILITY CONTRACTOR SHALL INCLUDE IN HIS BID SUFFICIENT FUNDS TO COVER ALL COSTS REQUIRED BY THE UTILITY COMPANIES TO PROVIDE SERVICE TO THE PROJECT. THE FRANCHISE UTILITY CONTRACTOR SHALL VERIFY THAT THE UTILITY COMPANIES' SERVICES. NO ALLOWANCES WILL BE MADE FOR FRANCHISE UTILITY CONTRACTORS UNFAMILIARITY WITH THE EXISTING CONDITION, REQUIREMENTS OF THE NEW CONDITIONS, AND, THEREFORE, THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY CONTRACTOR SHALL VERIFY THAT METER AND TRANSFORMER LOCATIONS SHOWN MEET DESIGN CRITERIA BY FRANCHISE UTILITY CONTRACTOR. THE CONTRACTOR SHALL BE LIMITED TO, THE OFFSET DISTANCE FROM FACE OF BUILDING.

GENERAL UTILITY NOTES

1. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE LATEST CITY OF COLUMBIA AND MAURY COUNTY UTILITY STANDARDS AND SPECIFICATIONS FOR CONSTRUCTION.
2. SHOULD ANY UNCHARTERED OR INCORRECTLY CHARTED UTILITIES BE ENCOUNTERED, THE CONTRACTOR SHALL CONTACT THE OWNER IMMEDIATELY AND DISSEMINATE THE INFORMATION TO THE CITY OF COLUMBIA.
3. CONTRACTOR SHALL COORDINATE ANY INTERRUPTION OF UTILITY SERVICE WITH OWNER AND UTILITY COMPANY.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES DURING CONSTRUCTION. LEAST 48 HOURS PRIOR TO ANY DEMOLITION, GRADING, OR CONSTRUCTION ACTIVITY THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY OWNERS FOR PROPER IDENTIFICATION OF ALL UTILITIES. WORKERS WILL BE REQUIRED TO LOCATE, MARK, AND PROTECT ALL UTILITIES.
5. ANY PLANNED INTERRUPTION OF UTILITY SERVICE SHALL BE GIVEN 48 HOUR NOTICE TO THE UTILITY COMPANY AND THE OWNER.
6. CONTRACTOR SHALL SAW CUT, REMOVE, AND REPLACE ASPHALT PAVING SURF NECESSARY TO INSTALL UNDERGROUND ELECTRICAL, TELEPHONE, SEWER, WATER, AND COMMUNICATION CONDUITS.
7. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH COLUMBIA POWER AND WATER SYSTEMS' STANDARDS.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ELECTRICAL AND TELEPHONE SERVICE WITH APPROPRIATE LOCAL UTILITY.
9. CLEARANCE TO BE MAINTAINED BETWEEN STORM, SANITARY, AND ALL UTILITIES.
10. ALL PROPOSED UTILITIES ARE TO BE INSTALLED UNDERGROUND, INCLUDING ELECTRIC AND TELEPHONE.
11. CRACKS AND SINKS ARE TO BE PREVENTED BY PROTECTIVE MEASURES IN ACCORDANCE WITH THE UNIFORM STANDARD BUILDING CODE.
12. CONTRACTOR SHALL COORDINATE WITH WEST WILSON UTILITY DISTRICT FOR THE INSTALLATION OF WATER METERS.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING PLANS FOR UTILITY CONNECTIONS INSIDE BUILDING.
14. ALL FITTINGS AND BENDS ON 1" WATER LINES AND LARGER SHALL BE PROVIDED WITH 18" MINIMUM CLEARANCE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
15. CONTRACTOR SHALL HAVE INGRESS/EGRESS RIGHTS TO USE PRIVATE DRIVES AND YARDS FOR THE PURPOSE OF CONDUCTING PUBLIC UTILITIES WORK. CONTRACTOR SHALL HAVE RESPONSIBILITY FOR THE MAINTENANCE OF SAID PRIVATE DRIVES AND YARDS.
16. THE REQUIRED FIRE FLOOR SHALL BE DETERMINED BY THE CITY OF COLUMBIA AND THE MARSHAL'S OFFICE, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
17. THE CITY SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO CONDUCT INSPECTIONS, REPAIRS, AND ASPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.

[illegible]

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NOT FOR CONSTRUCTION

KHA PROJECT 115339064	DATE 12/16/2024	SCALE AS SHOWN	DESIGNED BY JSL	DRAWN BY JSL	CHECKED BY LNH
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SITE UTILITY PLAN

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

SHEET NUMBER
C3-00



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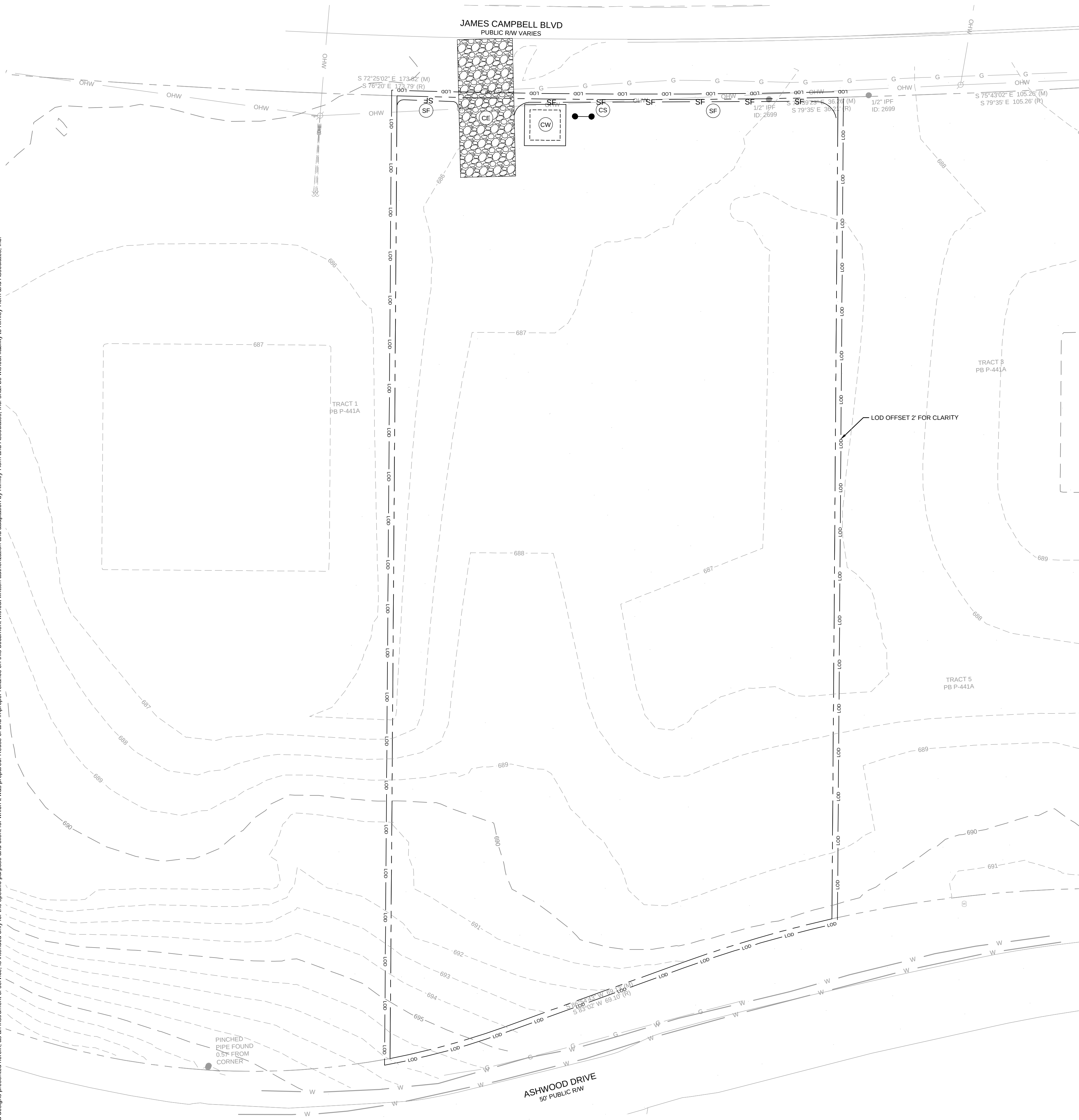
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CONSTRUCTION**

Plotted By:Donnelly-Bullington, Emma Street Set:Whataburger Columbia TN Layout:EPSC CONTROL PLAN - PHASE 1 December 18, 2024 01:09:00pm KMEM DEVA115339064 - WB Columbia TN - SWC James Campbell Blvd - Ashwood DCA:DP:Plans:Sheet:CS-40 EROSION PREVENTION AND SEDIMENTATION CONTROL PLAN - PHASE 1 Long
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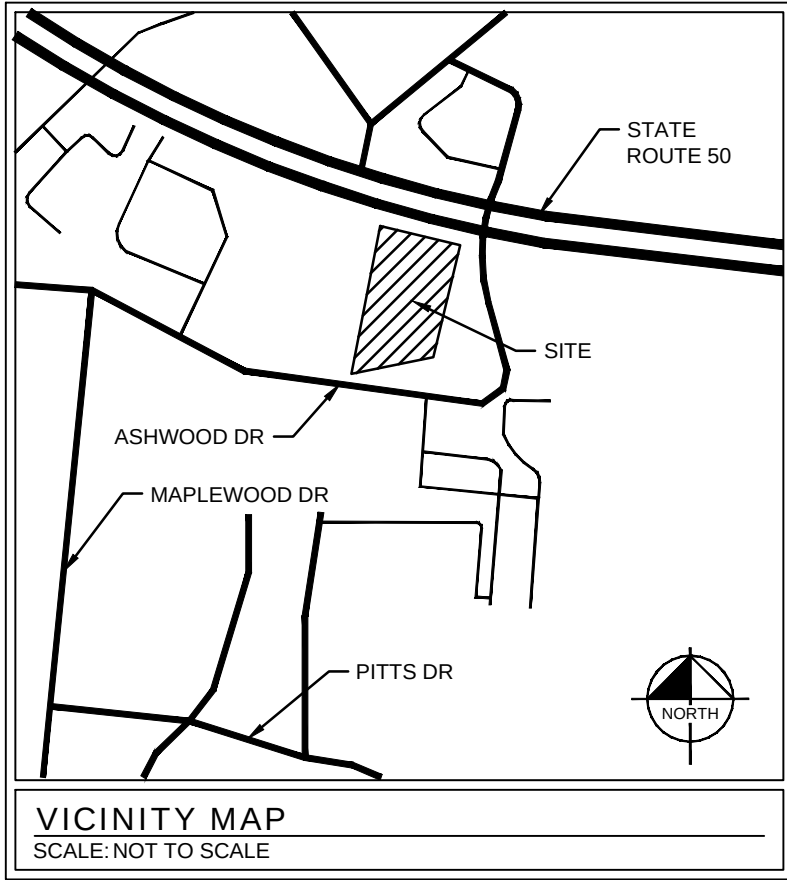
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NOT FOR
CONSTRUCTION



EROSION CONTROL NOTES

1. A MINIMUM OF 24 HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE.
2. ALL NEWLY CUT OR FILLED AREA, LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED, AND/OR SOODED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
4. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX INCHES OF COMPACTED THICKNESS.
5. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE CITY OF COLUMBIA STANDARD CONSTRUCTION SPECIFICATIONS. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING, AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY COORDINATED WITH ADJACENT PROPERTY OWNERS.
6. VERIFY SITE CONDITIONS PRIOR TO CONSTRUCTION. NOTIFY THE CITY OF COLUMBIA CONSTRUCTION INSPECTION OFFICE ENGINEER OF ANY VARIATIONS PRIOR TO COMMENCEMENT OF WORK.
7. ALL GRADING WORK SHALL BE PERFORMED IN SUCH A MANNER THAT ADJACENT PROPERTIES ARE NOT DAMAGED OR ADVERSELY AFFECTED.
8. LOT DRAINAGE: FINISH GRADE SHALL BE SLOPED AWAY FROM THE FOUNDATION FOR DRAINAGE. THE FINISH GRADE MUST BE AT LEAST 12 INCHES BELOW THE TOP OF THE FOUNDATION WALL OR THE GRADE OF THE CONCRETE SLAB AT THE INTERIOR IN THE CASE OF AN INTEGRAL SLAB AND FOUNDATION.
9. THE CONTRACTOR SHALL PROVIDE ADEQUATE AND EFFECTIVE EROSION CONTROL AS NECESSARY TO PREVENT ANY SILTATION INTO EXISTING DRAINAGE SYSTEM AND/OR ADJACENT PROPERTIES.
10. ALL EROSION CONTROL MEASURES MUST BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING OPERATIONS AND BE MAINTAINED UNTIL ALL DISTURBED AREAS ON THE SITE HAVE BEEN RESTORED.
11. ALL TEMPORARY EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITIONS BY THE CONTRACTOR UNTIL THE SITE HAS BEEN RE-VEGETATED, AT WHICH TIME IT SHALL BE REMOVED. FOR PROPOSED PAVED SURFACE AREAS, THE CONTRACTOR MAY REMOVE NECESSARY SILT FENCE TO CONSTRUCT ROADWAYS, WHILE MAINTAINING ADEQUATE EROSION CONTROL IN ADJACENT AREAS.
12. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, UTILITY INSTALLATION AND ROADWAY CONSTRUCTION SO THAT THE GENERAL SITE CAN BE MULCHED AND RE-SEEDED SOON AFTER DISTURBANCE. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED WITHIN 14 DAYS AFTER COMPLETION OF FINAL GRADING OR AFTER 14 DAYS OF GRADING INACTIVITY.
13. INSPECTIONS MUST BE PERFORMED BY AN EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) LEVEL I CERTIFIED PERSONNEL. ALL CONTROL MEASURES SHALL BE CHECKED, AND REPAIRED AS NECESSARY, TWICE WEEKLY AT LEAST 72 HOURS APART AND IN DRY PERIODS AND WITHIN 24 HOURS AFTER ANY RAINFALL OF 0.5 INCHES WITHIN A 24 HOUR PERIOD. DURING PROLONGED RAINFALL DAILY CHECKING AND REPAIRING IS NECESSARY. THE PERMITTEE SHALL MAINTAIN RECORDS OF CHECKS AND REPAIRS. A RAIN GAUGE MUST BE MAINTAINED AT THE CONSTRUCTION SITE.
14. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE BARRIER. FABRIC SHOULD BE REPLACED PROMPTLY WHEN IT DECOMPOSES OR BECOMES INEFFECTIVE.
15. ANY SEDIMENT REMAINING AFTER THE SILT FENCE OR FILTER FABRIC IS NO LONGER NEEDED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED WITH THE APPROPRIATE SEED MIX, AS DIRECTED BY THE ENGINEER.
16. SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED.
17. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL REQUIRED PERMITS HAVE BEEN OBTAINED PRIOR TO BEGINNING ANY CONSTRUCTION OR OTHER ACTIVITY ON THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SOIL EROSION CONTROL MEASURES AS NOTED ON THE PLANS AND AS REQUESTED BY THE OWNER DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR SATISFYING THE REQUIREMENTS OF THE STATE OF TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) AS SET FORTH IN THE TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK 4TH EDITION. ALL SOIL EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE CONTROL, SO AS TO PREVENT ANY SEDIMENT FROM WASHING OFF THE SITE ONTO ADJACENT PROPERTY OR PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR SHALL MAINTAIN A LOG OF ALL MAINTENANCE ACTIVITIES FOR THE EROSION CONTROL ELEMENTS AS REQUIRED BY TDEC.
18. A COPY OF THIS PLAN MUST BE AVAILABLE ON SITE.
19. EROSION AND SEDIMENT CONTROL MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATIONS BEGIN, AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORK DAY BUT MUST BE REPLACED AT THE END OF THE WORK DAY.
20. THE INTENT OF THE EROSION AND SEDIMENT CONTROL PLAN IS TO MINIMIZE THE RELEASE OF STORM WATER POLLUTANTS TO DOWNSTREAM PROPERTIES AND DRAINAGE SYSTEMS.
21. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES.
22. CONSTRUCTION WILL BE SEQUENCED SO THAT GRADING OPERATIONS CAN BEGIN AND END AS QUICKLY AS POSSIBLE.
23. AREAS WHICH ARE NOT TO BE DISTURBED WILL BE CLEARLY MARKED BY FENCING, FLAGS, SIGNS, ETC.
24. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE, AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
25. ALL STORM SEWER INLETS THAT ARE TO BE USED FOR DRAINAGE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
26. PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
27. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF COLUMBIA PUBLIC WORKS DEPARTMENT.
28. ALL CONSTRUCTION ACTIVITIES AND EROSION CONTROL METHODS SHALL COMPLY AND CONFORM TO THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, DIVISION OF WATER POLLUTION CONTROL, AND THE "TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK", LATEST EDITION STANDARDS AND SPECIFICATIONS FOR STORMWATER PERMITTING.
29. RESEEDING MUST BE DONE WITH AN ANNUAL OR PERENNIAL COVER CROP ACCOMPANIED BY PLACEMENT OF STRAW MULCH OR ITS EQUIVALENT OF SUFFICIENT COVERAGE TO CONTROL EROSION UNTIL SUCH TIME AS THE COVER CROP IS ESTABLISHED OVER 90 PERCENT OF THE SEEDED AREA.
30. ALL SLOPES SHALL BE 3:1 OR FLATTER.
31. SOIL, SEDIMENT, AND DEBRIS BROUGHT ONTO STREETS AND PUBLIC WAYS MUST BE REMOVED BY THE END OF THE WORK DAY BY MACHINE, BROOM OR SHOVEL TO THE SATISFACTION OF THE CITY OF COLUMBIA STORMWATER DEPARTMENT. FAILURE TO REMOVE THE SEDIMENT, SOIL OR DEBRIS SHALL BE DEEMED A VIOLATION OF THE CITY'S ORDINANCE.
32. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
33. CONTRACTOR SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE GRADING PERMITTEE.
34. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS WITH SLOPES GREATER THAN OR EQUAL TO 3:1 SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
35. ALL PERIMETER CONTROL MEASURES MUST BE IN PLACE BEFORE ANY EARTH MOVING ACTIVITIES BEGIN.



EROSION CONTROL SCHEDULING AND SEQUENCING

1. ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT AND SILT FENCE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED.
2. UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
3. PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
4. FINAL GRADING/SOIL STABILIZATION/LANDSCAPING	REFERENCE LANDSCAPE PLANS FOR FINAL STABILIZATION OF SITE. ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT ONCE FINAL STABILIZATION HAS BEEN ACHIEVED.

SEQUENCE OF CONSTRUCTION NOTE

THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

SWPPP NOTE

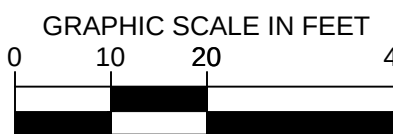
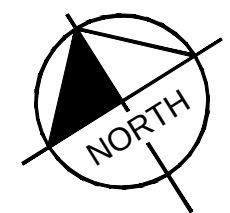
ANY OFF-SITE STAGING AREA UTILIZED BY THE OPERATOR OF THIS SITE MUST BE INCLUDED IN THE SWPPP NARRATIVE PLAN AND TO SWPPP SITE PLAN AS REQUIRED BY THE TDEC TENNESSEE GENERAL PERMIT. ANY SUCH AREA INCLUDED IN THE SWPPP WILL BE TREATED BY THE OPERATOR AS ANY OTHER PART OF THE CONSTRUCTION ACTIVITY FOR THE PURPOSES OF STORM WATER POLLUTION PREVENTION.

EROSION CONTROL LEGEND

	(IP) INLET PROTECTION
	(SF) SILT FENCE
	(CW) CONCRETE WASHOUT AREA
	(CE) CONSTRUCTION EXIT
	(LOD) LIMITS OF DISTURBANCE
	(CS) CONSTRUCTION SIGN

NOTES

AREA DISTURBED: ±1.60 ACRES



No.	REVISIONS	DATE	BY

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KHA PROJECT	115339064
DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

EPSC CONTROL PLAN
- PHASE 1

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

COLUMBIA

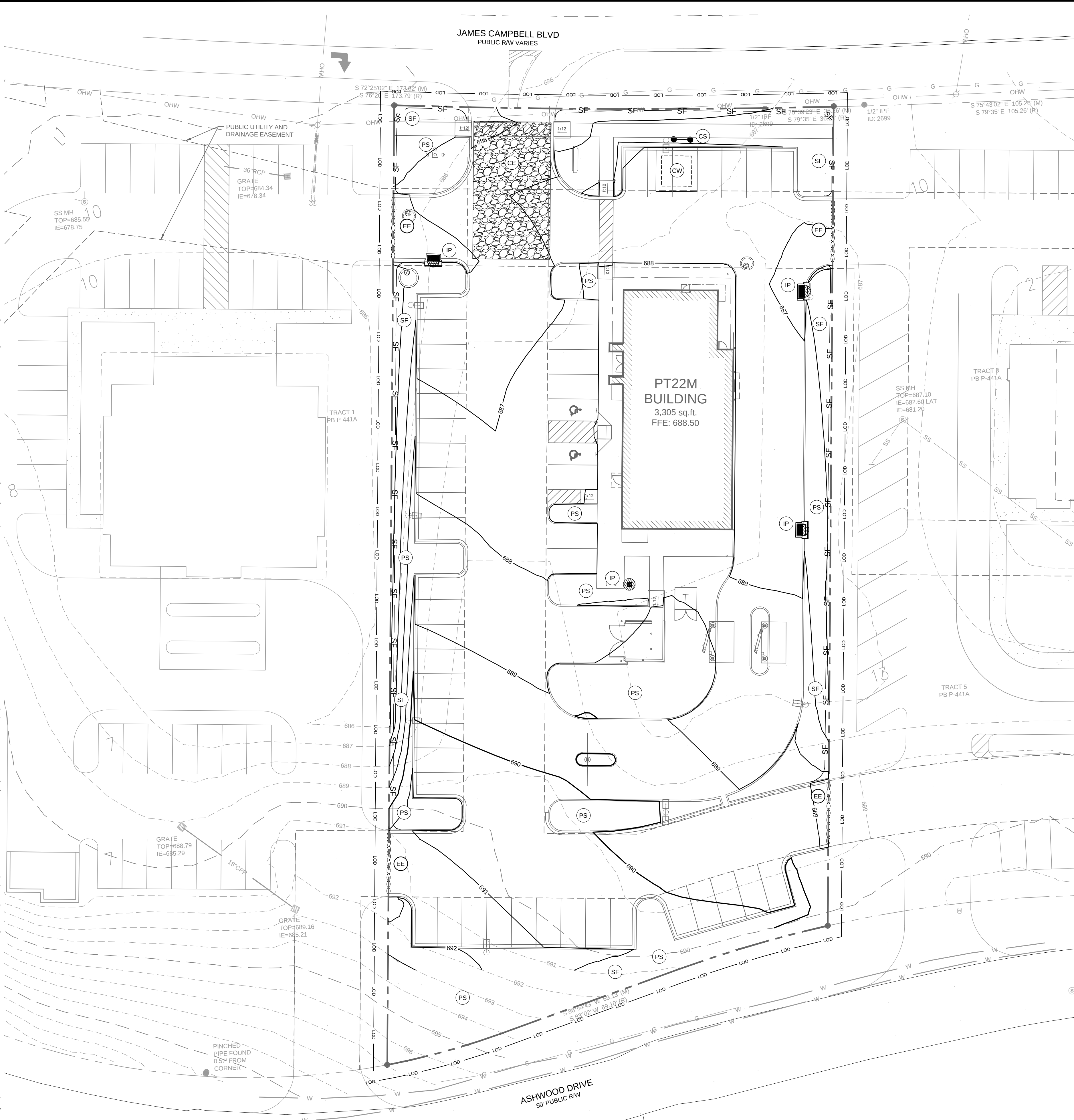
SHEET NUMBER
C4-00

Plotted By:Donnelly-Bullington, Emma Street Set:Whataburger Columbia TN Layout:C4-10 EPSC CONTROL PLAN - PHASE 2 December 16, 2024 01:09:13:30m KIMLEY-HORN LDEVI115339064 - WB Columbia TN - SWC James Campbell Blvd & Ashwood DCA:DP:Plansheets:CS-10 EROSION PREVENTION AND SEDIMENT CONTROL PLAN - PHASE 2.dwg
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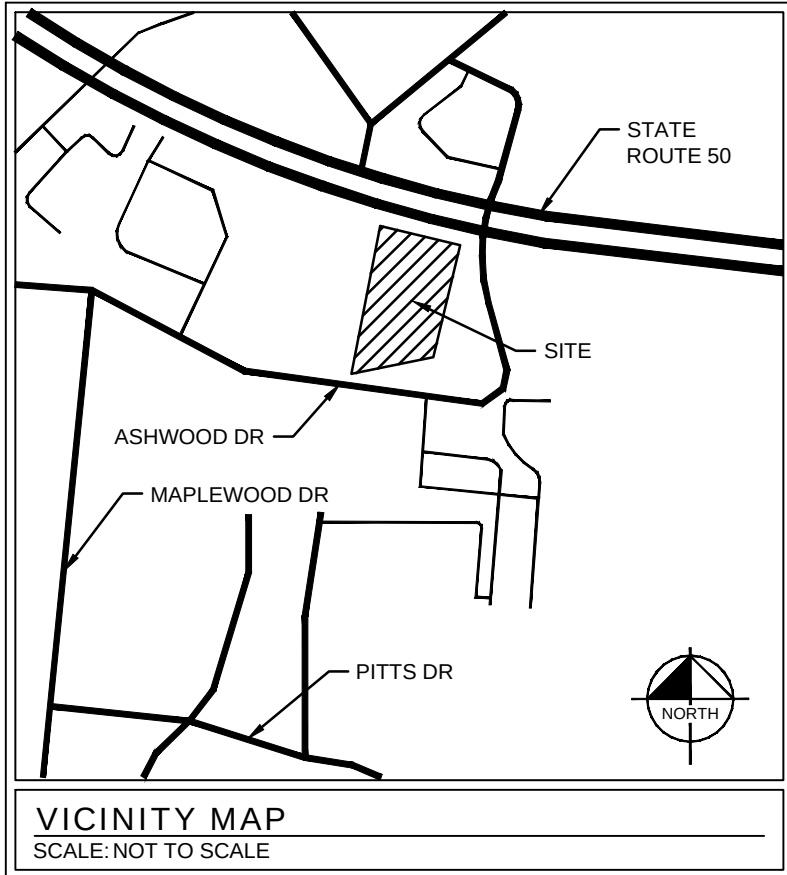
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NOT FOR CONSTRUCTION



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24. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE, AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
25. ALL STORM SEWER INLETS THAT ARE TO BE USED FOR DRAINAGE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
26. PERIODIC INSPECTIONS AND REQUIRED MAINTENANCE MUST BE PROVIDED, ESPECIALLY AFTER EACH SIGNIFICANT STORM. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
27. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH THE CITY OF MT. JULIET PUBLIC WORKS DEPARTMENT.
28. ALL CONSTRUCTION ACTIVITIES AND EROSION CONTROL METHODS SHALL COMPLY AND CONFORM TO THE TENNESSEE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, DIVISION OF WATER POLLUTION CONTROL, AND THE "TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK", LATEST EDITION STANDARDS AND SPECIFICATIONS FOR STORMWATER PERMITTING.
29. RESEEDING MUST BE DONE WITH AN ANNUAL OR PERENNIAL COVER CROP ACCOMPANIED BY PLACEMENT OF STRAW MULCH OR ITS EQUIVALENT OF SUFFICIENT COVERAGE TO CONTROL EROSION UNTIL SUCH TIME AS THE COVER CROP IS ESTABLISHED OVER 90 PERCENT OF THE SEEDED AREA.
30. ALL SLOPES SHALL BE 3:1 OR FLATTER.
31. SOIL, SEDIMENT, AND DEBRIS BROUGHT ONTO STREETS AND PUBLIC WAYS MUST BE REMOVED BY THE END OF THE WORK DAY BY MACHINE, BROOM OR SHOVEL TO THE SATISFACTION OF THE CITY OF COLUMBIA STORMWATER DEPARTMENT. FAILURE TO REMOVE THE SEDIMENT, SOIL OR DEBRIS SHALL BE DEEMED A VIOLATION OF THE CITY'S ORDINANCE.
32. ANY EXCAVATION, FILL, OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
33. CONTRACTOR SHALL PROVIDE AN AREA FOR CONCRETE WASH DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH METRO CP-10 AND CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE GRADING PERMITTEE.
34. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 DAYS WITH SLOPES GREATER THAN OR EQUAL TO 3:1 SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.
35. ALL PERIMETER CONTROL MEASURES MUST BE IN PLACE BEFORE ANY EARTH MOVING ACTIVITIES BEGIN.



EROSION CONTROL SCHEDULING AND SEQUENCING

1. ROUGH GRADING	CONSTRUCTION ENTRANCE/EXIT AND SILT FENCE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED.
2. UTILITY INSTALLATION	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
3. PAVING	ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
4. FINAL GRADING/SOIL STABILIZATION/LANDSCAPING	REFERENCE LANDSCAPE PLANS FOR FINAL STABILIZATION OF SITE. ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT ONCE FINAL STABILIZATION HAS BEEN ACHIEVED.

SEQUENCE OF CONSTRUCTION NOTE

THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

SWPPP NOTE

ANY OFF-SITE STAGING AREA UTILIZED BY THE OPERATOR OF THIS SITE MUST BE INCLUDED IN THE SWPPP NARRATIVE PLAN AND TO SWPPP SITE PLAN AS REQUIRED BY THE TDEC TENNESSEE GENERAL PERMIT. ANY SUCH AREA INCLUDED IN THE SWPPP WILL BE TREATED BY THE OPERATOR AS ANY OTHER PART OF THE CONSTRUCTION ACTIVITY FOR THE PURPOSES OF STORM WATER POLLUTION PREVENTION.

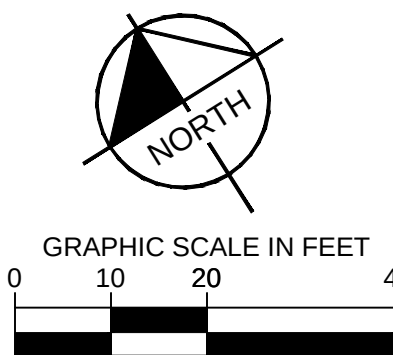
EROSION CONTROL LEGEND

- | | |
|--|------------------------------|
| | (IP) INLET PROTECTION |
| | (SF) SILT FENCE |
| | (CW) CONCRETE WASHOUT AREA |
| | (CE) CONSTRUCTION EXIT |
| | (LOD) LIMITS OF DISTURBANCE |
| | (CS) CONSTRUCTION SIGN |
| | (EE) EROSION EELS |
| | (PS) PERMANENT STABILIZATION |

BMPS DESIGNED FOR 2-YEAR STORM EVENT

NOTES

AREA DISTURBED: ±1.30 ACRES



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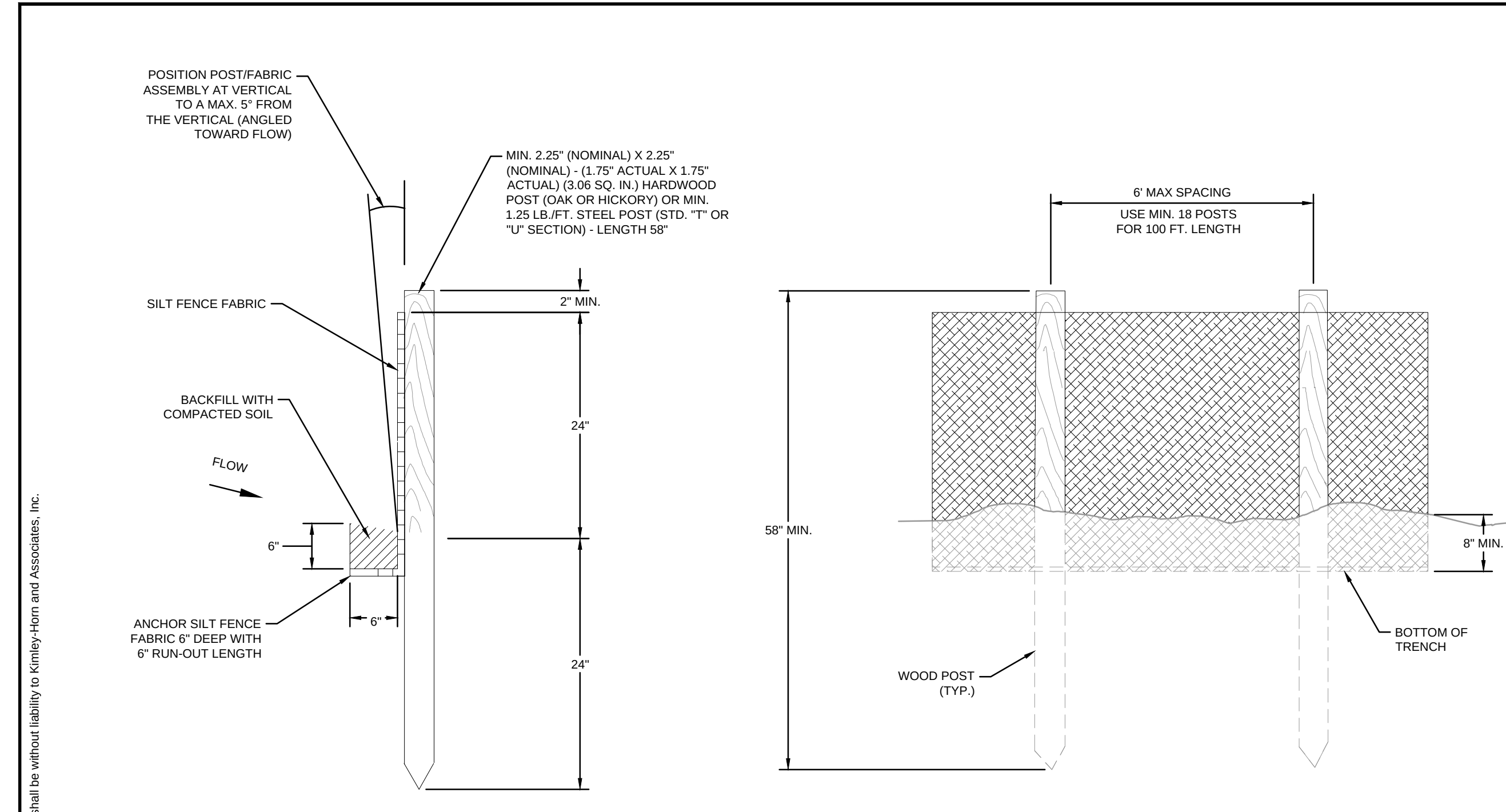
KHA PROJECT	115339064
DATE	12/16/2024
SCALE	AS SHOWN
DESIGNED BY	JSL
DRAWN BY	JSL
CHECKED BY	LNH

EPSC CONTROL PLAN
- PHASE 2

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

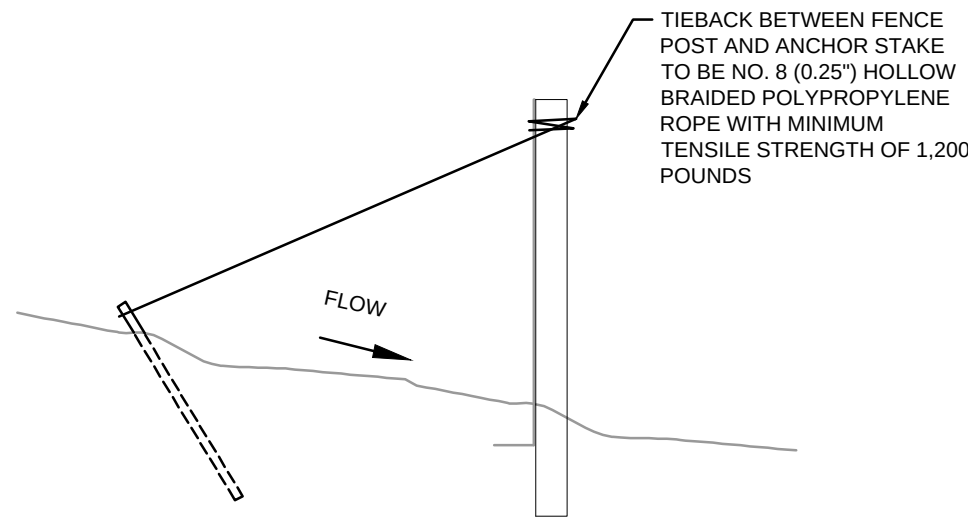
COLUMBIA

SHEET NUMBER
C4-10



SECTIONAL VIEW

ELEVATION VIEW

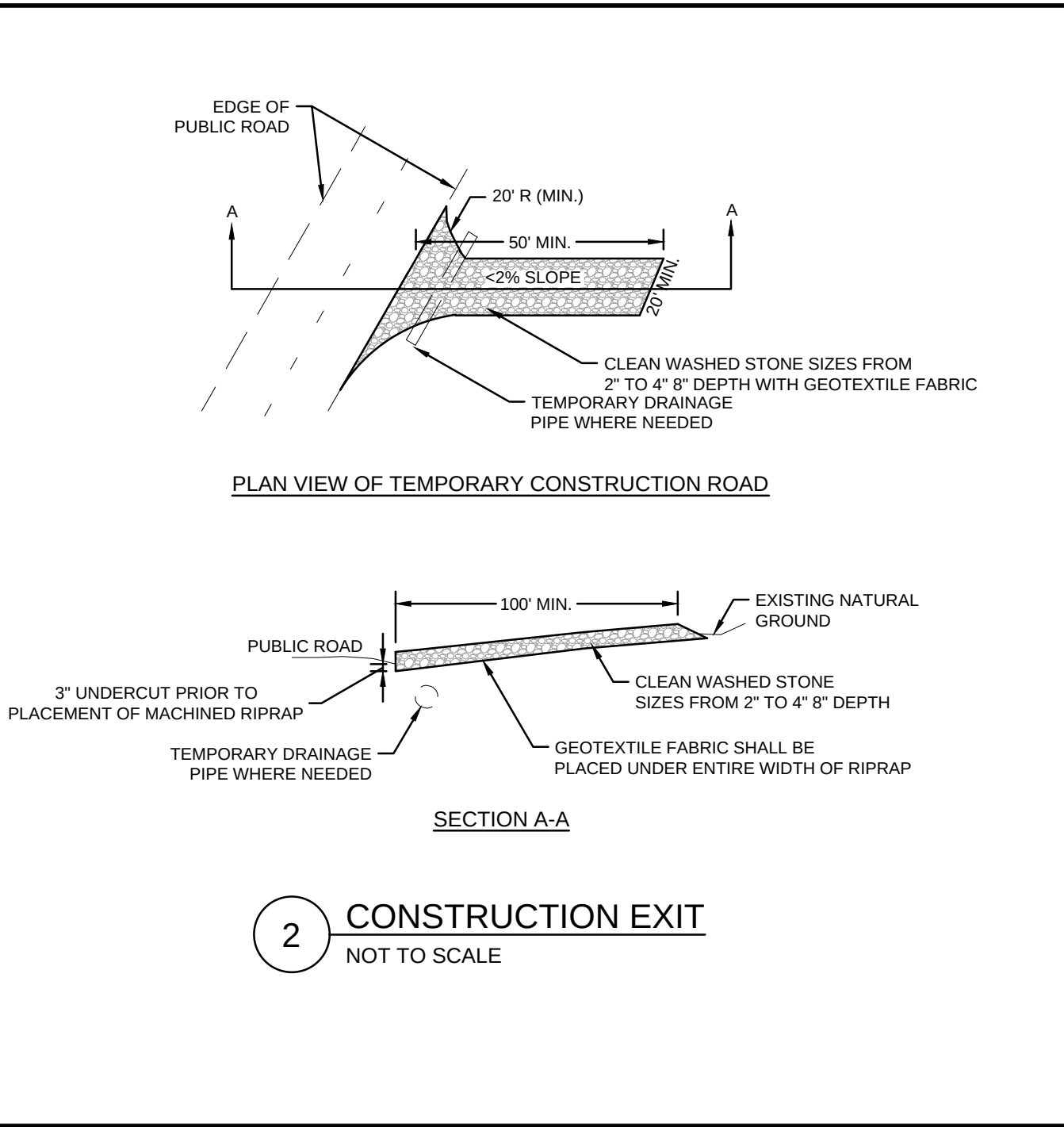


SILT FENCE TIEBACK

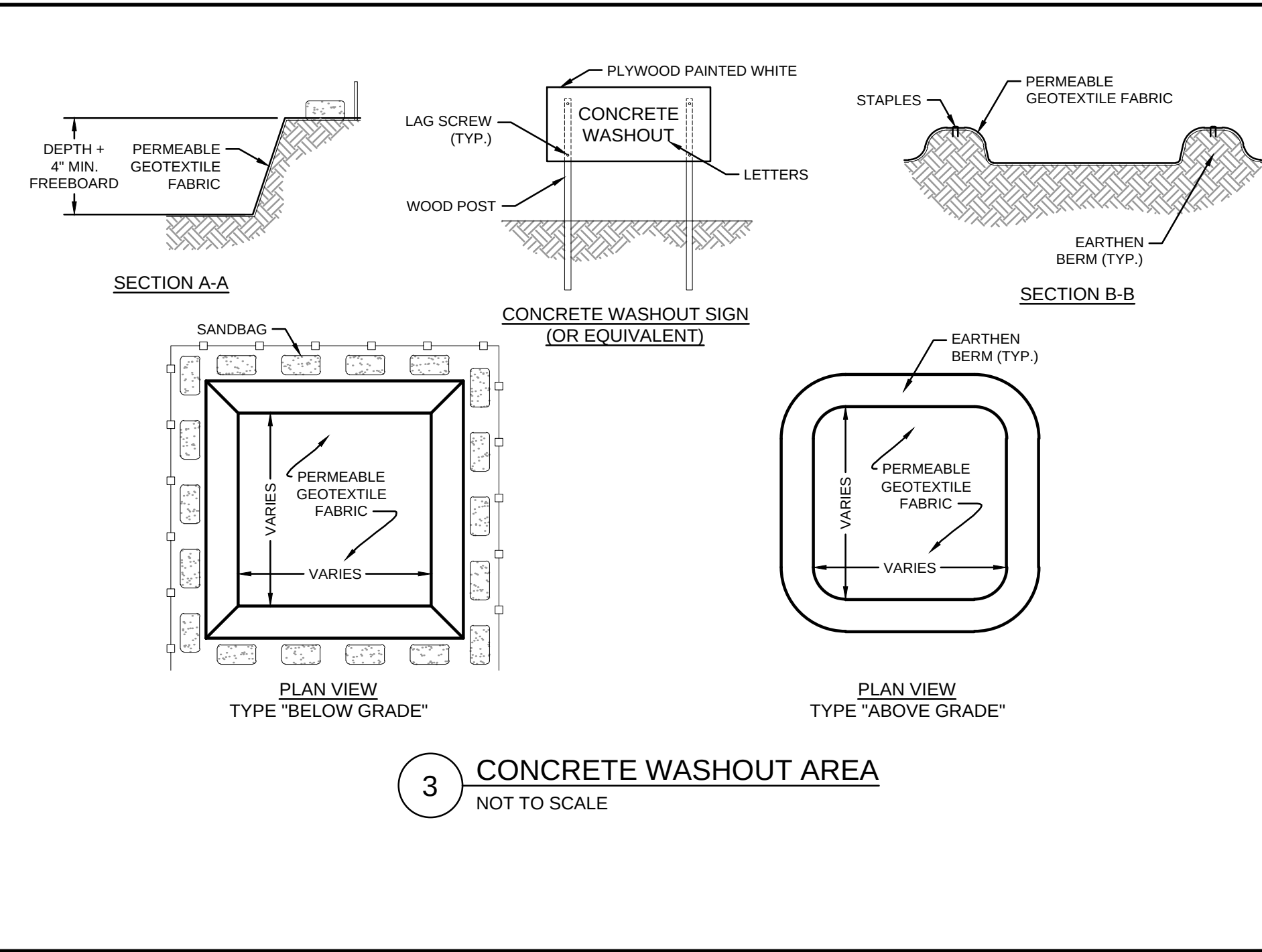
FOR STEEL POSTS OR WOOD POSTS
(WHEN REQUIRED BY THE ENGINEER
OR NOTED IN THE PLANS)

- NOTES:
1. GEOTEXTILE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
 2. WHEN TWO SECTIONS OF GEOTEXTILE ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
 3. 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 CAPACITY NEARS 50%.

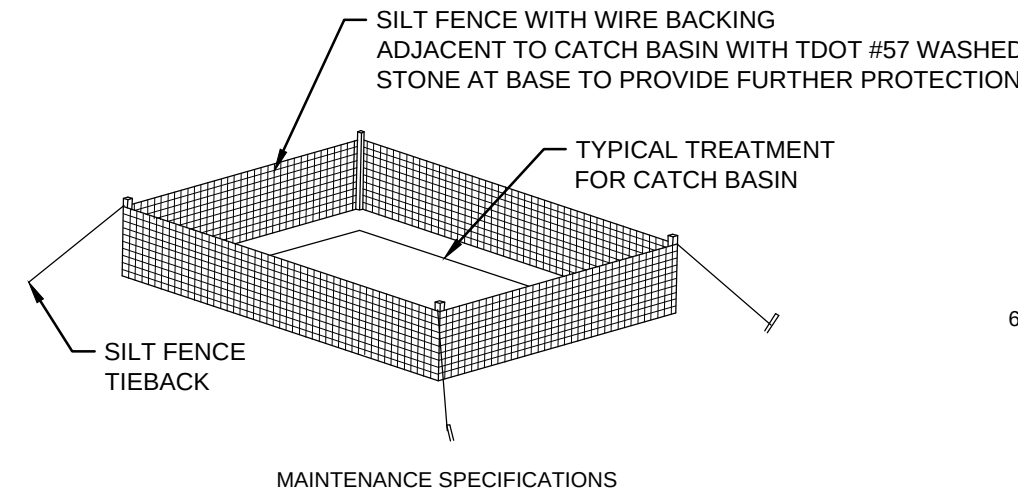
1 SILT FENCE
NOT TO SCALE



2 CONSTRUCTION EXIT
NOT TO SCALE



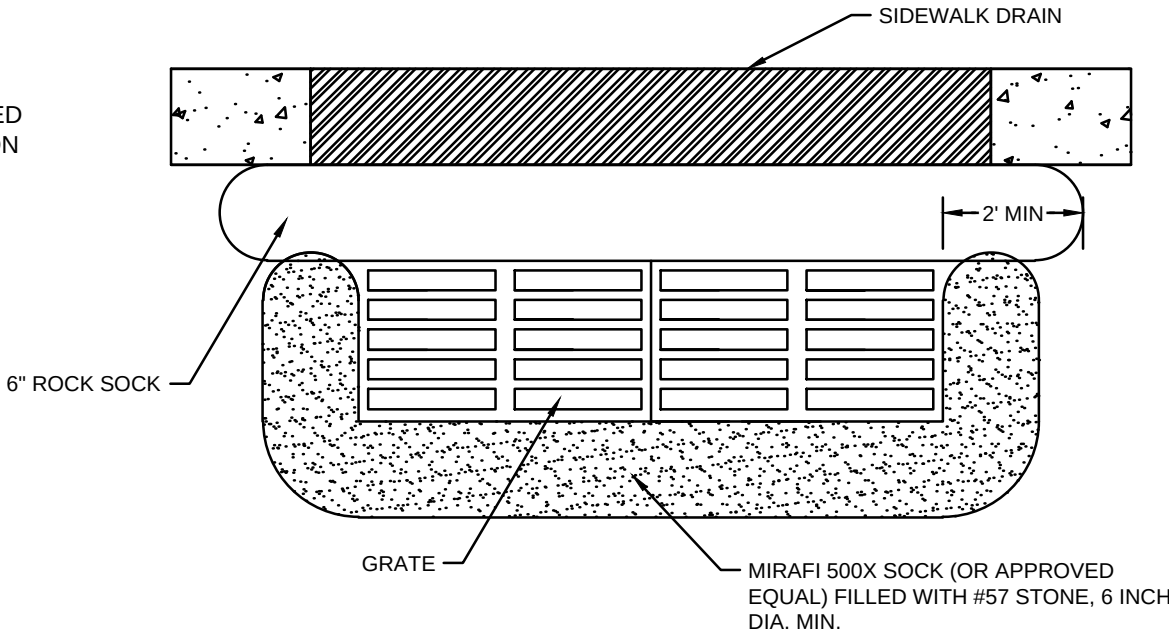
3 CONCRETE WASHOUT AREA
NOT TO SCALE



Sediment should not be allowed to wash into the inlet. It should be removed from the inlet protection and disposed of and stabilized so that it will not enter the inlet again. Remove sediment from the disposition areas when half the height of the storage area has been filled.

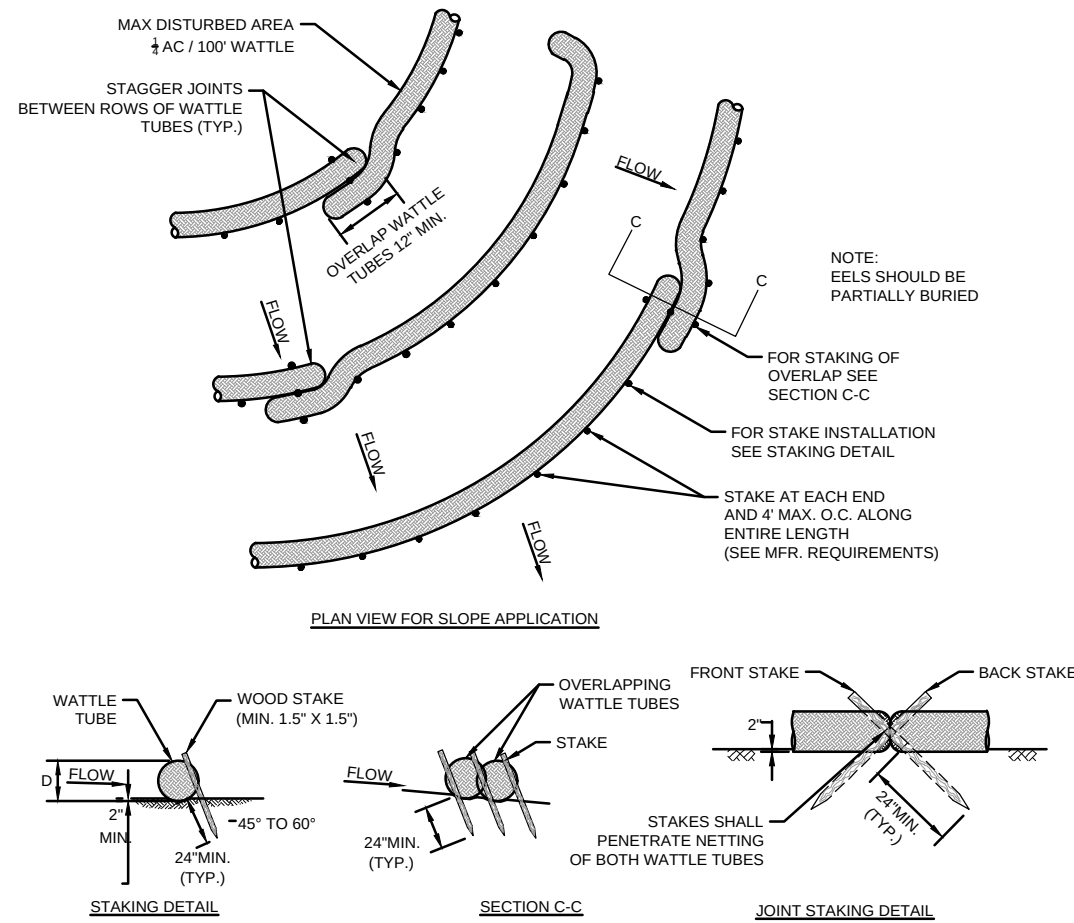
Check measures for damage or evidence of erosion and bypassing around the inlet protection. If inlets are in series, runoff that bypasses an upgradient inlet can overwhelm a downgradient inlet protection device. Sand bags, diversions, or other methods should be used to direct runoff into storm drain inlets.

When the contributing drainage area has been permanently stabilized, all materials and any sediment should be removed, and either salvaged or disposed of properly. The disturbed area should be brought to proper grade, then smoothed and compacted. Appropriately stabilized all disturbed areas around the inlet.



CATCH BASIN PROTECTION (TYPE E)

4 ROCK SOCK / TDEC INLET PROTECTION DETAIL
NOT TO SCALE REFER TO THE LATEST EDITION OF THE TDEC HANDBOOK



5 EROSION EELS
NOT TO SCALE



Know what's below.
Call before you dig.

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NO.	REVISIONS	DATE	BY

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KHA PROJECT 115339064	DATE 12/16/2024	SCALE AS SHOWN	DESIGNED BY JSL	CHECKED BY LNH

EPSC DETAILS

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

SHEET NUMBER
C4-20

HEAVY DUTY ASPHALT PAVEMENT

1. 2" SURFACE COURSE*
2. 3" BINDER COURSE*
3. 8.0" CRUSHED STONE BASE
4. 12.0" COMPACTED SUBGRADE

1 TYPICAL ASPHALT PAVEMENT SECTION
NOT TO SCALE

****NOTE:**
ACI 33R INDICATES THAT REGULARLY SPACED EXPANSION JOINTS MAY BE DELETED FROM CONCRETE PAVEMENTS. THEREFORE, THE INSTALLATION OF EXPANSION JOINTS IS OPTIONAL AND SHOULD BE EVALUATED BY THE DESIGN/CONSTRUCTION TEAM. EXPANSION JOINTS, IF NOT SEALED AND MAINTAINED CAN ALLOW INFILTRATION OF SURFACE WATER INTO THE SUBGRADE.

2 TYPICAL CONCRETE PAVEMENT SECTION
NOT TO SCALE

1/2" R. —

1" R. —

CONCRETE TO BE CLASS "A"

18"

12"

FINISHED PAVEMENT GRADE

NOTES:

3 6" VERTICAL CURB / HEADER CURB
NOT TO SCALE

NOTE: CENTERLINE OF WHEEL STOP SHALL BE LOCATED 2'-0" FROM EDGE OF PAVEMENT OR FACE OF CURB

SECTION VIEW

ISOMETRIC VIEW

The diagram shows an isometric view of a wheel stop. The stop is a rectangular block with a rounded front end. Dimensions are indicated with leader lines and arrows. The width of the stop is 6". The height of the stop is 4'-0". The distance from the face of the curb to the centerline of the wheel stop is 1'-6". The distance from the centerline of the wheel stop to the edge of the pavement is 7'-0". The distance from the centerline of the wheel stop to the face of the curb is 1'-6".

4 CONCRETE WHEEL STOP
NOT TO SCALE

The diagram illustrates a cross-section of a pavement structure. From bottom to top, the layers are: EXISTING PAVEMENT (a thick, light-colored layer), SAWCUT LINE (a vertical line indicating a cut), SURFACE COURSE (a thin, dark layer), AGGREGATE BASE (a thicker, light-colored layer), BINDER COURSE (a thin, dark layer), and COMPACTED SUBGRADE (a thick, light-colored layer at the base). Arrows point from the labels to their respective layers.

8 PAVEMENT TRANSITION
PROPOSED ASPHALT TO EXISTING ASPHALT
NOT TO SCALE

PLANTING, TYPE AND AREA VARIES.
REFER TO LANDSCAPE PLAN

CONCRETE NOSING, WIDTH VARIES.
REFER TO PLAN

EXPANSION JOINT

CURB

COMPACTED SUBGRADE
REFER TO GEOTECH REPORT

4"

5 CONCRETE CURB AND NOSING
NOT TO SCALE

CONCRETE SIDEWALK WITH LIGHT BROOM FINISH

CONTROL JOINT 5' (MAX.) SPACING

INSTALL EXPANSION JOINT (SEE DETAIL 19 THIS SHEET)

2" CLEARANCE

5"

4"

CONTINUOUS 6"x6" - W1.4xW1.4 W.W.F. WITH 8" LAP AT EDGES

4" (MIN.) COMPACTED FREE-DRAINING COARSE AGGREGATE

COMPACTED SUBGRADE

6 CONCRETE SIDEWALK
NOT TO SCALE

CONCRETE PAVEMENT - THICKNESS PER DETAIL

W/3

W

W/3

W/3

ASPHALT PAVEMENT - THICKNESS PER DETAIL

7 PAVEMENT TRANSITION - CONCRETE TO ASPHALT
NOT TO SCALE

9 CONCRETE JOINTS

SECTION

PLAN VIEW

10 ACCESSIBLE SIDEWALK RAMP WITH DIAGONAL FLARE
NOT TO SCALE

NOTES:

1. CONTROL ELEVATIONS SHOWN HERE ARE IN RELATION TO THE GUTTER. GUTTER ELEVATION = 0.
2. ALL RAMPS MUST MEET ADA STANDARDS; 2% MAX CROSS SLOPES AND 1:12 MAX LONGITUDINAL SLOPES.
3. SIDEWALKS WITH LONGITUDINAL SLOPES OF LESS THAN 5% ARE NOT CONSIDERED RAMPS PER ADA.
4. CURB RAMPS ON ACCESSIBLE ROUTES SHALL COMPLY WITH ADA 406, 405.2 THROUGH 405.5, 405.10, AND 406.1.
5. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48 PER 2010 ADA 403.3.

NOTES:

1. PRE-CUT EXP. JOINTS MATERIAL SHALL BE IN ALL EXP. JOINTS.
2. DUMMY JOINTS SHALL BE INSTALLED AT 10 FT. INTERVALS, MAXIMUM.
3. EXP. JOINTS SHALL BE INSTALLED AT 40 FT., MAXIMUM.
4. EXP. JOINTS SHALL BE INSTALLED AT ENDS OF RADIUS.
5. EXP. JOINTS SHALL BE LOCATED A MINIMUM OF 5FT. FROM INLET STRUCTURES.

11 6-18 CURB GUTTER
NOT TO SCALE

A technical cross-section diagram of a traffic-rated aluminum access door assembly installed in a concrete curb. The diagram shows the following components and dimensions:

- TRAFFIC RATED ALUMINUM ACCESS DOOR W SLAM LOCK CAST IN TOP**: The main access point, shown partially open.
- FINISHED GRADE**: Indicated by a hatched area at the top left.
- 24"**: Dimension across the top of the curb above the door.
- 12" - TOP OF VALVE TO FINISH GRADE**: Vertical dimension from the finished grade to the top of the valve mechanism.
- "A"**: Horizontal distance between the two vertical support posts.
- 6"**: Horizontal offset from the right edge of the curb to the centerline of the doghouse.
- 10"Wx12"H DOGHOUSE**: A rectangular structure supporting the valve mechanism.
- BRASS CURB STOP**: Located at the bottom left of the curb.
- F.I.P. THREADS INLET AND OUTLET**: Two horizontal pipes passing through the base of the curb, each equipped with a valve.
- 6" OF #67 STONE**: A layer of stone bedding located beneath the curb and doghouse.
- Dimensions**:
 - 26"**: Total height of the curb assembly.
 - 8"**: Height of the doghouse structure.
 - 6"**: Vertical distance from the bottom of the curb to the top of the stone bedding.



TYP SHAPE
DOGHOUSE

DIMENSION "A"	
1 ½" METER	13 ¼"
2" METER	17 ¼"

** TRAFFIC RATED VAULT WALL THICKNESS

NOTES

1. METER AS MANUFACTURED BY SENSUS OR NEPTUNE.
2. BACKFILL TAMPED IN 6" LIFTS.
3. REINFORCEMENT: #4 @ 6" OCEW.
4. CONCRETE: 4,000 PSI @ 28 DAYS.
5. ALL RPZ BACKFLOW PREVENTION DEVICES MUST BE INSTALLED PRIOR TO METER BEING SET.
- 6) ALL COPPER SETTERS ARE TO HAVE A BALL TYPE SHUT OFF VALVE ON BOTH SIDES OF COPPER SETTER WITH HIGH RISE BYPASS THAT IS MANUFACTURED BY FORD, MUELLER, OR AY McDONALD. (NO EXCEPTIONS).

12 1 1/2" - 2" WATER METER BOX INSTALLATION
NOT TO SCALE

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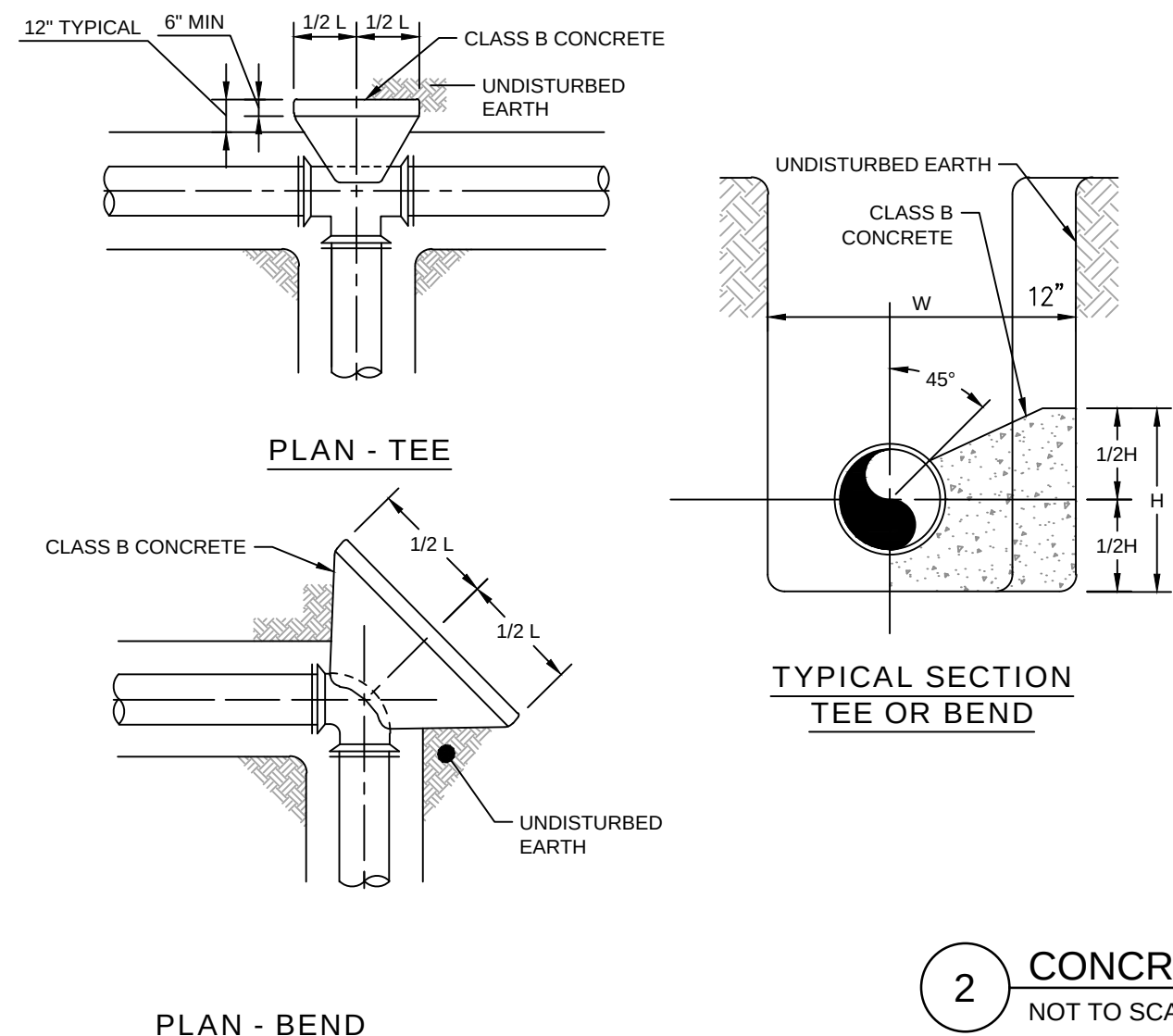
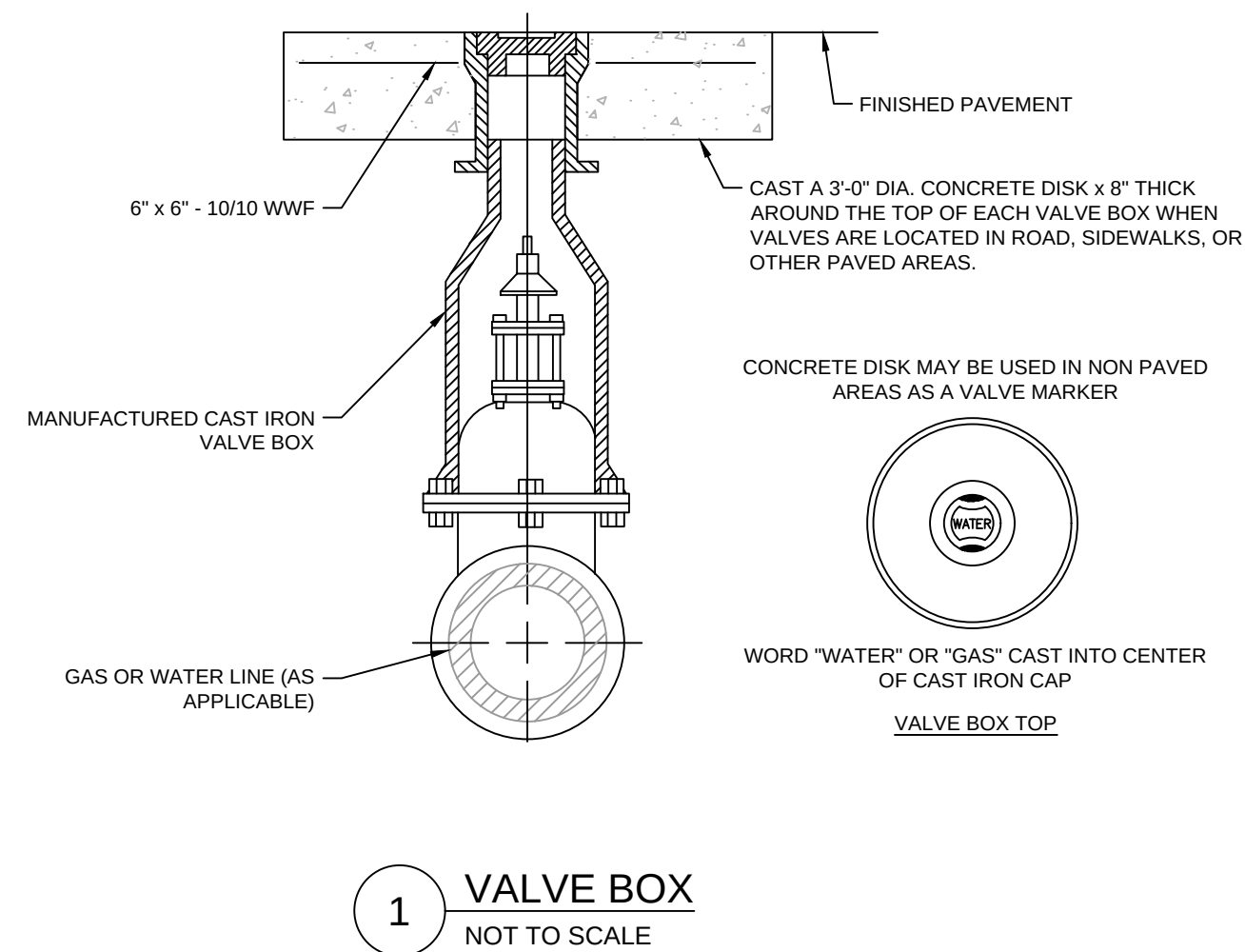
CONSTRUCTION DETAILS

1115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

COLUMBIA

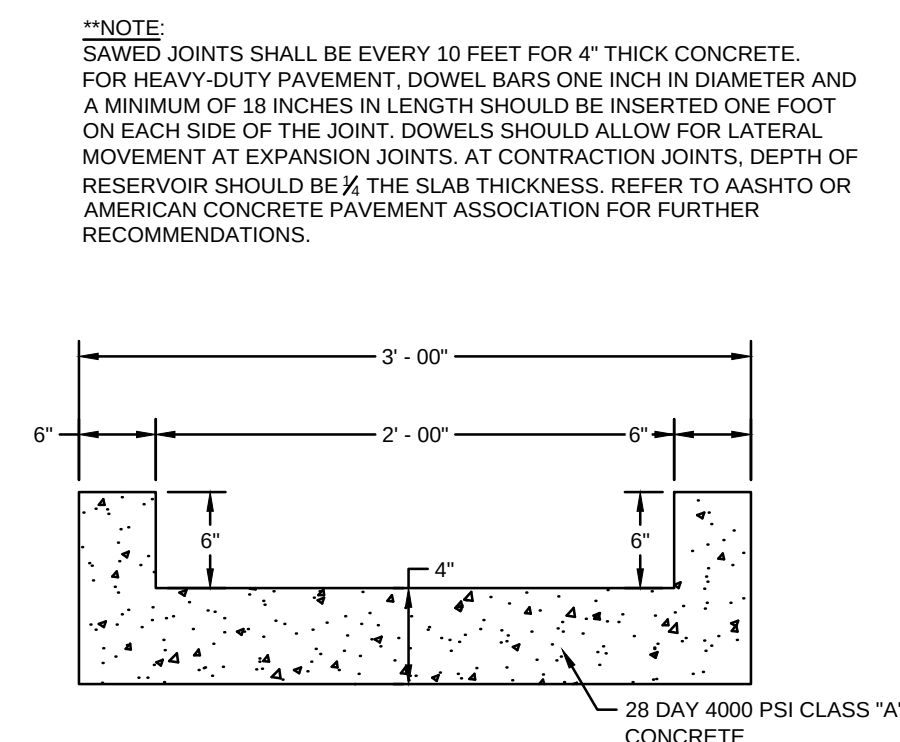
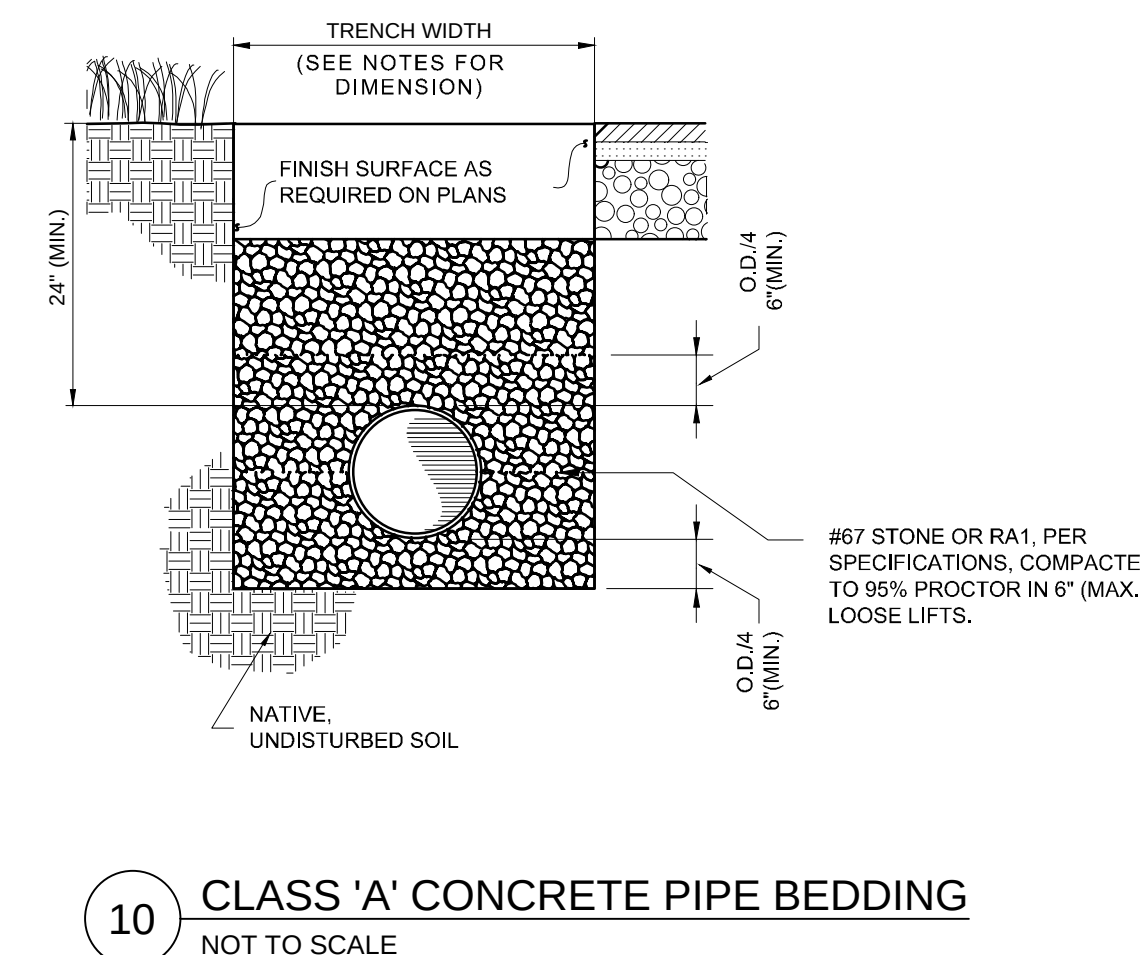
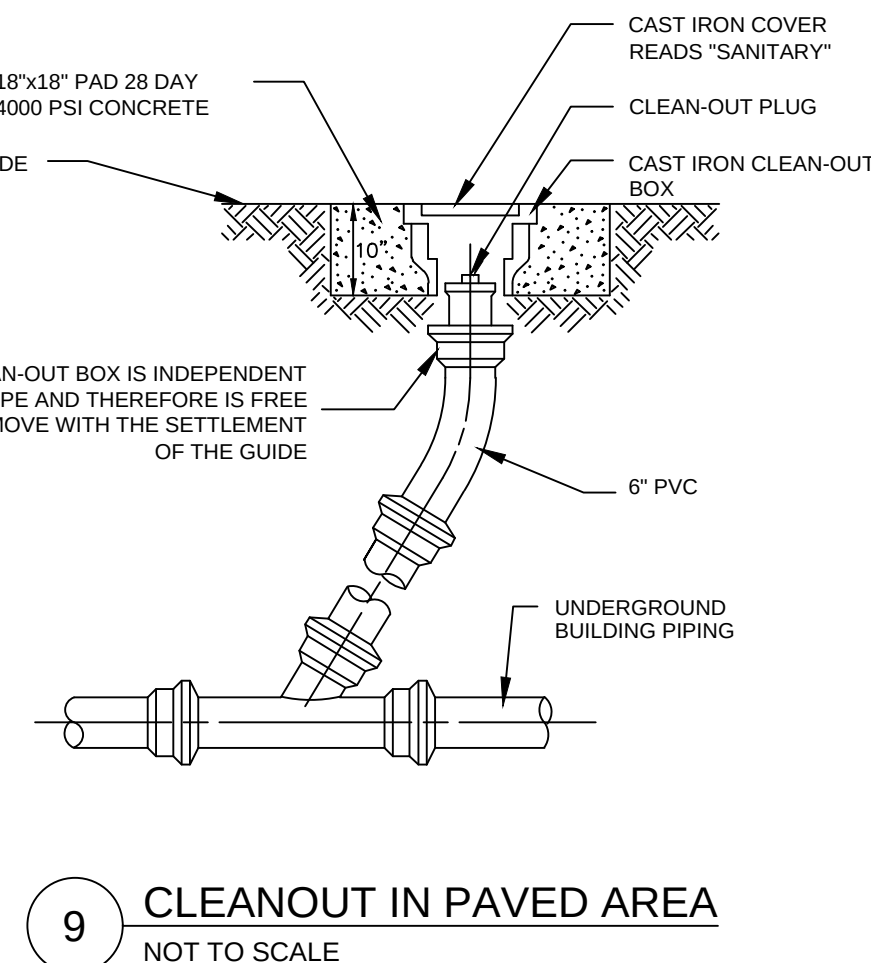
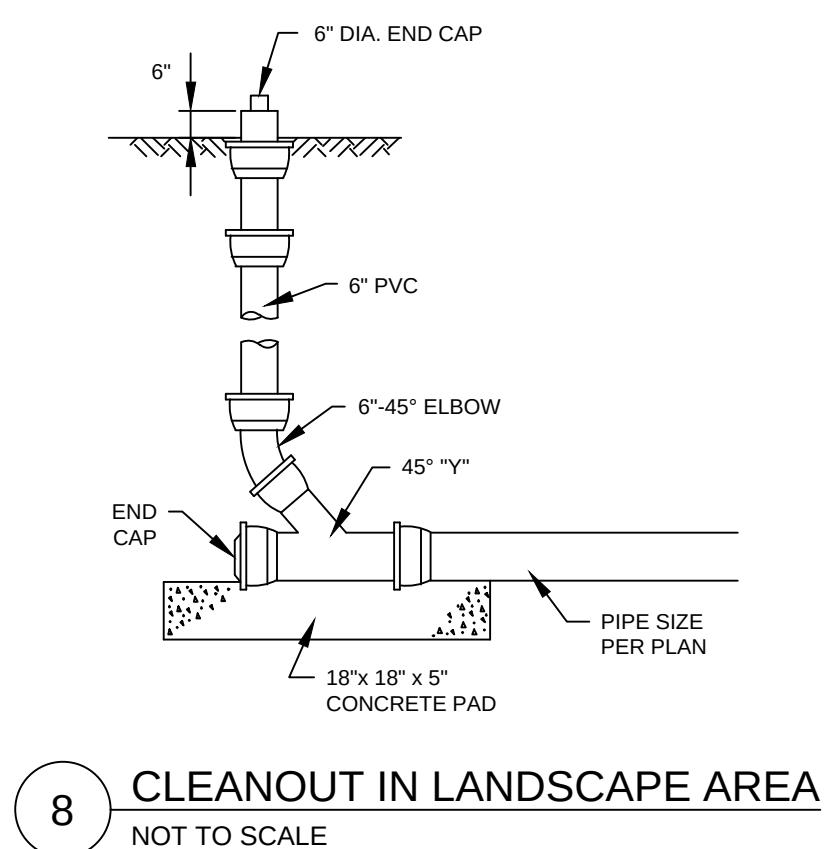
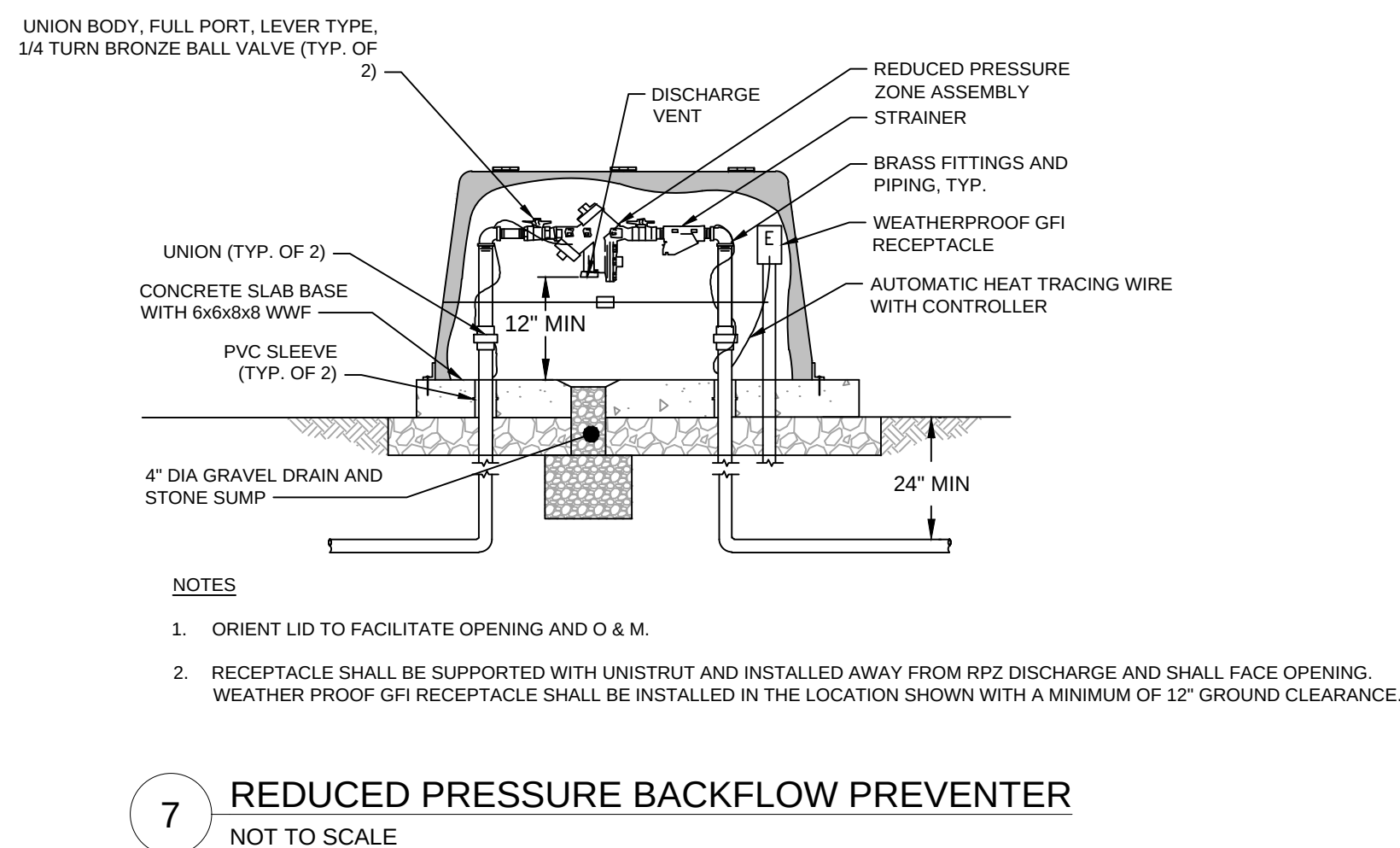
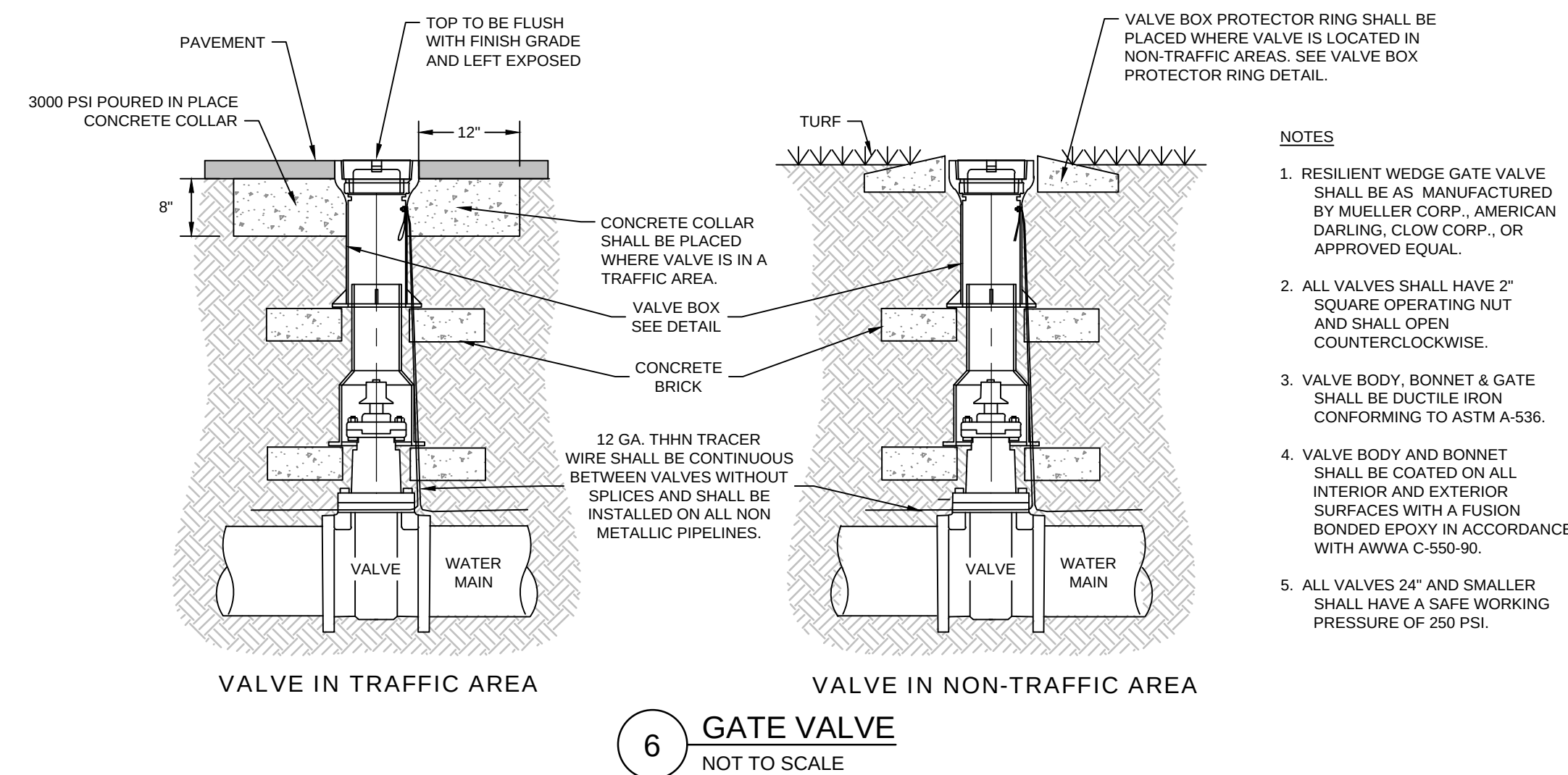
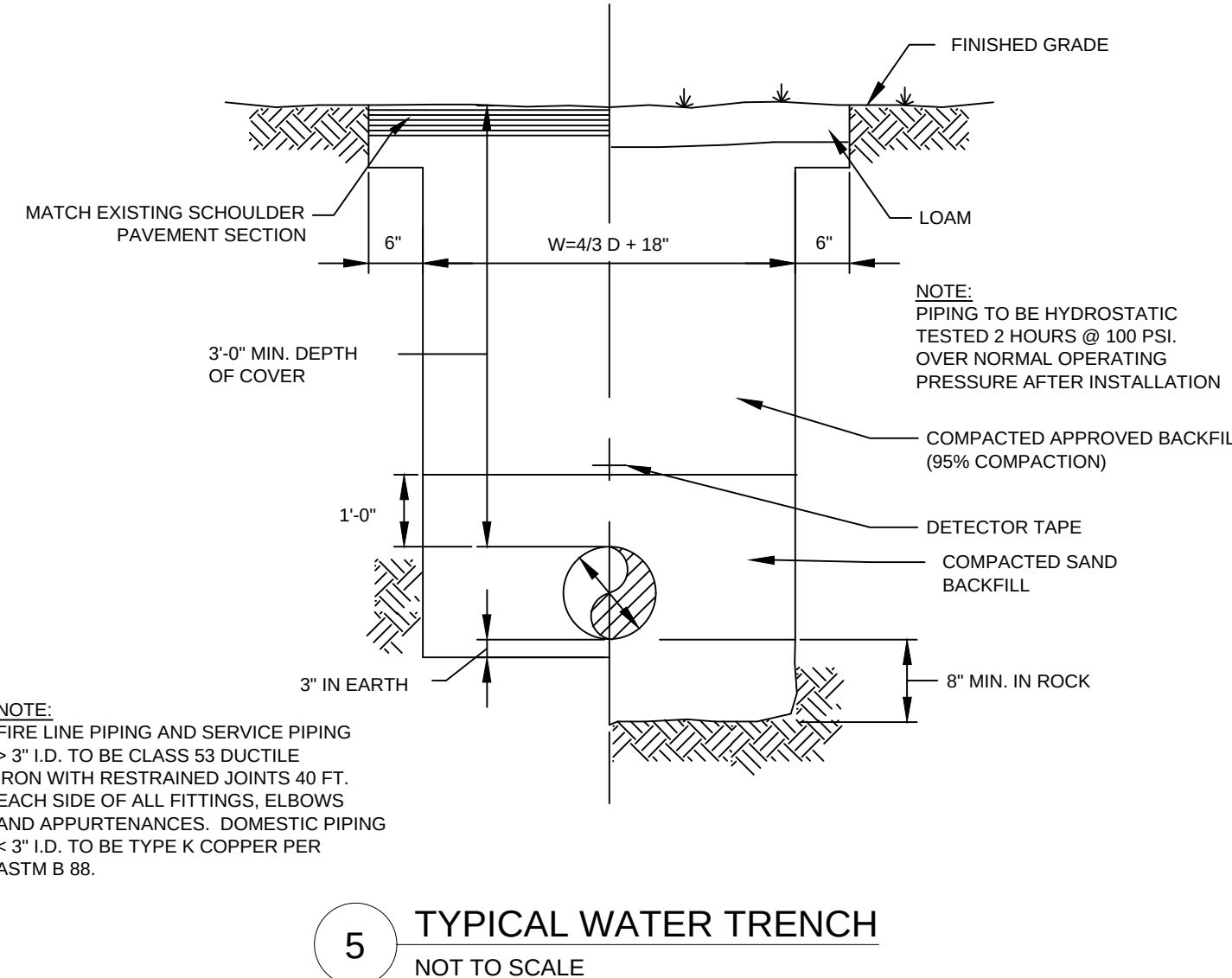
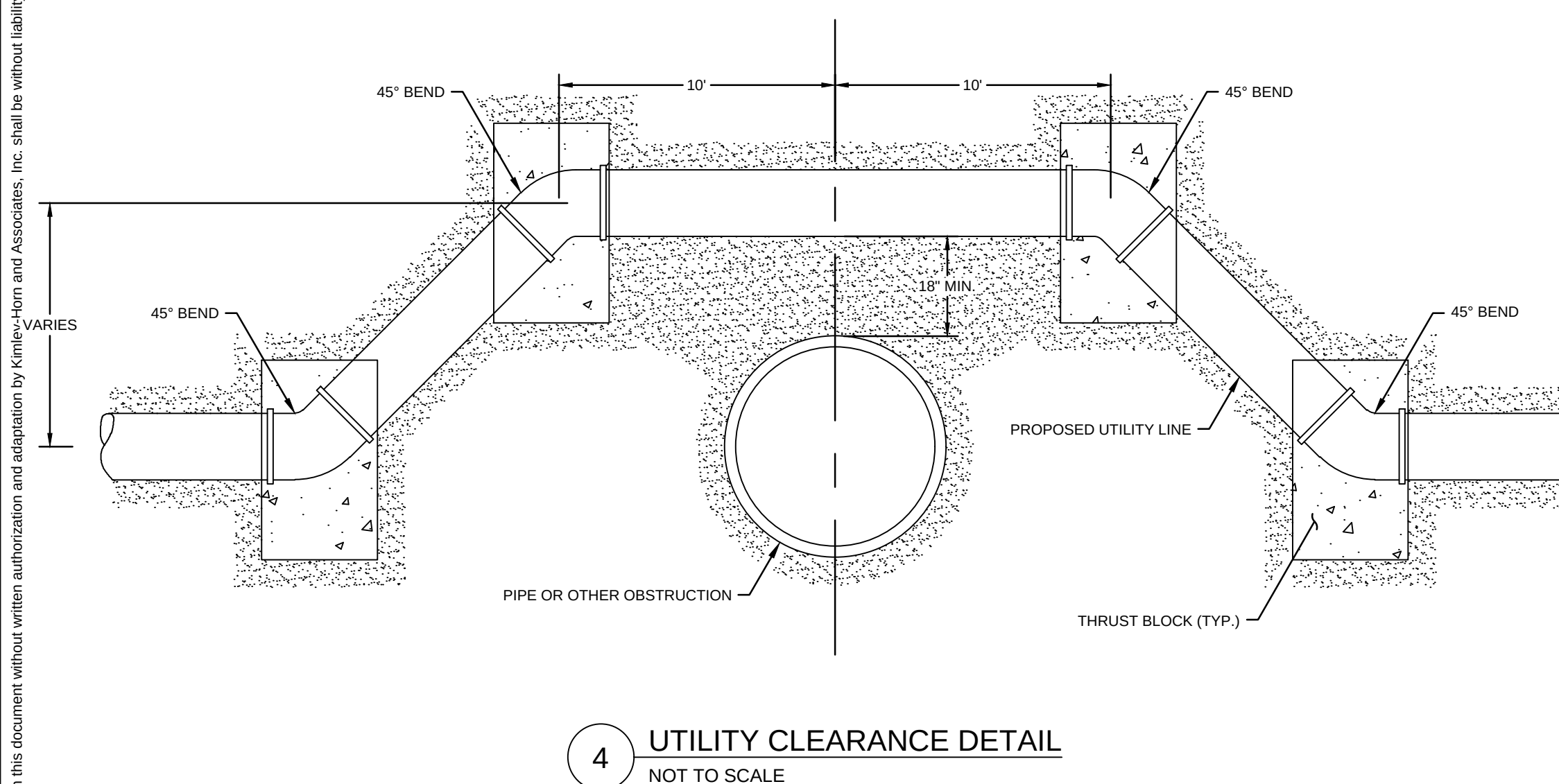
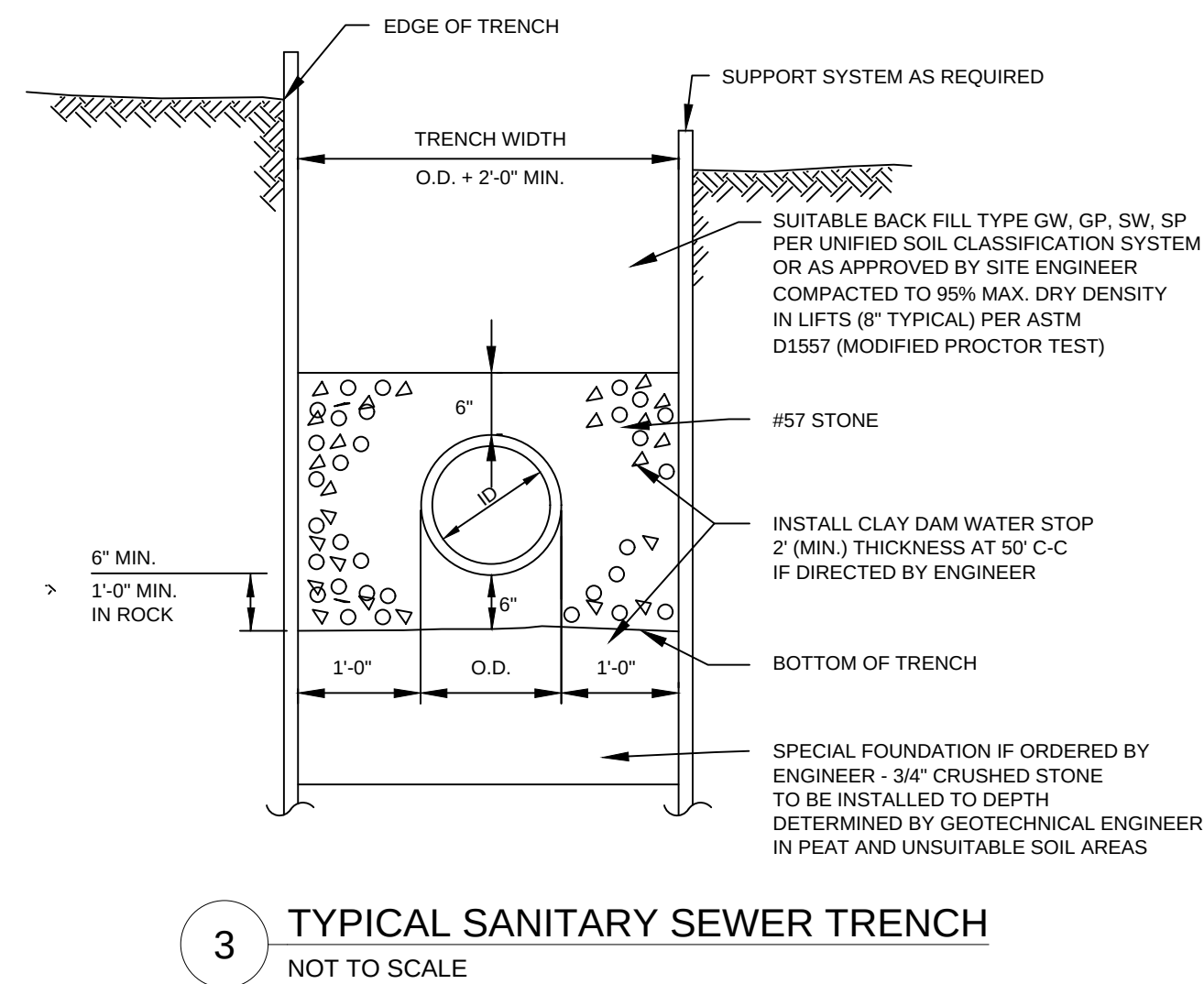
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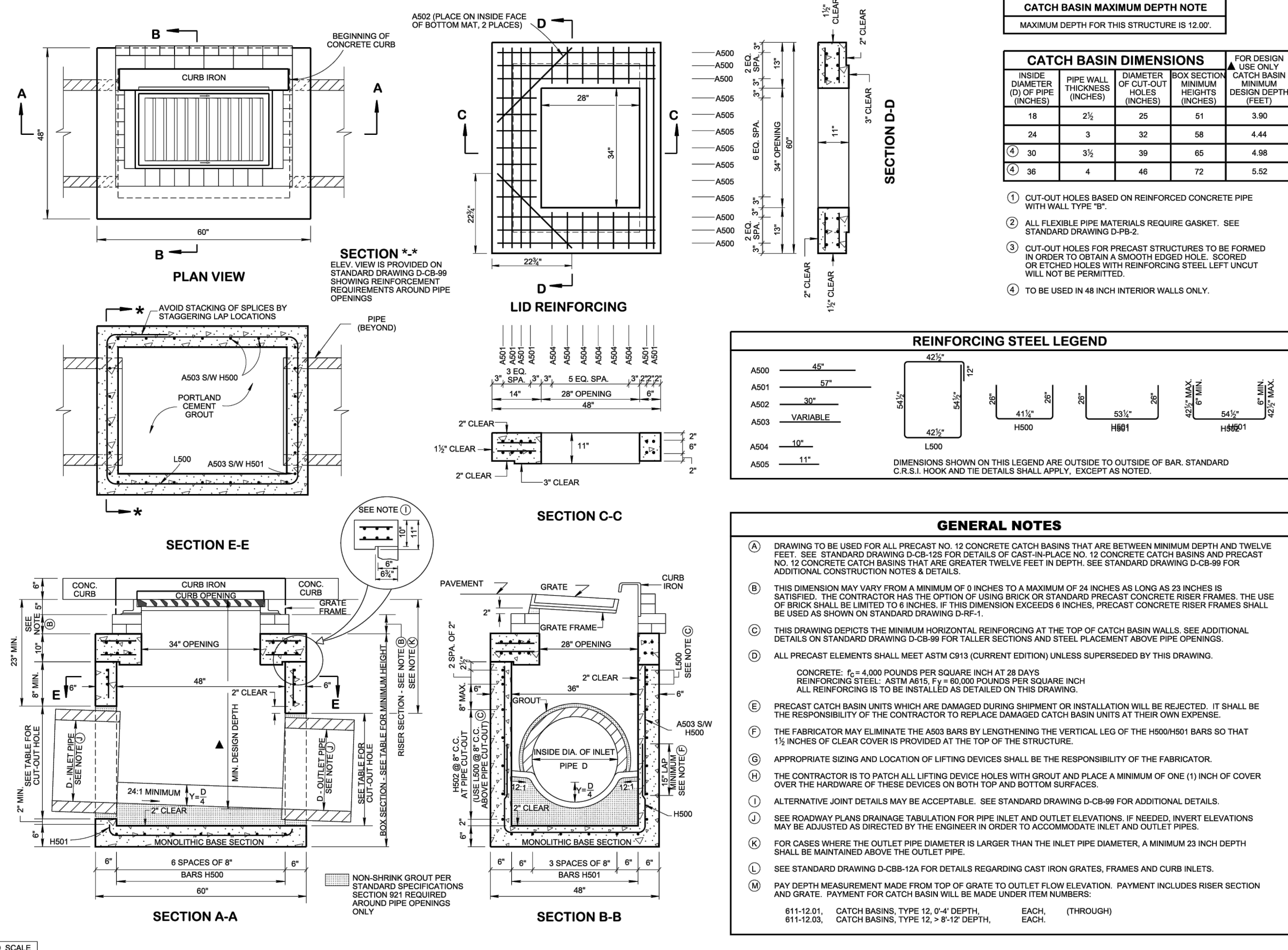
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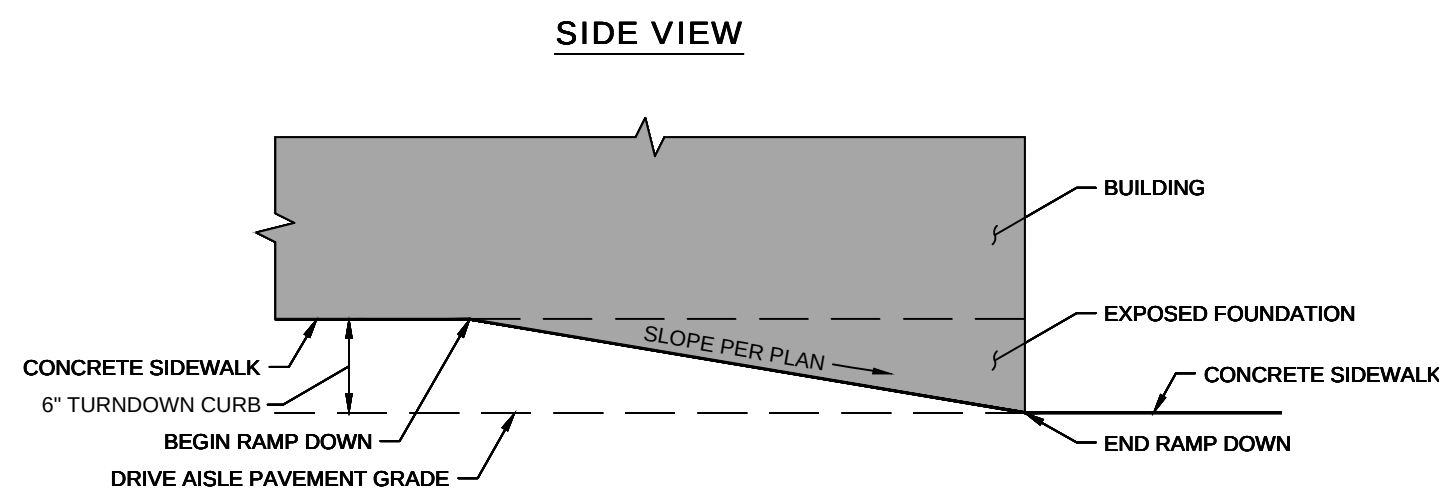
CONCRETE THRUST BLOCK SCHEDULE*										
PIPE SIZE (IN)	BEND								DESIGN PRESSURE (PSI)	
	90°/TEE		45°		22½°		11½°			5°
H	L	H	L	H	L	H	L	H	L	
3.0	0.7	1.4	0.5	1.1	0.4	0.8	0.3	0.5	XXX	100
6.0	1.4	2.8	1.0	2.1	0.7	1.5	0.5	1.0	XXX	100
8.0	1.8	3.7	1.4	2.7	1.0	1.9	0.7	1.4	XXX	100
12.0	2.7	5.4	2.0	4.0	1.4	2.8	1.0	2.0	XXX	100
16.0	3.6	7.1	2.6	5.2	1.9	3.7	1.3	2.6	XXX	100
24.0	5.3	10.5	3.9	7.7	2.8	5.5	2.0	3.9	XXX	100
30.0	6.2	12.4	4.5	9.0	3.3	6.5	2.3	4.5	XXX	100
36.0	7.8	15.6	5.8	11.5	4.1	8.2	2.9	5.8	XXX	100
42.0	9.1	18.2	6.7	13.4	4.8	9.5	3.4	6.8	XXX	100
48.0	10.4	20.7	7.6	15.3	5.4	10.9	3.9	7.7	XXX	100
54.0	11.7	23.3	8.6	17.1	6.1	12.2	4.3	8.7	XXX	100

*BASED ON AVERAGE SOIL PASSIVE BEARING STRENGTH OF 2000 PSF USING SF OF 1.5

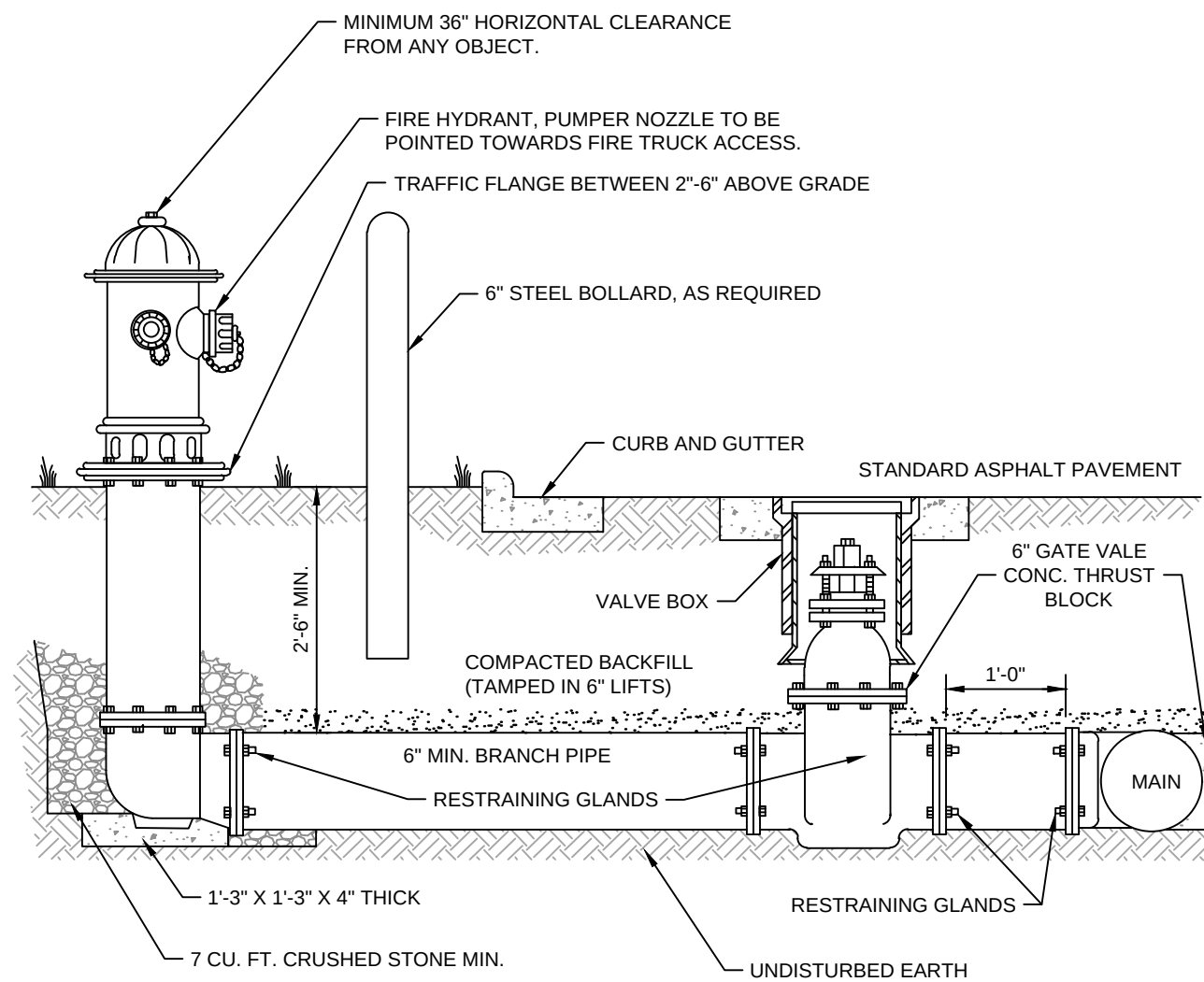




1 TDOT STANDARD PRECAST CONCRETE NO. 12 CATCH BASIN
NOT TO SCALE



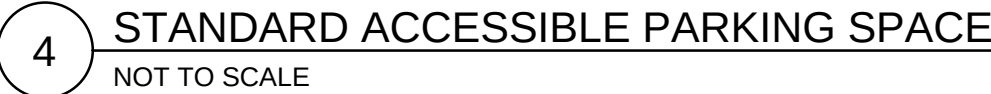
3 SERVICE/DELIVERY RAMP
NOT TO SCALE



4 FIRE HYDRANT INSTALLATION

NOTES:

1. FIRE HYDRANT SHALL BE AS MANUFACTURED: MUELLER, AMERICAN DARING, KENNEDY, M&H, WATERSHOP, CLOW, EAST JORDAN IRON WORKS, OR US PIPE.
2. BRANCH PIPE SHALL BE DUCTILE IRON AWWA C150-96
3. 6" GATE VALVE SHALL BE AWWA C500-96 OPEN LEFT
4. STEEL RODS AND BOLTS SHALL BE 3/2" HOT DIPPED GALVANIZED
5. FIRE HYDRANTS WILL BE INSTALLED IN TRUE VERTICAL POSITION
RODS SHALL NOT BE USED TO ADJUST THE LENGTH FROM THE VALVE TO THE HYDRANT EXCEEDS 20' THEN A MECHANICAL RESTRAINING GLAND WITH A REBAR GAGE SHALL BE INSTALLED NO MORE THAN 10' FROM HYDRANT AND POURED IN CONCRETE. FIRE HYDRANTS TO BE LOCATED IN ROW 20' OR FEET EASEMENT ADJACENT TO ROW
6. ANYTIME SITE WORK, CONSTRUCTION, ROAD WORK, OR ANY OTHER WORK CHANGES THE GRADE OF THE FIRE HYDRANT, THE PERSON RESPONSIBLE FOR THE WORK IS RESPONSIBLE FOR ADJUSTING THE FIRE HYDRANT TO STAY WITHIN COMPLIANCE.



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CONSTRUCTION DETAILS

115 SOUTH JAMES
CAMPBELL BLVD
PREPARED FOR
WHATABURGER

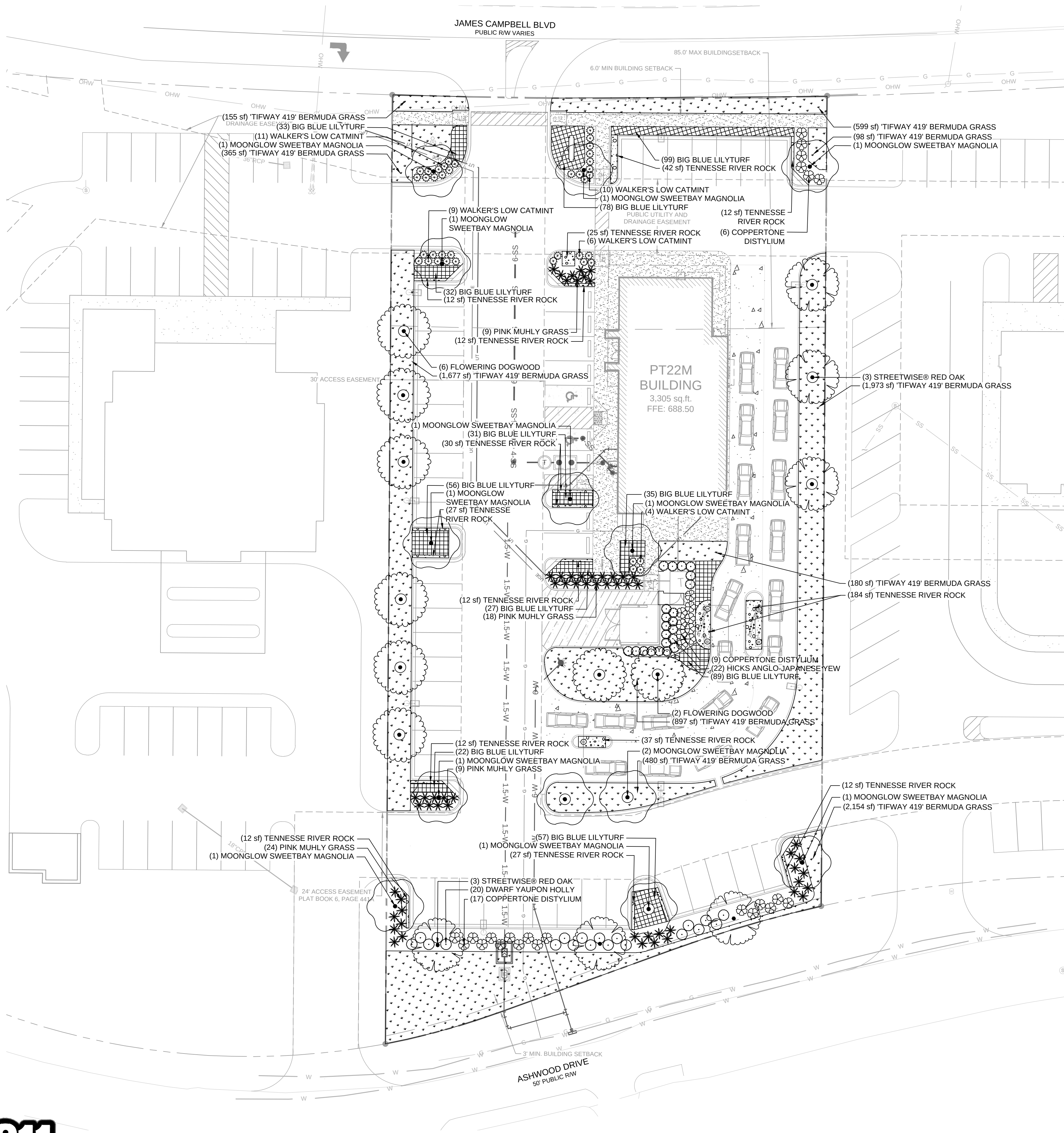
SHEET NUMBER
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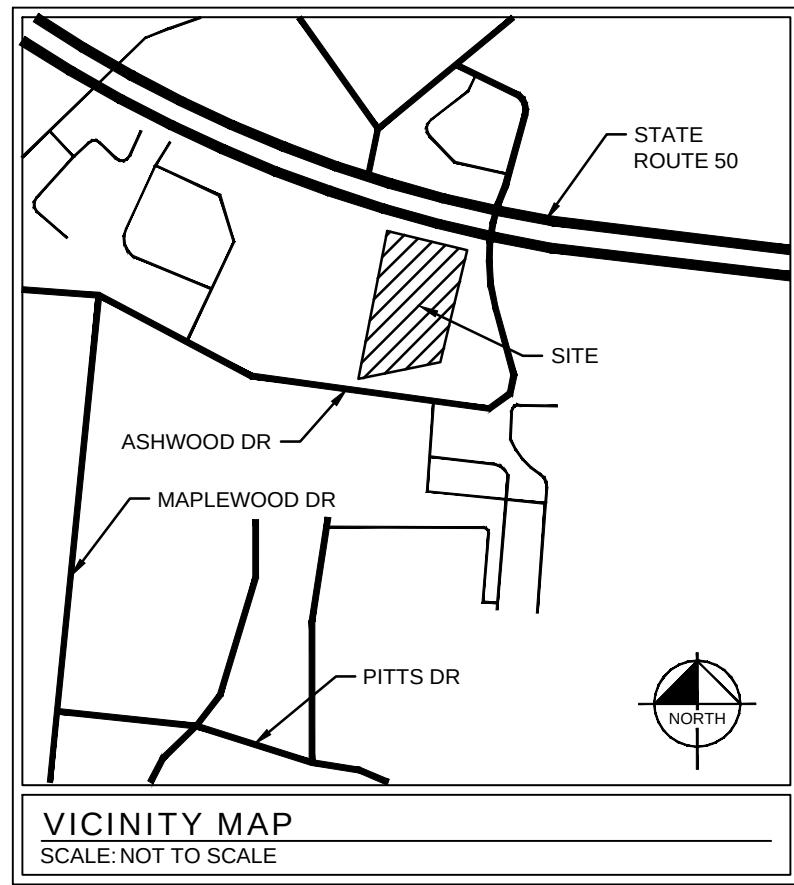
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LANDSCAPE REQUIREMENTS

1. TOTAL SQUARE FOOTAGE OF PARKING LOT AREA = 28,868 SF
1 TREE PER 2,000 SF = (28,868 / 2,000) = 15 TREES
15 PARKING LOT TREES PROPOSED
2. PARKING LOT ISLAND TREES = 12 REQUIRED TREES
12 ISLAND TREES PROPOSED



PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	ROOT	CONDITION
TREES					
	8	Cornus florida / Flowering Dogwood	2.5" Caliper	B&B	Matching, Strong Central Leader
	13	Magnolia virginiana 'Moonglow' / Moonglow Sweetbay Magnolia	2.5" CAL/12' HT MIN.	B&B	Matching, Multi-Trunk, 3-5 Canes
	6	Quercus x 'QRSW18' / Streetwise® Red Oak	2.5" CAL/12' HT MIN.	B&B	5' Clear HT, Strong Central Leader, Full Canopy
SHRUBS					
	32	Distylium x 'PIDIST-III' TM / Coppertone Distylium	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	20	Ilex vomitoria 'Nana' / Dwarf Yaupon Holly	5 GAL; 36" MIN. HT.	Container	Matching; Full to Ground
	60	Muhlenbergia capillaris / Pink Muhly Grass	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	40	Nepeta x 'Walker's Low' / Walker's Low Catmint	3 GAL; 30" MIN. HT.	Container	Matching; Full to Ground
	22	Taxus x media 'Hicksii' / Hicks Anglo-Japanese Yew	5 GAL; 36" MIN. HT.	Container	Matching; Full to Ground
GROUND COVERS					
	8,578 sf	Cynodon dactylon 'Tifway 419' / Tifway 419' Bermuda Grass	Sod		Sod; Free of Weeds
	559	Liriope muscari 'Big Blue' / Big Blue Lilyturf	1 GALLON	18" O.C.	Matching; Free of Weeds
	457 sf	Tennessee River Rock	4"-8" FLATS AND ROUNDS		

Kimley»Horn

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6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138
PHONE: 901-374-9109
WWW.KIMLEY-HORN.COM

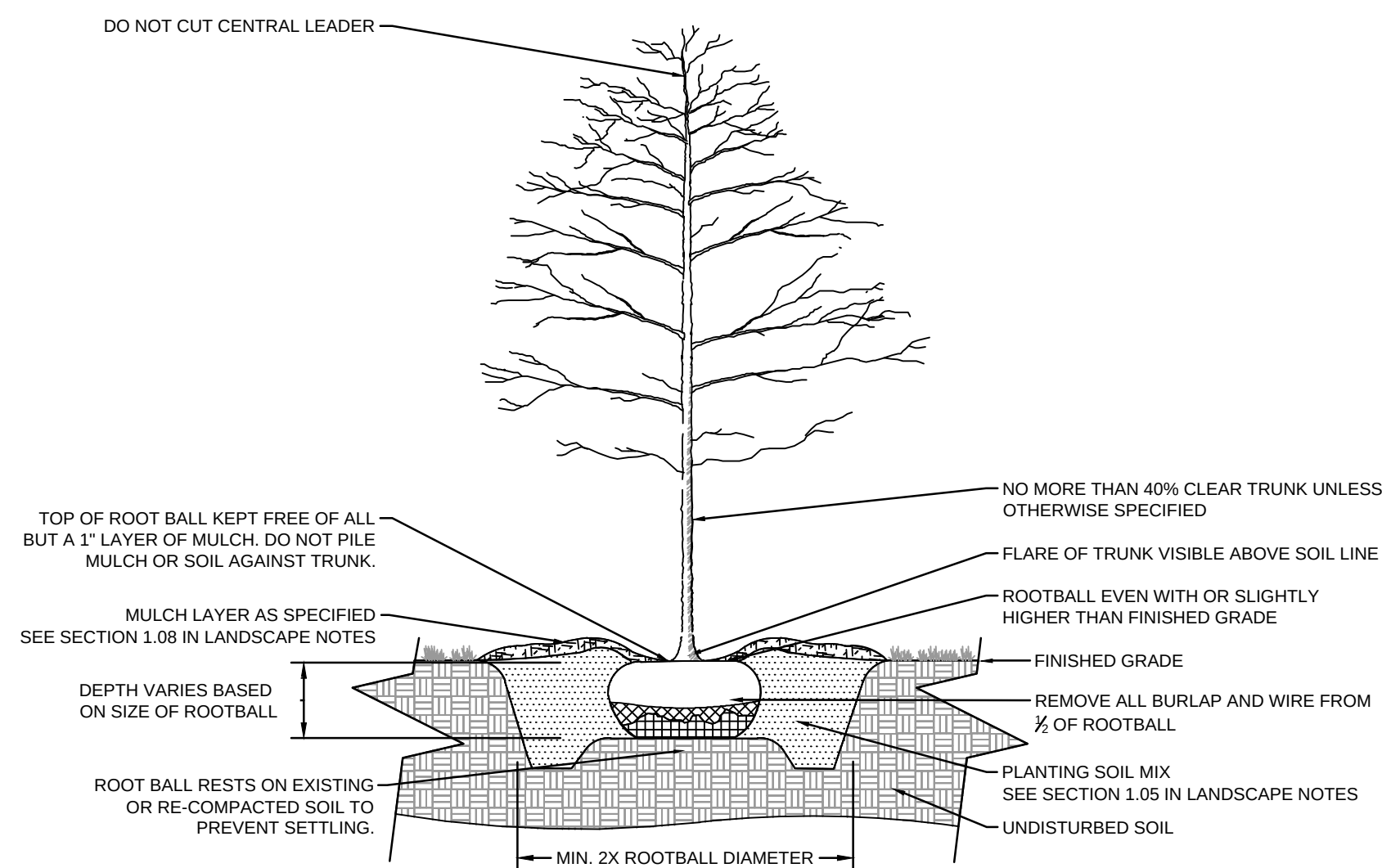
NOT FOR CONSTRUCTION

KHA PROJECT 115339064	DATE 11/15/2024	SCALE AS SHOWN	DESIGNED BY JSL	DRAWN BY RAW	CHECKED BY MWS
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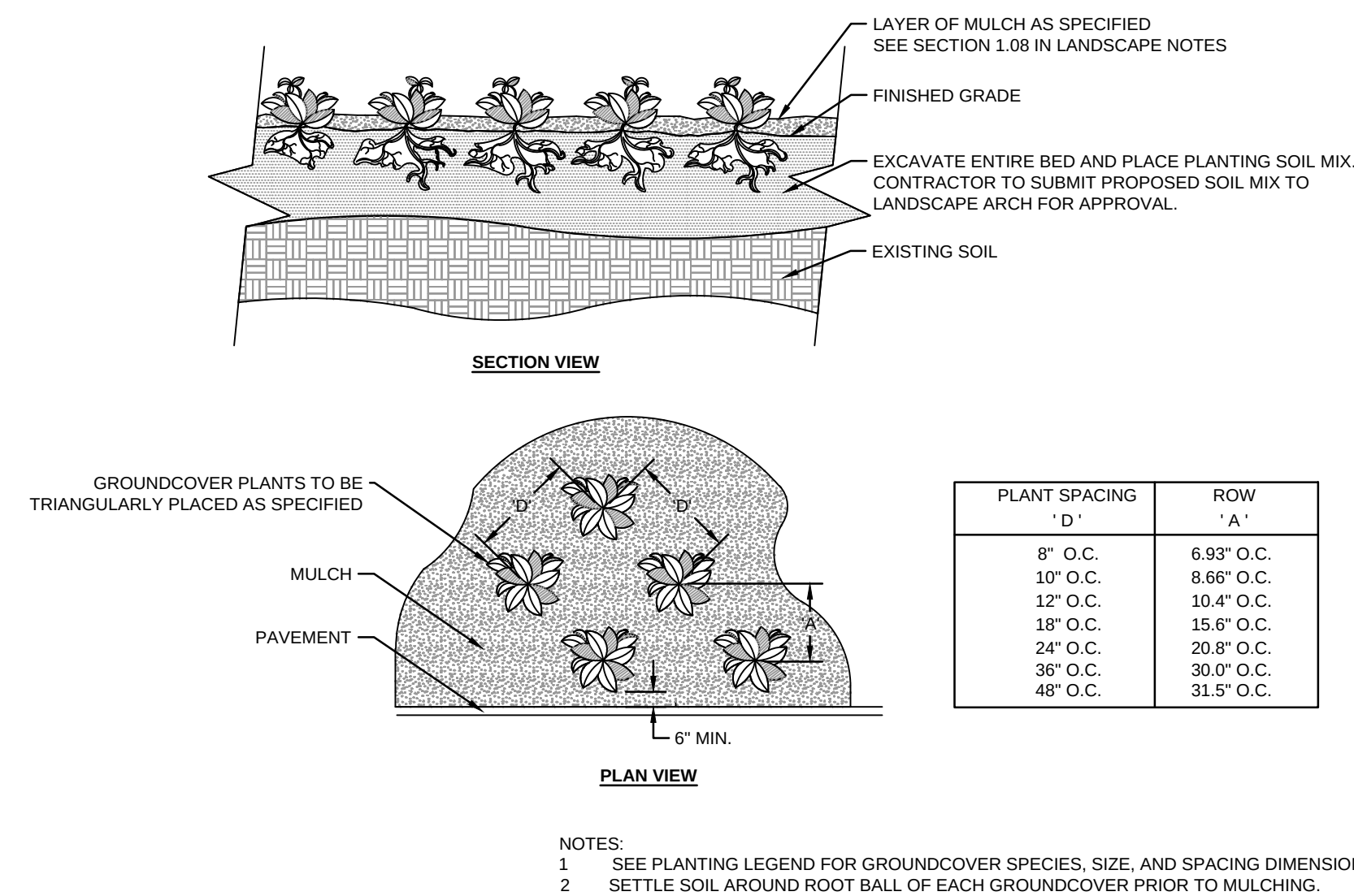
LANDSCAPE PLAN

JAMES CAMPBELL BLVD
& ASHWOOD DR
PREPARED FOR
WHATABURGER
COLUMBIA TENNESSEE

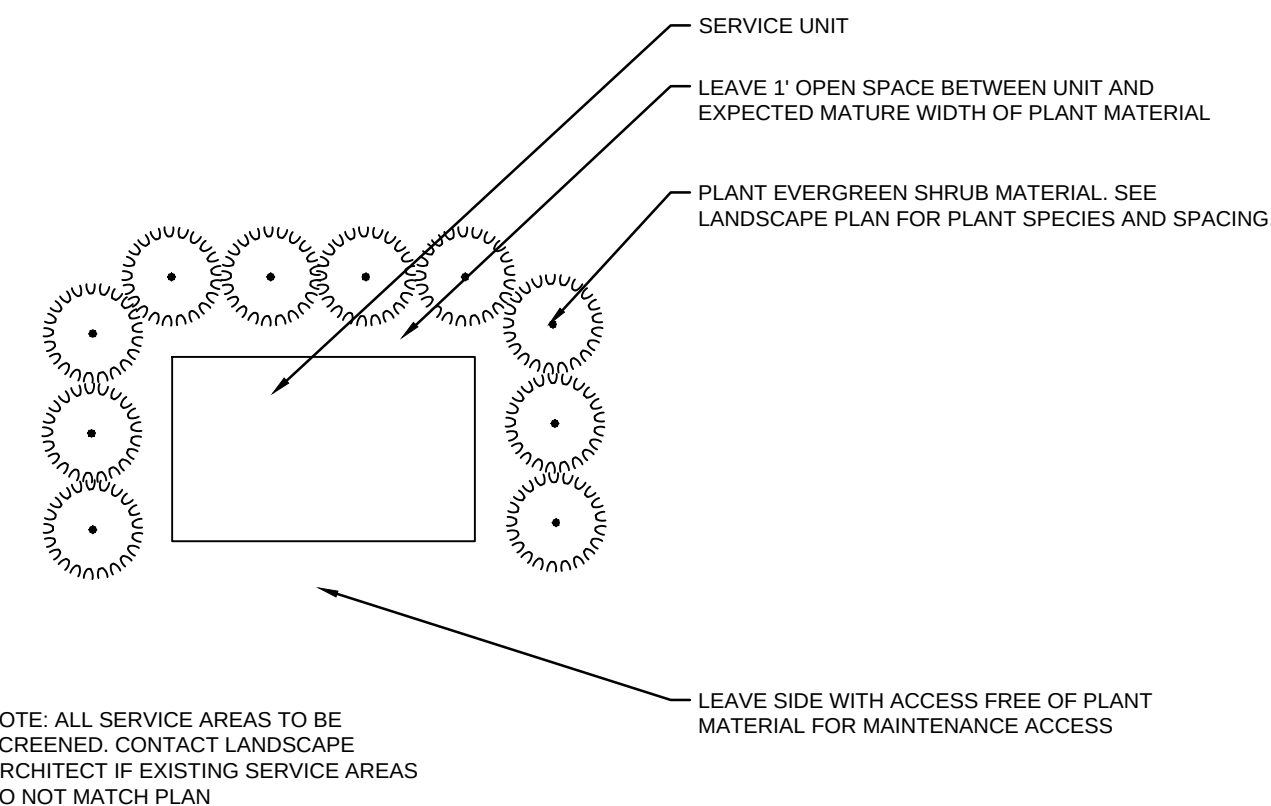
SHEET NUMBER
L1-00



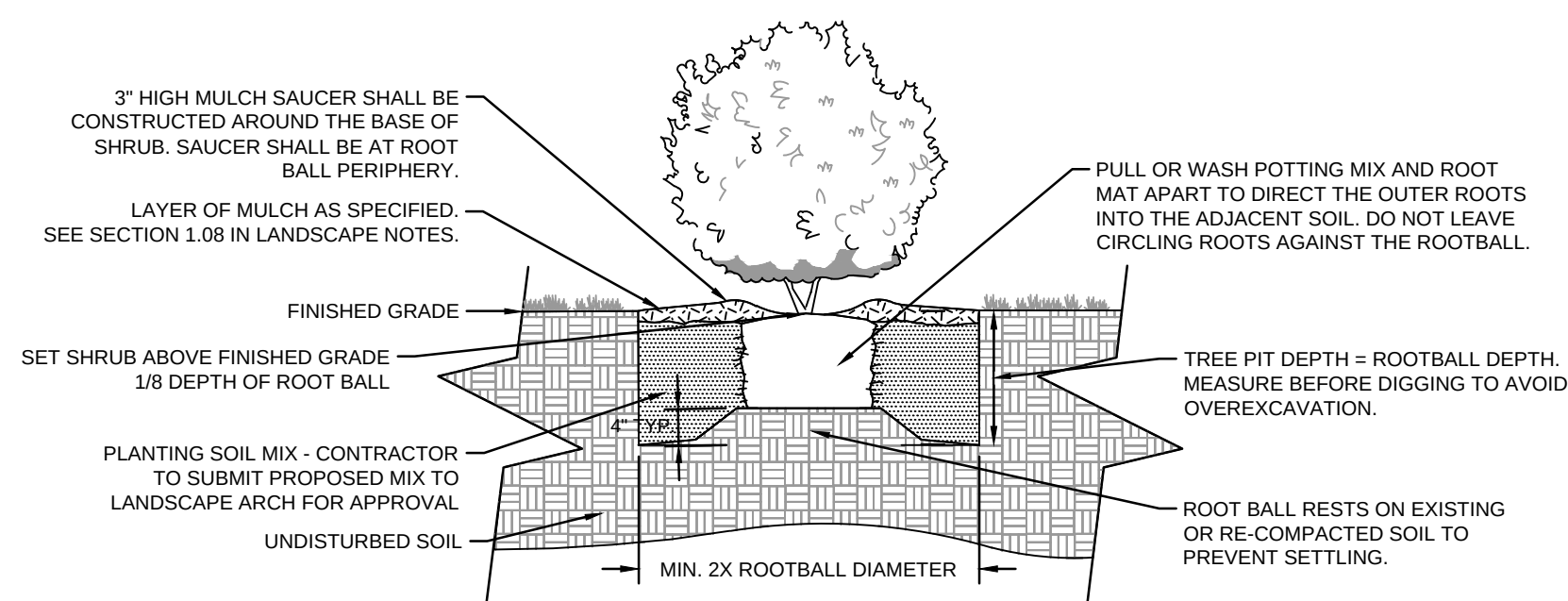
1 B&B TREE PLANTING



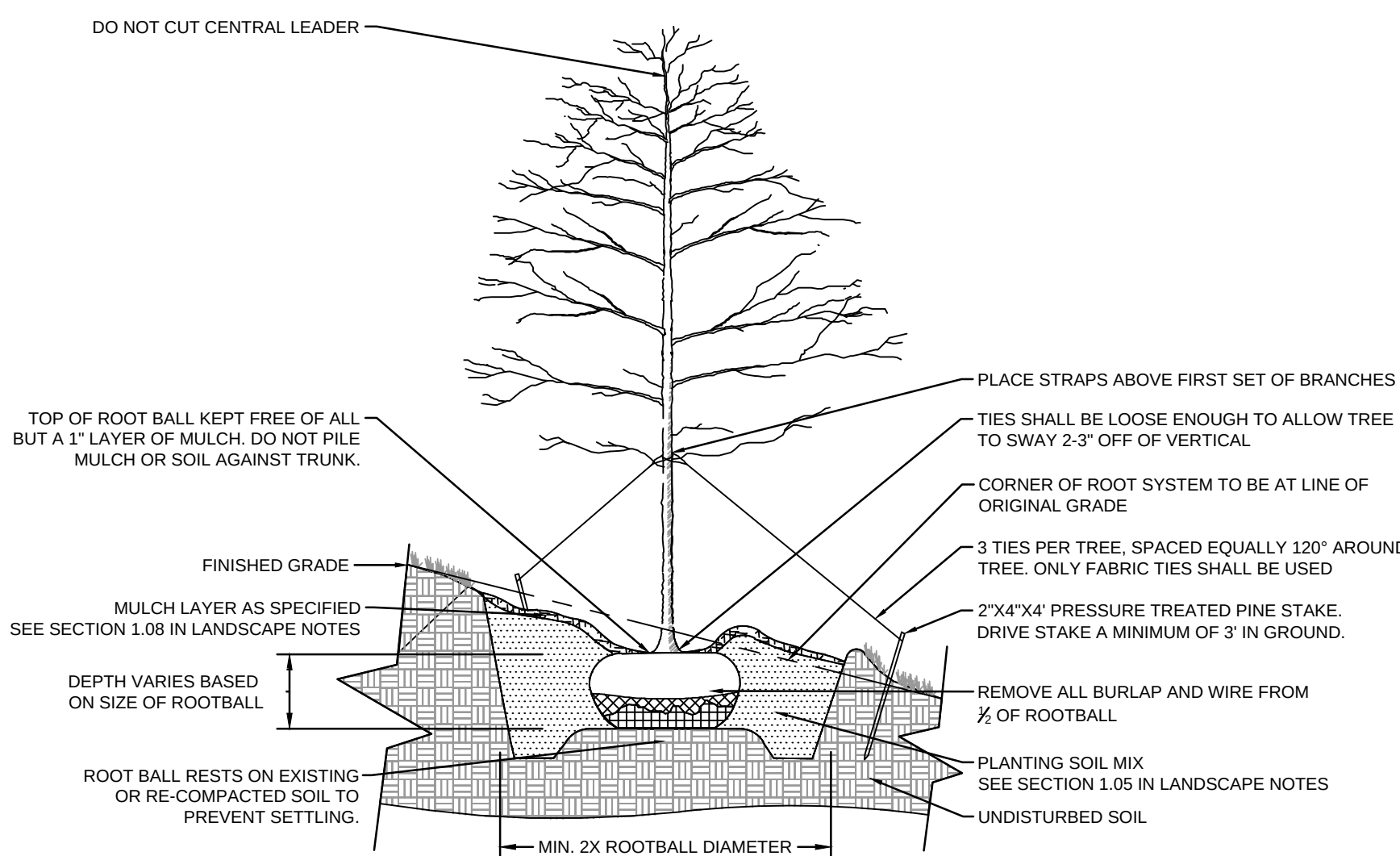
4 GROUND COVER PLANTING



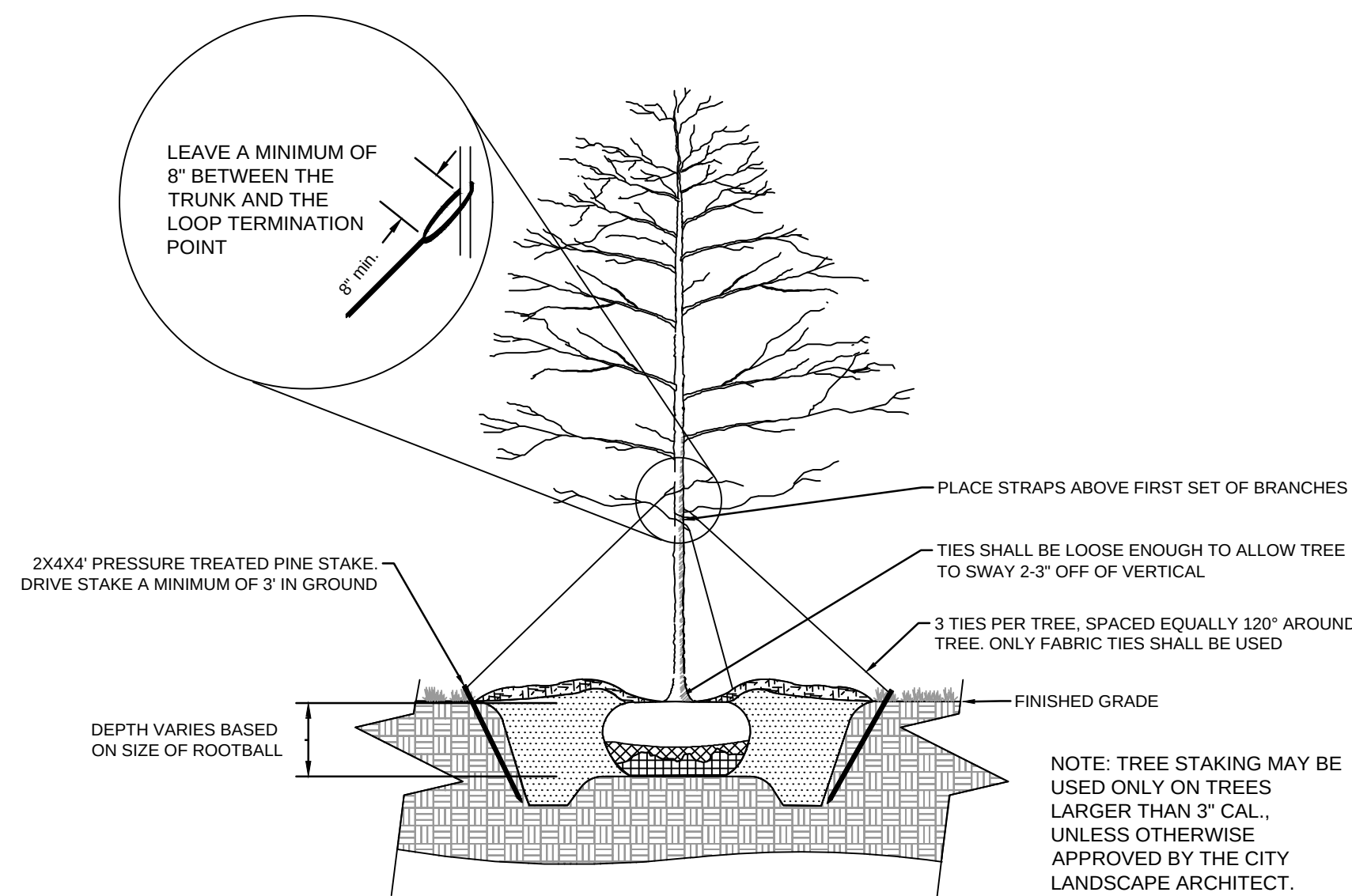
7 TYPICAL SERVICE SCREENING DETAIL



2 CONTAINER SHRUB PLANTING

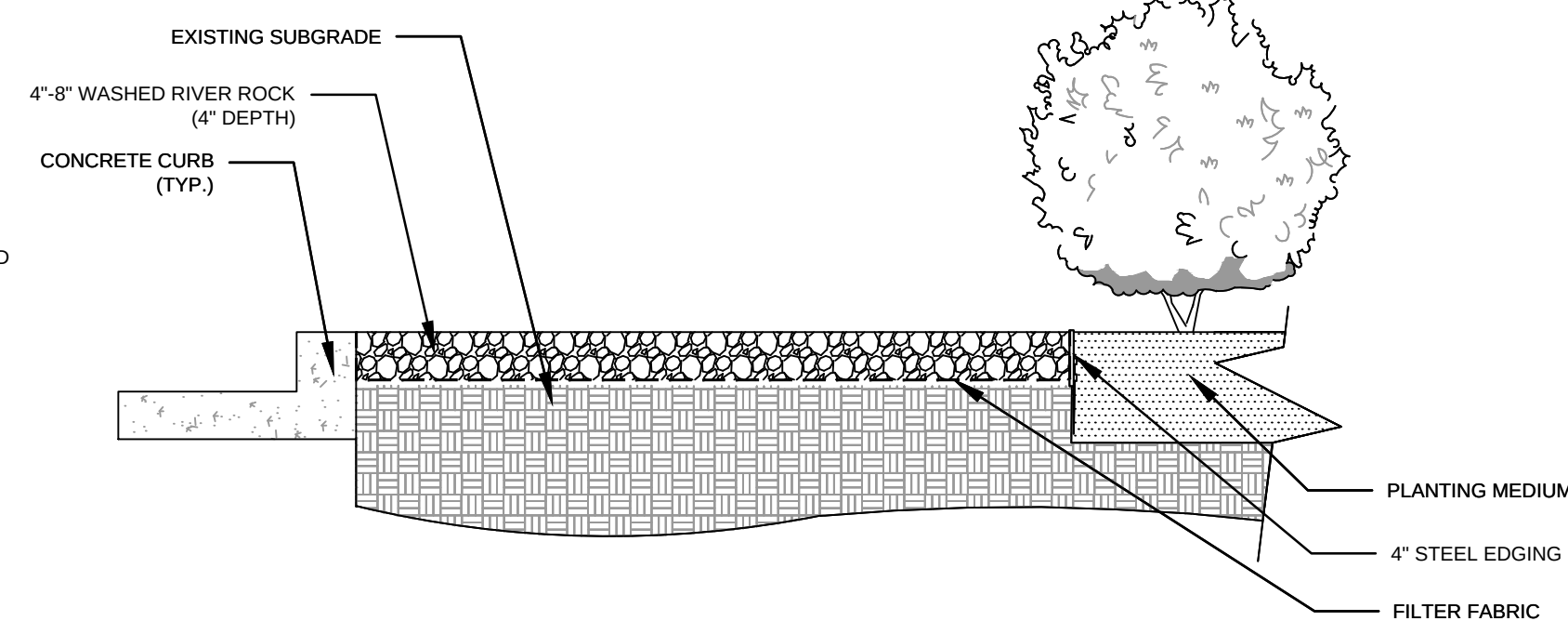


5 B&B TREE PLANTING ON SLOPE



3 TREE STAKING

NOT TO SCALE



6 WASHED RIVER ROCK

[illegible]

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6750 POPLAR AVENUE, SUITE 600, MEMPHIS TN 38138
PHONE: 901-374-9109
WWW.KIMLEY-HORN.COM

NOT FOR CONSTRUCTION

KHA PROJECT 115339064	DATE 11/15/2024	SCALE AS SHOWN	DESIGNED BY JSL	DRAWN BY RAW	CHECKED BY MWS
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LANDSCAPE DETAILS

JAMES CAMPBELL BLVD
& ASHWOOD DR
PREPARED FOR
WHATABURGER

SHEET NUMBER
L1-50



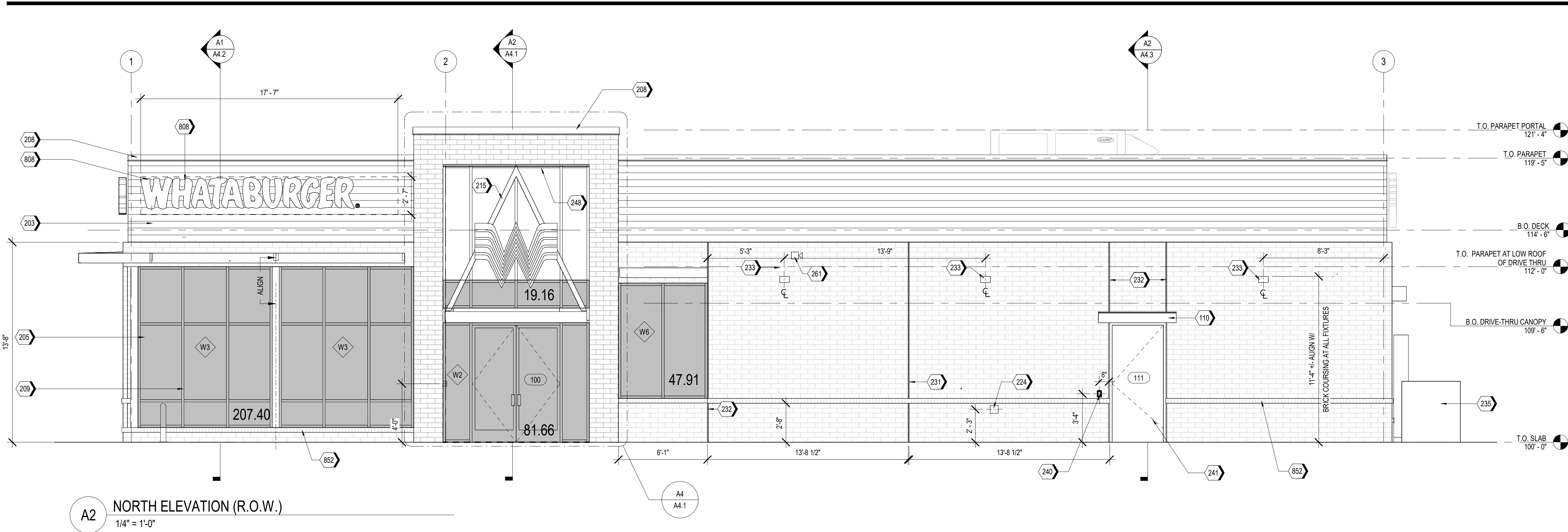
**Know what's below.
Call before you dig**

NOT FOR
CONSTRUCTION

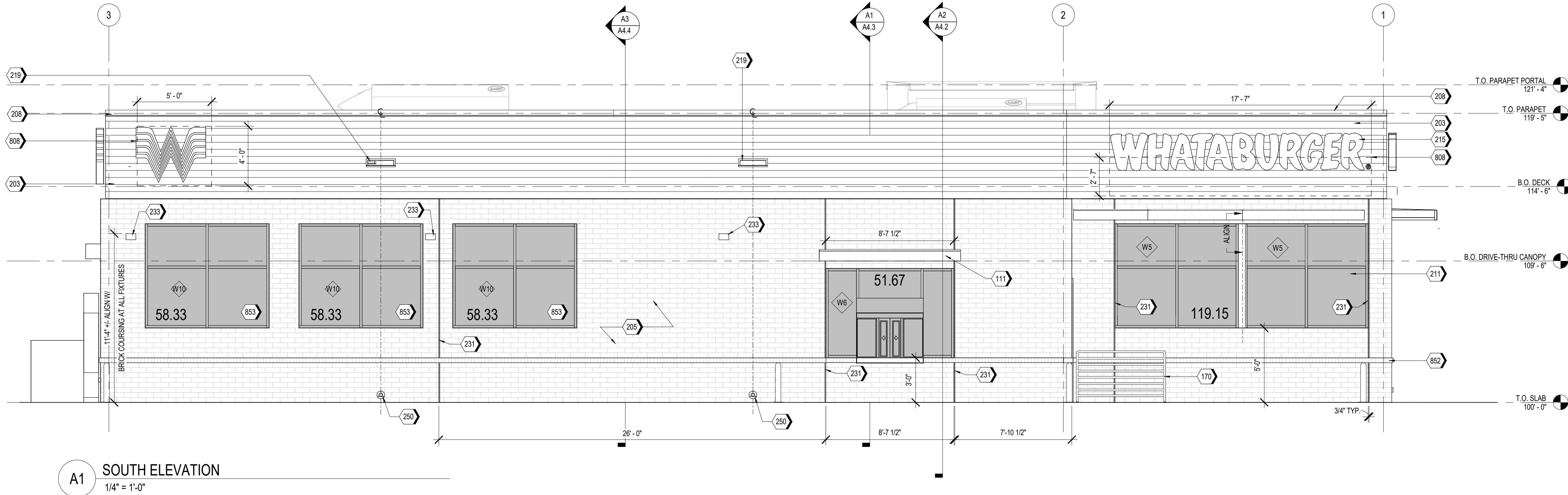
IN THE EVENT THE OWNER DOES NOT CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE MAINTENANCE, THE CONTRACTOR IS ENCOURAGED TO VISIT THE PROJECT SITE PERIODICALLY DURING THE ONE (1) YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER, AND SHALL NOTIFY THE OWNER IN WRITING OF 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.

SHEET NUMBER
L1-51

C:\Users\l.Razek\Documents\Revit\2022\2402822_Q3_PT22M_ARCH_P02_inxek4RBE7.rvt 12/30/2024 5:32:44 PM



A2 NORTH ELEVATION (R.O.W.)
1/4" = 1'-0"



A1 SOUTH ELEVATION
1/4" = 1'-0"

EXTERIOR METAL

MP01 METAL PANEL

SPECIFICATION SECTION: 07 42 13.13
ITEM: CLOSURE TRIM
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: BERRIDGE BR-12 PANEL IS B.O.D.
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MP02 METAL PANEL

SPECIFICATION SECTION: 07 42 13.13
ITEM: CLOSURE TRIM
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: SHEET METAL FLASHING
MATERIAL: 0.040 ALUM.
COLOR: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE DETAILS
NOTES: MATCH MP01

MC01 METAL PANEL

SPECIFICATION SECTION: 07 71 00
MANUFACTURER: BERRIDGE OR EQUIVALENT
PRODUCT NAME: PARAPET COPING
MATERIAL: METALLIC COATED STEEL
COLOR: LEAD COPE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

MS01 METAL SOFFIT

SPECIFICATION SECTION: 07 42 33
MANUFACTURER: ENTERA BRANDING
PRODUCT NAME: ACM
FINISH: WHATABURGER SILVER
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR PAINT

PT-5 EXTERIOR PAINTING

SPECIFICATION SECTION: 09 91 13
MANUFACTURER: SHERWIN WILLIAMS
PRODUCT NUMBER: SW 7043
COLOR: WORLDLY GRAY
LOCATION: RE: ELEVATIONS
NOTES: FLAT FINISH, INTERIOR SIDE OF DOORS/FRAMES EGGSHELL FINISH.

EXTERIOR BRICK

BR01 EXTERIOR BRICK

SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: PARK AVENUE
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

BR02 EXTERIOR BRICK

SPECIFICATION SECTION: 04 26 13
MANUFACTURER: ACME
TYPE: UTILITY
COLOR: RIDGEMAR
SIZE: 3-5/8" X 3-5/8" X 11-5/8"

EM01 EXTERIOR MORTAR

SPECIFICATION SECTION: 04 26 13
MANUFACTURER: AHI
COLOR: VANILLA-N

ST01 CAST STONE MASONRY

SPECIFICATION SECTION: 04 72 00
TYPE: CAST STONE MASONRY CAP

GLAZING

GL01 GLAZING

SPECIFICATION SECTION: 08 80 00
ITEM: IGU VISION GLASS
MANUFACTURER: VITRO
PRODUCT NAME: SOLARBAN Z75/70 (2) OPTIBLUE + CLEAR IGU
SIZE: VARIES
LOCATION: EXTERIOR WALL
NOTES: VLT 46% U-VALUE .28 SHGC .23 LSG 2.00

GL03 GLAZING

SPECIFICATION SECTION: 08 80 00
ITEM: IGU OPAQUE SPANDREL GLASS
MANUFACTURER: VITRO
PRODUCT NAME: OPACI-COAT-300
FINISH: #3-5323 OLD EAGLE
SIZE: VARIES
LOCATION: SEE ELEVATIONS

SS01 STOREFRONT SYSTEM

SPECIFICATION SECTION: 08 41 13
MANUFACTURER: OLDCASTLE
PRODUCT NAME: FG-3000 THERMAL
FINISH: CLEAR ANODIZED
SIZE: VARIES
LOCATION: SEE ELEVATIONS

EXTERIOR WOOD

WD01 EXTERIOR WOOD CLADDING

SPECIFICATION SECTION: 32 31 19.13
ITEM: PANELING
MANUFACTURER: TREX
PRODUCT NAME: TREX TRANSCEND BOARD
MATERIAL: 6"x1" COMPOSITE DECK
COLOR: TBD
LOCATION: ENCLOSURE AT RTI OIL TANKS
NOTES: WD01

NOTES

- EXTERIOR SIGNAGE TO BE PERMITTED UNDER A SEPARATE SIGN PERMIT SET.

KEYNOTES

- | | |
|-----|---|
| 110 | ENTERA PRE-MANUFACTURED CANOPY. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP. |
| 111 | ENTERA PRE-MANUFACTURED CANOPY ABOVE. COORDINATE WITH ENTERA FOR CANOPY LAYOUT AND DIMENSIONS, TYP. |
| 170 | STEEL PIPE GUARDRAIL, BY GENERAL CONTRACTOR, RE:B4/A0.1 |
| 203 | AP-01: ARCHITECTURAL FIBER CEMENT PANELS |
| 205 | BR-01: BRICK VENEER |
| 208 | MC-01: PRE-FINISHED METAL COPING |
| 209 | SS-01: ALUMINUM STOREFRONT SYSTEM |
| 211 | BOTTOM OF BRICK SILL, RE: STRUCTURAL FOR FRAMING |
| 215 | ILLUMINATED SIGNAGE BY OTHERS, G.C. TO PROVIDE PLYWOOD BLOCKING AS NEEDED TO ATTACH SIGNAGE |
| 219 | OVERFLOW SCUPPER |
| 224 | WALL HYDRANT |
| 231 | MASONRY EXPANSION JOINT |
| 232 | MASONRY CONTROL JOINT |
| 233 | EXTERIOR LIGHT FIXTURE, RE: ELECTRICAL, RE: A1.3 FOR DIMENSIONS |
| 235 | OIL TANK, RE: MEP & KITCHEN |
| 240 | DOOR BUZZER |
| 241 | PAINT (PT-5) EXTERIOR DOORS. |
| 248 | METAL SOFFIT BY G.C. |
| 250 | DOWNSPOUT NOZZLE 6" FROM BOTTOM ABOVE INTERIOR FINISH FLOOR |
| 261 | SECURITY CAMERA |
| 808 | PROVIDE BLOCKING FOR SIGNAGE AS REQUIRED |
| 852 | BRICK ROWLOCK |
| 853 | SPANDREL GLAZING IN ALUMINUM FRAME |

GLAZING REQUIREMENTS

NORTH ELEVATION	
ELEVATION SF	1723.11
GLAZING SF	366.13
20% GLAZING REQUIRED	344.62
% GLAZING PROVIDED	20.67%
SOUTH ELEVATION	
ELEVATION SF	1701.10
GLAZING SF	170.82
SPANDREL GLAZING SF	174.99
20% GLAZING REQUIRED	340.22
% GLAZING PROVIDED	20.28%

PREPARED FOR:



BL Architecture
Engineering
Environmental
Land Surveying
Companies

355 Research Parkway
Meriden, CT 06450
(203) 630-1400
(203) 630-2615 Fax

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Prototype Version

09.30.2024 2024 Q3 PT22M Prototype Release

△ Date Description

Seal / Signature

WHATABURGER
COLUMBIA, TN
Project Name

WHATABURGER

Date: 12/20/2024

Project Number

2402822

Description

EXTERIOR ELEVATIONS

Scale

As indicated

A2.2



December 16, 2024

City of Columbia
700 North Garden Street
Columbia, TN 38401

RE: *Whataburger Restaurant*
 115 S James Campbell Blvd
 Glazing and Frontage Buildout Alternative Compliance Request

On behalf of Whataburger Restaurants, LLC, Kimley-Horn and Associates, Inc. is pleased to submit the enclosed application for alternative compliance.

Whataburger Restaurants, LLC is proposing to redevelop the property at 115 S James Campbell Blvd as a drive thru restaurant with dual drive thru lanes. The subject property is part of the Columbia Commons development for which a Preliminary Plat was recently reviewed by the Planning Commission. This development is proposed on Lot 2 of the Columbia Commons Subdivision. The parcel is 1.31 acres in size, a portion of which is encumbered by an access easement along the western portion of the site and a public utility and drainage easement along the north allowing for shared use between the subject Lot and the adjacent lots to the east and west.

As part of this application, the design team requests approval of alternative compliance for the minimum façade glazing requirements. Table 4.3.1-E for the CD-4C zoning district outlines the following requirements:

- **Non-Shopfront:** 20% - 60% of total ground floor Façade area
 - The applicant requests alternative compliance approval for 10% clear glazing with 10% spandrel glass on the non-shopfront façade of the South Façade to meet the intent of the code.
 - The applicant meets this requirement for the North Facade.
- **Shopfront:** min. 50% of total ground floor Façade area
 - The applicant meets this requirement. (East Facade)

The non-shopfront elevation requirement is impractical for the South Façade as glazing options are limited due to the location of the kitchen and back of house operations on the side of the building. As an alternative compliance measure, the design team requests approval to install spandrel glass along the South Façade to meet the intent of the code requirement. Refer to the enclosed building elevations with percentage calculations for each façade.

As part of this application, the design team requests approval of alternative compliance for the minimum building frontage requirements. Table 4.3.1-E for the CD-4C zoning district outlines the following requirements:

- Commercial Lots: 40% of the total lot width

Due to the location of easements on site and the size of the Whataburger building, it is impractical to meet the minimum building frontage buildout. The northern and western portions of the property are encumbered by a shared access easement and public utility and drainage easement, which inhibits the ability to rotate or widen the building while maintaining drive thru operations. Due to these encumbrances, the design team requests relief from this requirement.

With Kimley-Horn, you should expect more and will experience better. Please contact me at (901) 374-9109 or emma.donnelly@kimley-horn.com should you have any questions.

Sincerely,



Emma Donnelly-Bullington, P.E. (TN)
Kimley-Horn and Associates, Inc.



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 \(onlana.com\)](http://City of Columbia | Permitting (onlana.com))

ADDRESS/LOCATION	115 S James Blvd, Columbia, TN 38401		
	TAX MAP: 113E	GROUP: 004.00 B	PARCEL: 004.00
SUMMARY OF NATURE OF REQUEST AND WORK	THE SCOPE OF THIS PROJECT IS TO CONSTRUCT A PROTOTYPICAL WHATABURGER RESTAURANT AT THE SOUTHWEST CORNER OF THE INTERSECTION AT SOUTH JAMES CAMPBELL BLVD AND ASHWOOD DR IN COLUMBIA, MAURY COUNTY, TENNESSEE. THE OVERALL SITE IS APPROXIMATELY 1.19± ACRES WITH 1.30± ACRES DISTURBED DURING CONSTRUCTION IN SIZE. THE PROJECT WILL CONSIST OF THE CONSTRUCTION OF THE NEW BUILDING ALONG WITH THE ASSOCIATED PARKING, UTILITY CONNECTIONS, GRADING, DRAINAGE DESIGN, AND LANDSCAPING.		

DATE OF PRE-APPLICATION CONFERENCE	12/10/2024	<i>Pre-application meetings are scheduled for Wednesdays.</i>
------------------------------------	------------	---

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:	<u>Annexations:</u> ☐ Annexation Permission Form <u>Annexations/Rezoning/Plan Amendments:</u> ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan <u>Preliminary Plats/Site Development Plans:</u> ☐ Plans and/or Plats conforming to City standards with signed and completed check list <u>All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:</u> ☒ Receipt of Payment for Pre-Application Meeting ☒ Written Legal Description copy ☒ Columbia Water System Availability Letter ☒ Columbia Waste Water Department Will Serve Letter

**File naming nomenclature examples:*

*Freedom Point Site Plan
Freedom Point Master Plan
Freedom Point Final Plat*

	<u>Plats/PUDs:</u>
	☐ 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	Emma Donnelly-Bullington	PHONE	(901)374-9109
ADDRESS	6750 Poplar Ave. Suite 600, Memphis, TN 38138	EMAIL	emma.donnelly@kimley-horn.com

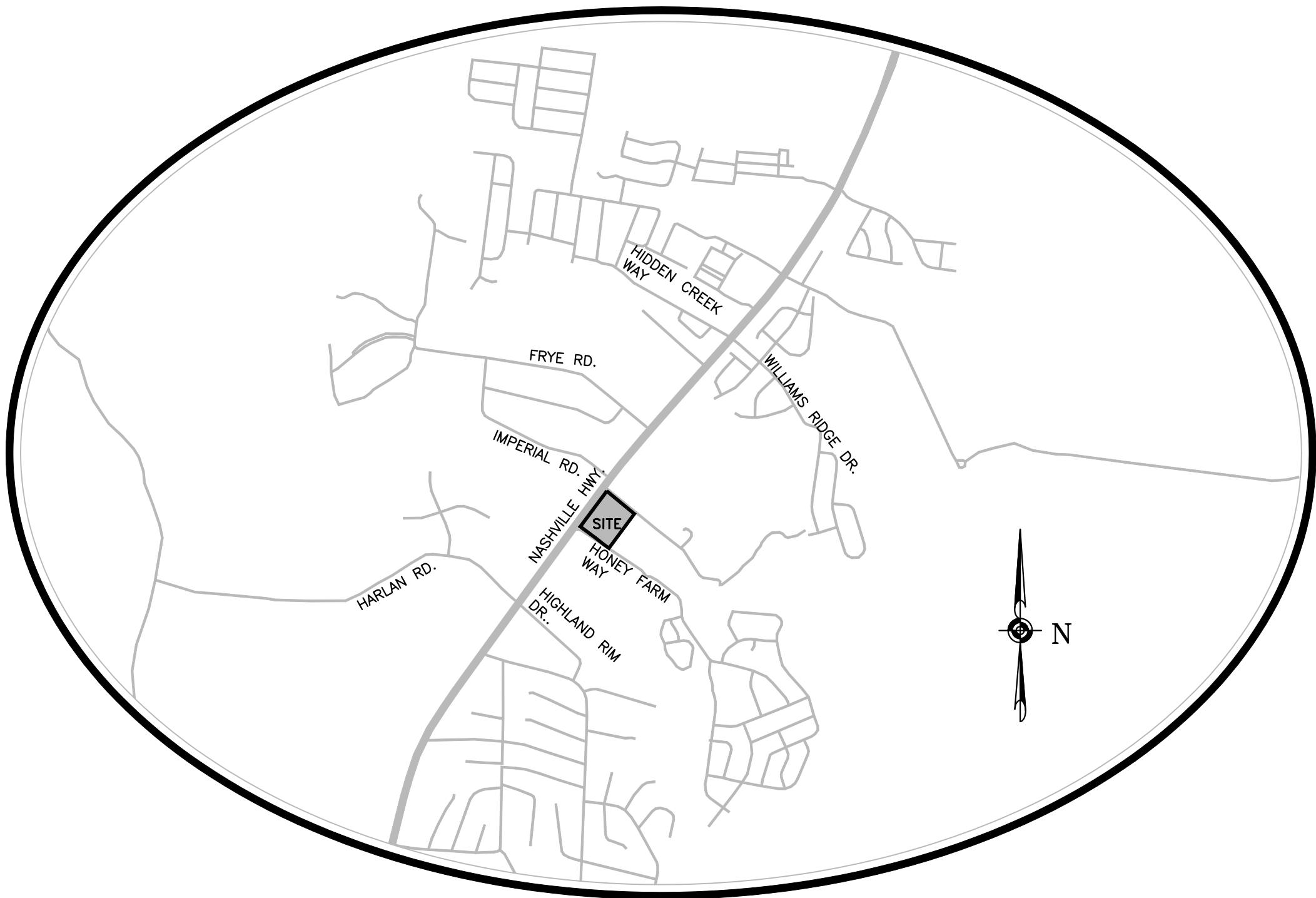
PROPERTY OWNER NAME	Oliver Oldacre (Columbia James Campbell Boulevard, LLC)	PHONE	615-269-5444 x294
ADDRESS	3841 Green Hills Village, Suite 400 Nashville, TN 37215	EMAIL	ooldacre@oldacremcdonald.com

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.

Emma Donnelly-Bullington		12/12/2024
_____ APPLICANT NAME	_____ APPLICANT SIGNATURE	_____ DATE
Oliver Oldacre		12/13/2024
_____ PROPERTY OWNER NAME	_____ PROPERTY OWNER SIGNATURE	_____ DATE

PRELIMINARY PUD WALMART NEIGHBORHOOD MARKET #03908-1000 COLUMBIA, TENNESSEE HONEY FARM WAY & NASHVILLE HWY

ADDRESS INFORMATION:
#03908-1000 WALMART NEIGHBORHOOD MARKET 2248 NASHVILLE HWY COLUMBIA, TN 38401

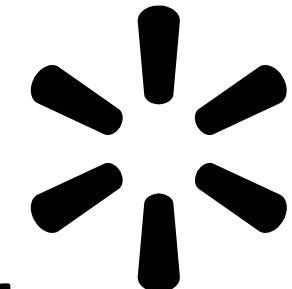


VICINITY MAP
NTS

INDEX OF SHEETS

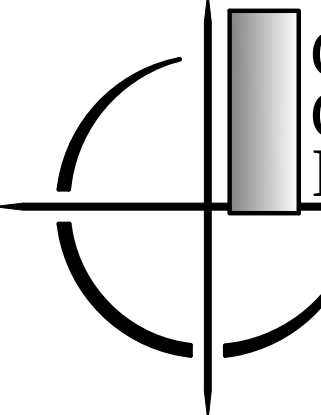
SHEET 1	TITLE SHEET
SHEET 2	SITE PLAN
SHEET 3	INTERNAL DRIVE LAYOUT
SHEET 4	PUD DEVIATION REQUESTS
SHEET 5	GRADING PLAN
SHEET 6	UTILITY PLAN
SHEET 7	PLANTING PLAN
SHEET 8	PHOTOMETRICS PLAN

DEVELOPED BY:

Walmart 

Save money. Live better.

WAL-MART REAL ESTATE BUSINESS TRUST
702 SW 8TH STREET
MAIL STOP 0505
BENTONVILLE, AR 72716-0505
(479) 360-4749
LEAH.TOMLINSON@WALMART.COM
ENGINEER:

 **CARLSON
CONSULTING
ENGINEERS, INC.**

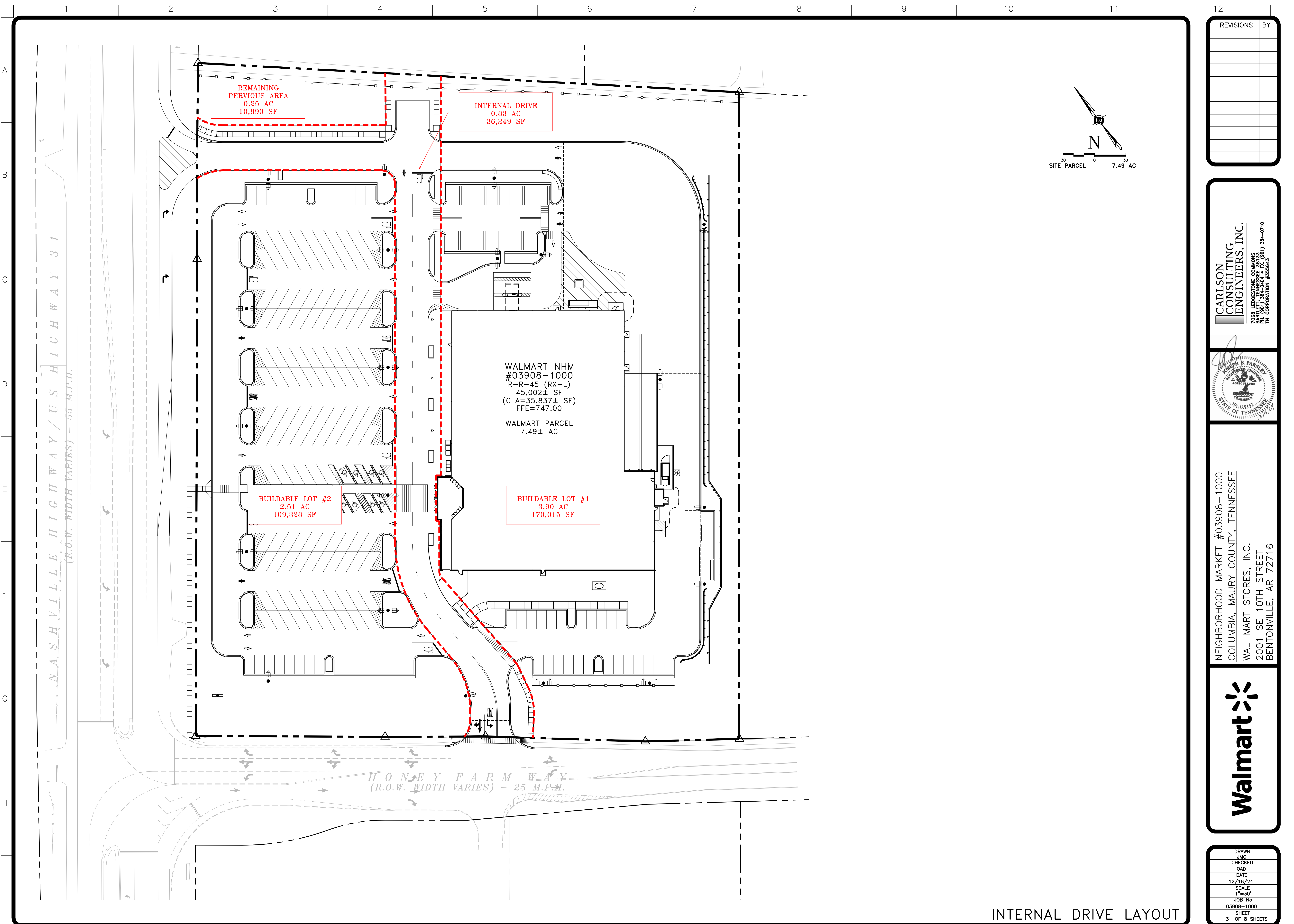
7068 Ledgestone Commons, Bartlett, TN 38133
Phone (901) 384-0404 • Fax (901) 384-0710
olviadupuy@carlsonconsulting.net

THE SITEWORK FOR THE WALMART'S PORTION OF THIS PROJECT SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS."

ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO CONTRACT COMPLETION AND THE FINAL CONNECTION OF SERVICES.

CONTRACTOR SHALL CONTACT 811 FOR LOCATION OF ALL UTILITIES, AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION.

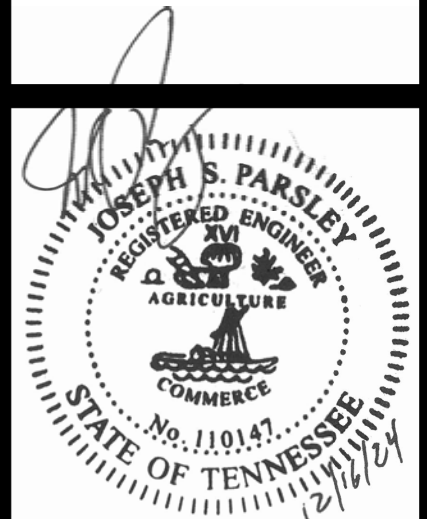




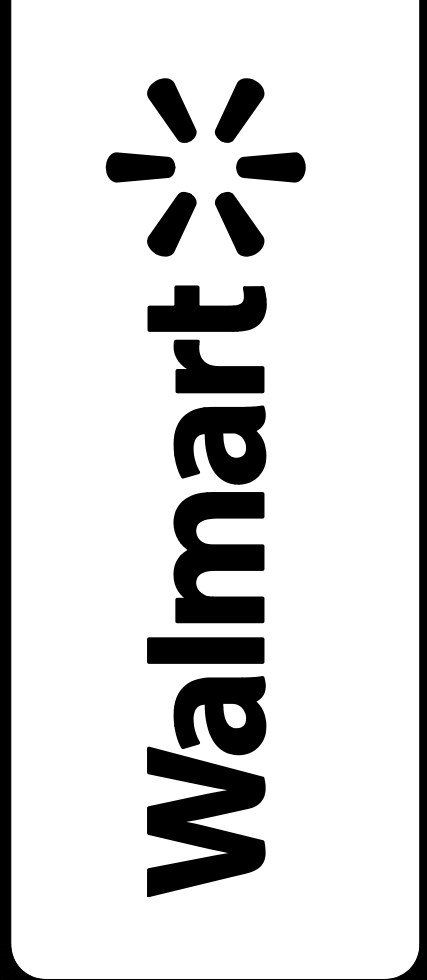
REVISIONS	BY

CARLSON
CONSULTING
ENGINEERS, INC.

7068 LEDGESTONE COMMONS
NASHVILLE, TN 37204
PH: (615) 384-0400 • FX: (601) 384-0710
TN CORPORATION #355643

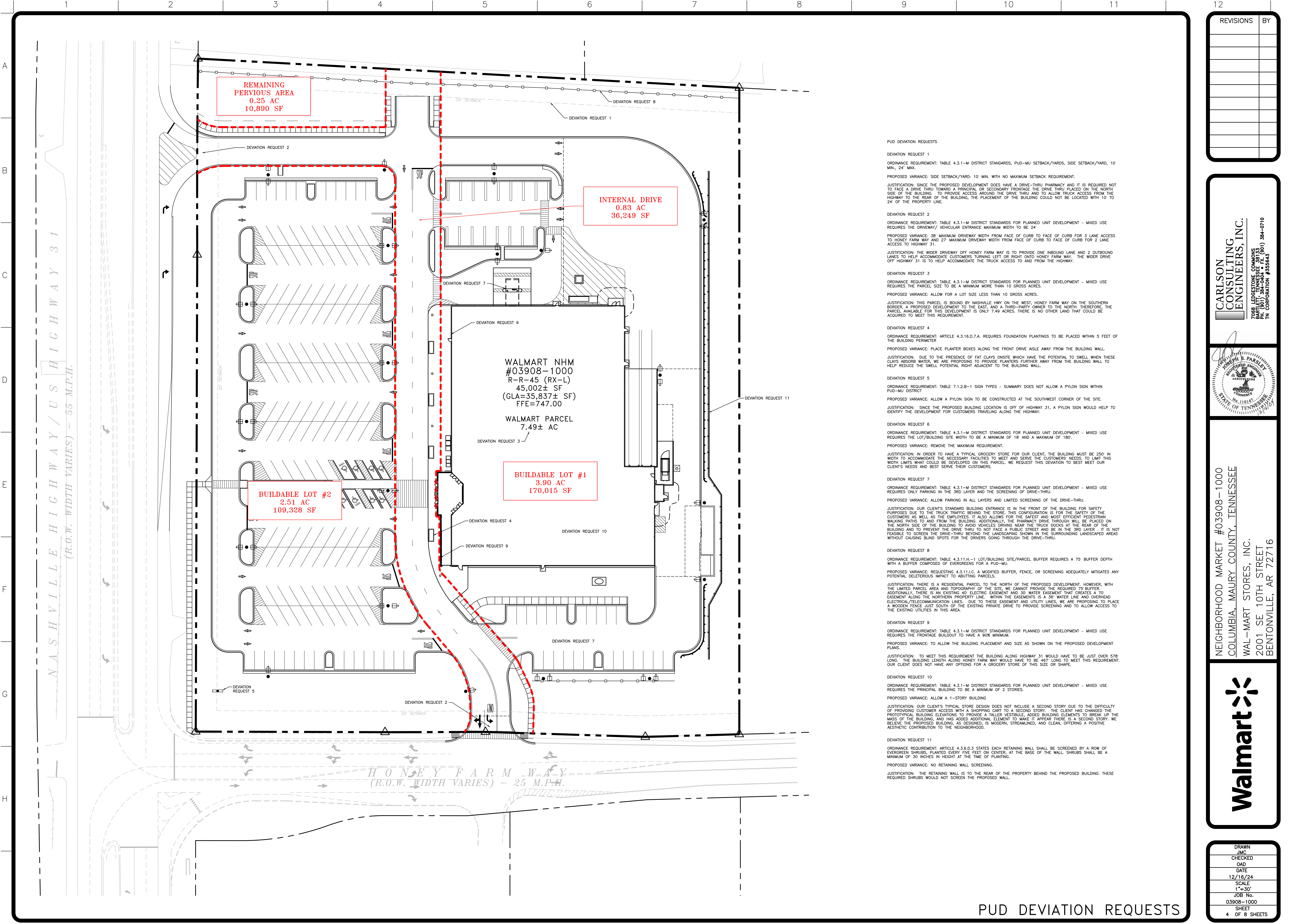


NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716



DRAWN	JMC
CHECKED	OAD
DATE	12/16/24
SCALE	1"=30'
JOB No.	03908-1000
SHEET	3 OF 8 SHEETS

INTERNAL DRIVE LAYOUT



PUD DEVIATION REQUESTS

DEVIATION REQUEST 1
ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS, PUD-MU SETBACK/YARDS, SIDE SETBACK/YARD, 10 MIN., 24' MAX.
PROPOSED VARIANCE: SIDE SETBACK/YARD: 10' MIN. WITH NO MAXIMUM SETBACK REQUIREMENT.
JUSTIFICATION: SINCE THE PROPOSED DEVELOPMENT DOES HAVE A DRIVE-THRU PHARMACY AND IT IS REQUIRED NOT TO FACE A DRIVE THRU TOWARD A PRINCIPAL OR SECONDARY FRONTAGE THE DRIVE THRU PLACED ON THE NORTH SIDE OF THE BUILDING. TO PROVIDE ACCESS AROUND THE DRIVE THRU AND TO ALLOW TRUCK ACCESS FROM THE HIGHWAY TO THE REAR OF THE BUILDING, THE PLACEMENT OF THE BUILDING COULD NOT BE LOCATED WITH 10' TO 24' OF THE PROPERTY LINE.

DEVIATION REQUEST 2
ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE DRIVEWAY/ VEHICULAR ENTRANCE MAXIMUM WIDTH TO BE 24'
PROPOSED VARIANCE: 38' MAXIMUM DRIVEWAY WIDTH FROM FACE OF CURB TO FACE OF CURB FOR 3 LANE ACCESS TO HONEY FARM WAY AND 27' MAXIMUM DRIVEWAY WIDTH FROM FACE OF CURB TO FACE OF CURB FOR 2 LANE ACCESS TO HIGHWAY 31.
JUSTIFICATION: THE WIDER DRIVEWAY OFF HONEY FARM WAY IS TO PROVIDE ONE INBOUND LANE AND 2 OUTBOUND LANES TO HELP ACCOMMODATE CUSTOMERS TURNING LEFT OR RIGHT ONTO HONEY FARM WAY. THE WIDER DRIVE OFF HIGHWAY 31 IS TO HELP ACCOMMODATE THE TRUCK ACCESS TO AND FROM THE HIGHWAY.

DEVIATION REQUEST 3
ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE PARCEL SIZE TO BE A MINIMUM MORE THAN 10 GROSS ACRES.
PROPOSED VARIANCE: ALLOW FOR A LOT SIZE LESS THAN 10 GROSS ACRES.
JUSTIFICATION: THIS PARCEL IS BOUND BY NASHVILLE HWY ON THE WEST, HONEY FARM WAY ON THE SOUTHERN BORDER, A PROPOSED DEVELOPMENT TO THE EAST, AND A THIRD-PARTY OWNER TO THE NORTH. THEREFORE, THE PARCEL AVAILABLE FOR THIS DEVELOPMENT IS ONLY 7.49 ACRES. THERE IS NO OTHER LAND THAT COULD BE ACQUIRED TO MEET THIS REQUIREMENT.

DEVIATION REQUEST 4
ORDINANCE REQUIREMENT: ARTICLE 4.3.16.D.7.A. REQUIRES FOUNDATION PLANTINGS TO BE PLACED WITHIN 5 FEET OF THE BUILDING PERIMETER
PROPOSED VARIANCE: PLACE PLANTER BOXES ALONG THE FRONT DRIVE AISLE AWAY FROM THE BUILDING WALL.
JUSTIFICATION: DUE TO THE PRESENCE OF FAT CLAYS ONSITE WHICH HAVE THE POTENTIAL TO SWELL WHEN THESE CLAYS ABSORB WATER, WE ARE PROPOSING TO PROVIDE PLANTERS FURTHER AWAY FROM THE BUILDING WALL TO HELP REDUCE THE SWELL POTENTIAL RIGHT ADJACENT TO THE BUILDING WALL.

DEVIATION REQUEST 5
ORDINANCE REQUIREMENT: TABLE 7.1.2.B-1 SIGN TYPES - SUMMARY DOES NOT ALLOW A PYLON SIGN WITHIN PUD-MU DISTRICT
PROPOSED VARIANCE: ALLOW A PYLON SIGN TO BE CONSTRUCTED AT THE SOUTHWEST CORNER OF THE SITE.
JUSTIFICATION: SINCE THE PROPOSED BUILDING LOCATION IS OFF OF HIGHWAY 31, A PYLON SIGN WOULD HELP TO IDENTIFY THE DEVELOPMENT FOR CUSTOMERS TRAVELING ALONG THE HIGHWAY.

DEVIATION REQUEST 6
ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE LOT/BUILDING SITE WITH TO BE A MINIMUM OF 18' AND A MAXIMUM OF 180'.
PROPOSED VARIANCE: REMOVE THE MAXIMUM REQUIREMENT.
JUSTIFICATION: IN ORDER TO HAVE A TYPICAL GROCERY STORE FOR OUR CLIENT, THE BUILDING MUST BE 250' IN WIDTH TO ACCOMMODATE THE NECESSARY FACILITIES TO MEET AND SERVE THE CUSTOMERS NEEDS. TO LIMIT THIS WIDTH LIMITS WHAT COULD BE DEVELOPED ON THIS PARCEL. WE REQUEST THIS DEVIATION TO BEST MEET OUR CLIENTS NEEDS AND BEST SERVE THEIR CUSTOMERS.

DEVIATION REQUEST 7
ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES ONLY PARKING IN THE 3RD LAYER AND THE SCREENING OF DRIVE-THRU.
PROPOSED VARIANCE: ALLOW PARKING IN ALL LAYERS AND LIMITED SCREENING OF THE DRIVE-THRU.
JUSTIFICATION: OUR CLIENTS STANDARD BUILDING ENTRANCE IS IN THE FRONT OF THE BUILDING FOR SAFETY PURPOSES DUE TO THE TRUCK TRAFFIC BEHIND THE STORE. THIS CONFIGURATION IS FOR THE SAFETY OF THE CUSTOMERS AS WELL AS THE EMPLOYEES. IT ALSO ALLOWS FOR THE SAFEST AND MOST EFFICIENT PEDESTRIAN WALKING PATHS TO AND FROM THE BUILDING. ADDITIONALLY, THE PHARMACY DRIVE THROUGH WILL BE PLACED ON THE NORTH SIDE OF THE BUILDING TO AVOID VEHICLES DRIVING NEAR THE TRUCK DOCKS AT THE REAR OF THE BUILDING AND TO PREVENT THE DRIVE THRU TO NOT FACE A PUBLIC STREET AND BE IN THE 3RD LAYER. IT IS NOT FEASIBLE TO SCREEN THE DRIVE-THRU BEYOND THE LANDSCAPING SHOWN IN THE SURROUNDING LANDSCAPED AREAS WITHOUT CAUSING BLIND SPOTS FOR THE DRIVERS GOING THROUGH THE DRIVE-THRU.

DEVIATION REQUEST 8
ORDINANCE REQUIREMENT: TABLE 4.3.11.H-1 LOT/BUILDING SITE/PARCEL BUFFER REQUIRES A 75' BUFFER DEPTH WITH A BUFFER COMPOSED OF EVERGREENS FOR A PUD-MU.
PROPOSED VARIANCE: REQUESTING 4.3.11.I.C. A MODIFIED BUFFER, FENCE, OR SCREENING ADEQUATELY MITIGATES ANY POTENTIAL DELETERIOUS IMPACT TO ABUTTING PARCELS.
JUSTIFICATION: THERE IS A RESIDENTIAL PARCEL TO THE NORTH OF THE PROPOSED DEVELOPMENT. HOWEVER, WITH THE LIMITED PARCEL AREA AND TOPOGRAPHY OF THE SITE, WE CANNOT PROVIDE THE REQUIRED 75' BUFFER. ADDITIONALLY, THERE IS AN EXISTING 40' ELECTRIC EASEMENT AND 30' WATER EASEMENT THAT CREATES A 70' EASEMENT ALONG THE NORTHERN PROPERTY LINE. WITHIN THE EASEMENTS IS A 36" WATER LINE AND OVERHEAD ELECTRICAL/TELECOMMUNICATION LINES. DUE TO THESE EASEMENT AND UTILITY LINES, WE ARE PROPOSING TO PLACE A WOODEN FENCE JUST SOUTH OF THE EXISTING PRIVATE DRIVE TO PROVIDE SCREENING AND TO ALLOW ACCESS TO THE EXISTING UTILITIES IN THIS AREA.

DEVIATION REQUEST 9
ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE FRONTAGE BUILDOUT TO HAVE A 90% MINIMUM.
PROPOSED VARIANCE: TO ALLOW THE BUILDING PLACEMENT AND SIZE AS SHOWN ON THE PROPOSED DEVELOPMENT PLANS.
JUSTIFICATION: TO MEET THIS REQUIREMENT THE BUILDING ALONG HIGHWAY 31 WOULD HAVE TO BE JUST OVER 578' LONG. THE BUILDING LENGTH ALONG HONEY FARM WAY WOULD HAVE TO BE 467' LONG TO MEET THIS REQUIREMENT. OUR CLIENT DOES NOT HAVE ANY OPTIONS FOR A GROCERY STORE OF THIS SIZE OR SHAPE.

DEVIATION REQUEST 10
ORDINANCE REQUIREMENT: TABLE 4.3.1-M DISTRICT STANDARDS FOR PLANNED UNIT DEVELOPMENT - MIXED USE REQUIRES THE PRINCIPAL BUILDING TO BE A MINIMUM OF 2 STORIES.
PROPOSED VARIANCE: ALLOW A 1-STORY BUILDING
JUSTIFICATION: OUR CLIENTS TYPICAL STORE DESIGN DOES NOT INCLUDE A SECOND STORY DUE TO THE DIFFICULTY OF PROVIDING CUSTOMER ACCESS WITH A SHOPPING CART TO A SECOND STORY. THE CLIENT HAS CHANGED THE PROTOTYPICAL BUILDING ELEVATIONS TO PROVIDE A TALLER VESTIBULE ADDED BUILDING ELEMENTS TO BREAK UP THE MASS OF THE BUILDING, AND HAS ADDED ADDITIONAL ELEMENT TO MAKE IT APPEAR THERE IS A SECOND STORY. WE BELIEVE THE PROPOSED BUILDING, AS DESIGNED, IS MODERN, STREAMLINED, AND CLEAN, OFFERING A POSITIVE AESTHETIC CONTRIBUTION TO THE NEIGHBORHOOD.

DEVIATION REQUEST 11
ORDINANCE REQUIREMENT: ARTICLE 4.3.6.D.3 STATES EACH RETAINING WALL SHALL BE SCREENED BY A ROW OF EVERGREEN SHRUBS, PLANTED EVERY FIVE FEET ON CENTER, AT THE BASE OF THE WALL. SHRUBS SHALL BE A MINIMUM OF 30 INCHES IN HEIGHT AT THE TIME OF PLANTING.
PROPOSED VARIANCE: NO RETAINING WALL SCREENING.
JUSTIFICATION: THE RETAINING WALL IS TO THE REAR OF THE PROPERTY BEHIND THE PROPOSED BUILDING. THESE REQUIRED SHRUBS WOULD NOT SCREEN THE PROPOSED WALL.

REVISIONS	BY

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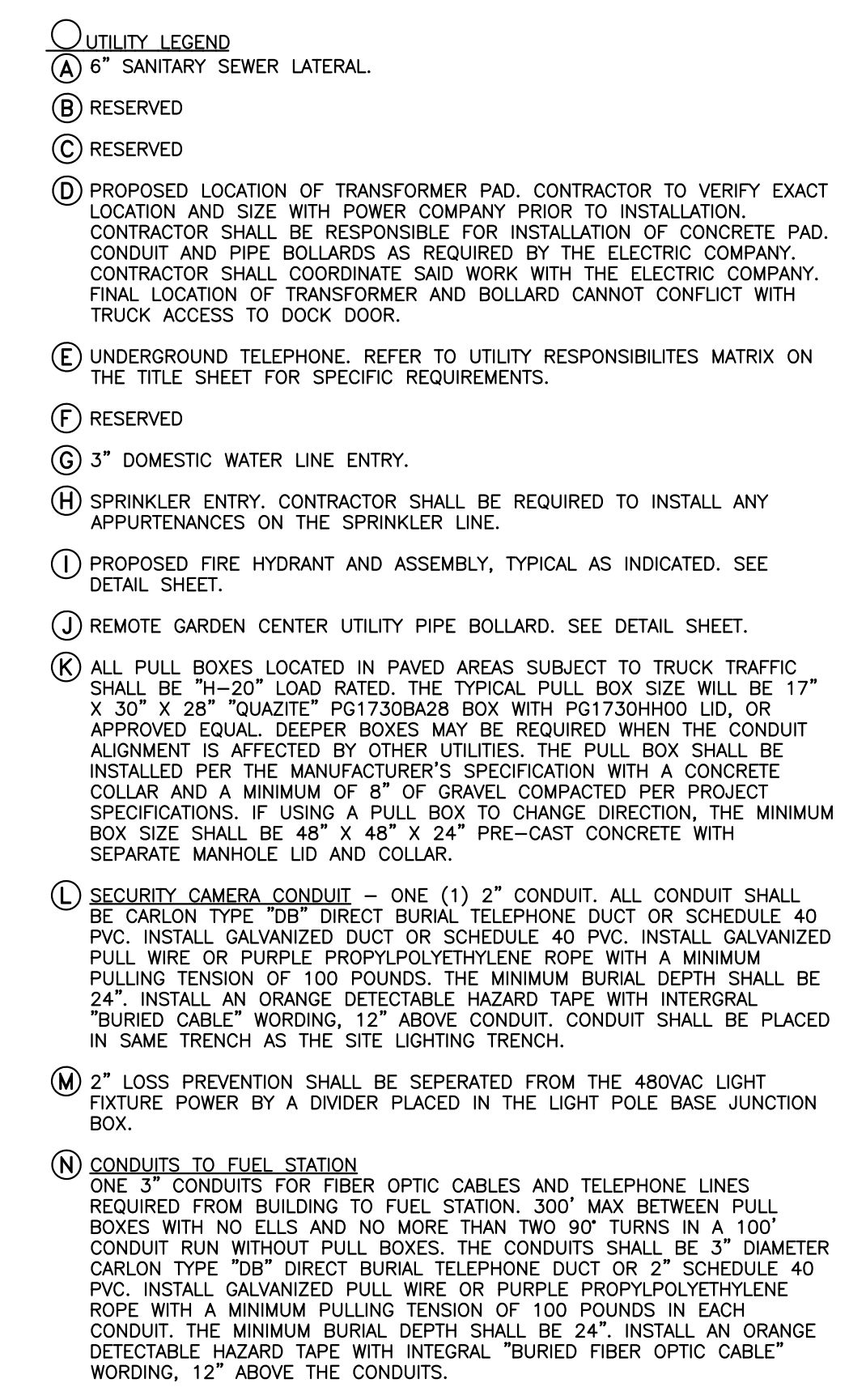
JOSEPH R. PARSONS
REGISTERED PROFESSIONAL ENGINEER
No. 119147
STATE OF TENNESSEE
2/1/2024

NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

Walmart

DRAWN	JMC
CHECKED	OAD
DATE	12/16/24
SCALE	1"=30'
JOB No.	03908-1000
SHEET	4 OF 8 SHEETS

PUD DEVIATION REQUESTS



Current Luminaire Schedule								
Symbol	Qty	Label	Arrangement	ILF	Description	Arr. Watts	Arr. Lum. Lumens	BUG Rating
	3	D1H4_28	D180	0.837	2-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	280	40000	B3-U0-G2
	8	D1H5_28	D180	0.837	2-EALS035H5M570ND01BLCKF 25ft pole on 3ft base	280	40000	B4-U0-G2
	3	D2F4_28	ROTATED OPTICS	0.837	1-EALS035F4AF750ND01BLCKF51 & 1-EALS035F4AF750ND01BLCKFS2 25ft pole on 3ft	232	30000	B2-U0-G2
	2	SD4_28	SINGLE	0.837	1-EALS035D4AF750ND01BLCKF 25ft pole on 3ft base	70	10000	B2-U0-G2
	2	SF4_28	SINGLE	0.837	1-EALS035F4AF750ND01BLCKF 25ft pole on 3ft base	116	15000	B2-U0-G2
	2	SH4_28	SINGLE	0.837	1-EALS035H4AF750ND01BLCKF 25ft pole on 3ft base	140	20000	B3-U0-G2
	5	ALN440-Y5-32LED-	SINGLE	0.837	ALN440-Y5-32LED-5K-700-BLT 12ft pole	74.9	5700	B3-U3-G3

NOTICE TO CONTRACTOR

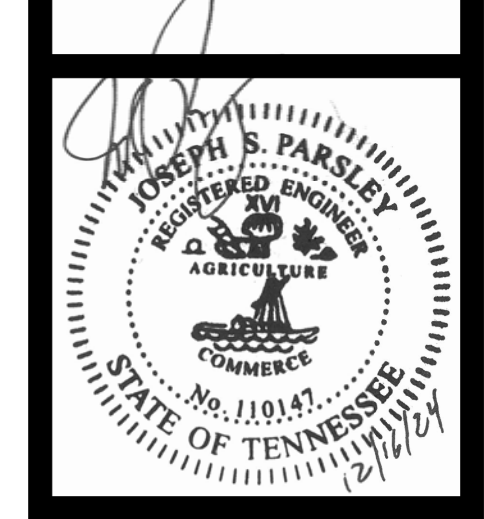
THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE, UNLESS NOTED OTHERWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO EXISTING ITEMS THAT ARE NOT EXISTING ON-SITE OR OFF-SITE ITEMS INCLUDING RELATED APPURTENANCES THAT WILL REMAIN IN PLACE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE. THOSE ITEMS INCLUDE, BUT ARE NOT LIMITED TO DRAINAGE SYSTEMS, UTILITIES, CURBING, PAVEMENT, LANDSCAPING, IRRIGATION SYSTEMS, FENCING, RETAINING WALLS, PUBLIC ROADWAYS, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN ORIGINAL CONDITIONS AND SHALL BE TO THE SATISFACTION OF THE OWNER OF THE REPAIRED ITEM. PRIOR TO MAKING ANY REPAIRS, THE CONTRACTOR SHALL OBTAIN A DETAILED REPAIR METHODOLOGY FROM THE DEC AND WALMART. NO REPAIRS SHALL NOT BE MADE WITHOUT A WRITTEN REQUEST FROM THE DEC AND WALMART AS HAS BEEN ISSUED. CONTRACTOR SHALL IDENTIFY AND MARK ALL EXISTING PHOTOGRAPHS, VIDEOS, AND SURVEY DATA PRIOR TO COMMENCING CONSTRUCTION IN THE AREA OF THE EXISTING DAMAGED ITEM.

UTILITY PLAN

[illegible]

**CARLSON
CONSULTING
ENGINEERS, INC.**

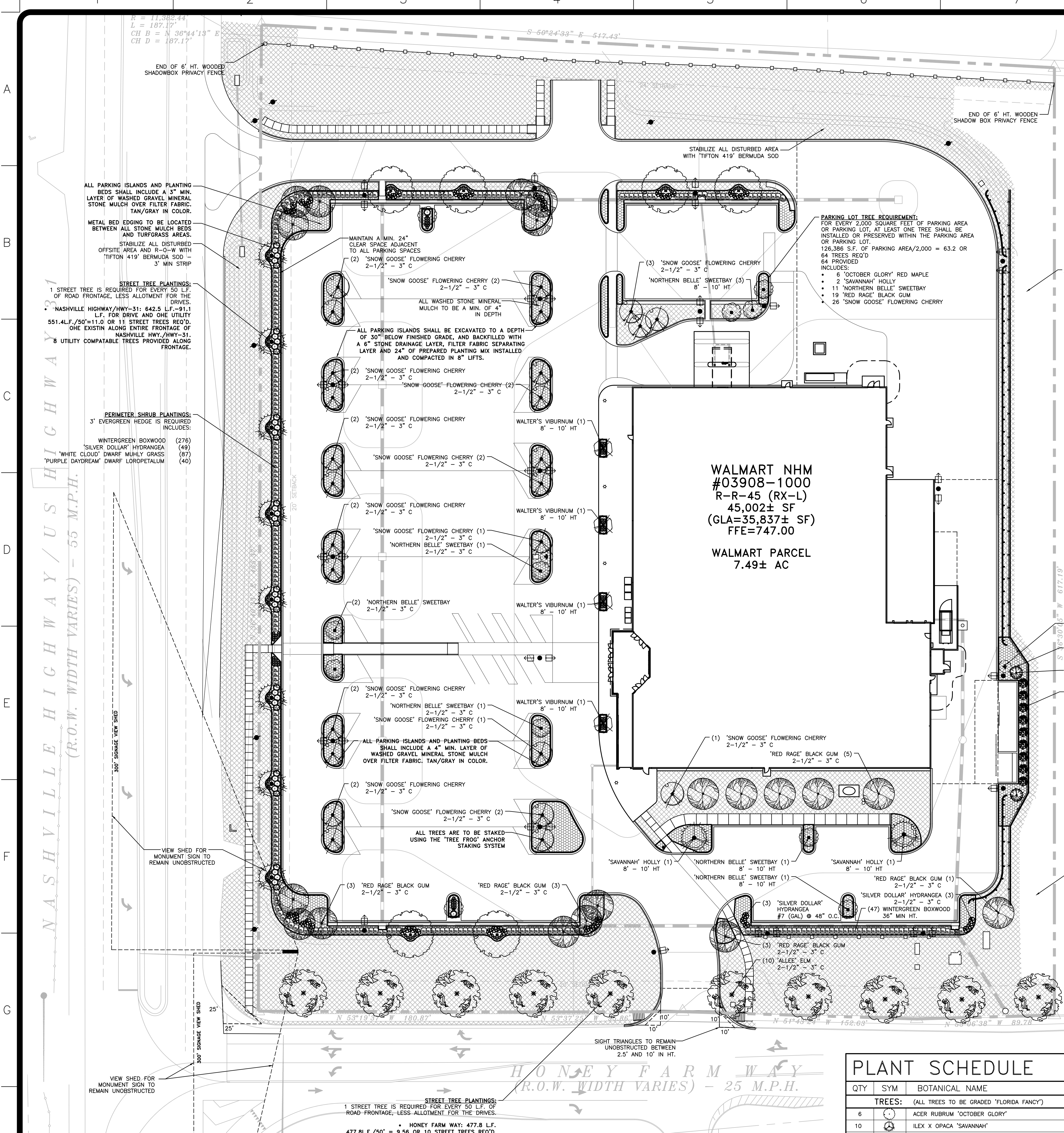
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CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL MAINTENANCE AND A WARRANTY ON ALL PLANT MATERIAL AND WORKMANSHIP FOR A PERIOD OF ONE YEAR FROM FINAL ACCEPTANCE.

SOD SHALL BE PEGGED ON ALL 3:1 SLOPES OR STEEPER IN ORDER TO HOLD SOD IN PLACE. SEE SITEWORK SPECIFICATIONS FOR OTHER REQUIREMENTS.

UNLESS SHOWN OTHERWISE, ALL LARGE CANOPY TREES SHALL MAINTAIN 25' HORIZONTAL CLEARANCE FROM ALL OVERHEAD UTILITY LINES AND 10' HORIZONTAL CLEARANCE FROM ALL UNDERGROUND UTILITY LINES.

TREE PROTECTION FENCING TO BE REMOVED JUST PRIOR TO THE INSTALLATION OF ALL LANDSCAPE PLANTING.

ALL DISTURBED AREAS SHALL RECEIVE A 4" LAYER OF SUITABLE TOPSOIL AND HYDRO-SEED, MULCH, OR SOD (WHERE SHOWN) AREA SHALL BE WATERED UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED. SOD MAY BE SUBSTITUTED FOR HYDRO-SEED IN TURF GRASS AREAS AT GENERAL CONTRACTOR'S DISCRETION WITH NO ADDITIONAL COST TO SOW'S. SOD TYPE SHALL MATCH PERMANENT SOD TYPE SPECIFIED ON CONSTRUCTION PLANS.

CONTRACTOR SHALL COORDINATE WITH LANDSCAPE ARCHITECT FOR ALL MEETINGS AND INSPECTIONS AS REQUIRED IN THE SPECIFICATIONS.

WATER AVAILABILITY
ALL REQUIRED LANDSCAPING SHALL BE PROVIDED WITH A READILY AVAILABLE AND ACCEPTABLE WATER SUPPLY. UNDERGROUND SPRINKLER SYSTEMS ARE ENCOURAGED FOR ALL REQUIRED STREET YARD LANDSCAPING, PARKING LOT LANDSCAPING, LANDSCAPE BUFFER YARDS, AND LANDSCAPE SCREENING. IF UNDERGROUND SPRINKLERS ARE NOT PROVIDED, AN OUTSIDE HOSE ATTACHMENT WITHIN TWO HUNDRED (200) FEET OF ALL LANDSCAPING REQUIRED BY THIS ORDINANCE SHALL BE REQUIRED.

WARRANTY PERIOD
DURING THE WARRANTY PERIOD, DEFECTIVE MATERIALS, EQUIPMENT, AND WORKMANSHIP SHALL BE REPAIRED, CORRECTED, OR REPLACED WITHOUT CHARGE OR COST TO THE CITY. THE CITY MAY AT ANY TIME, DURING THE WARRANTY PERIOD, INSPECT, PHOTOGRAPH, OR TELETYPE SUCH LANDSCAPING AND SHALL NOTIFY THE DEVELOPER OF ANY NECESSARY REPAIR, CORRECTION, OR REPLACEMENT.

PLANT SCHEDULE

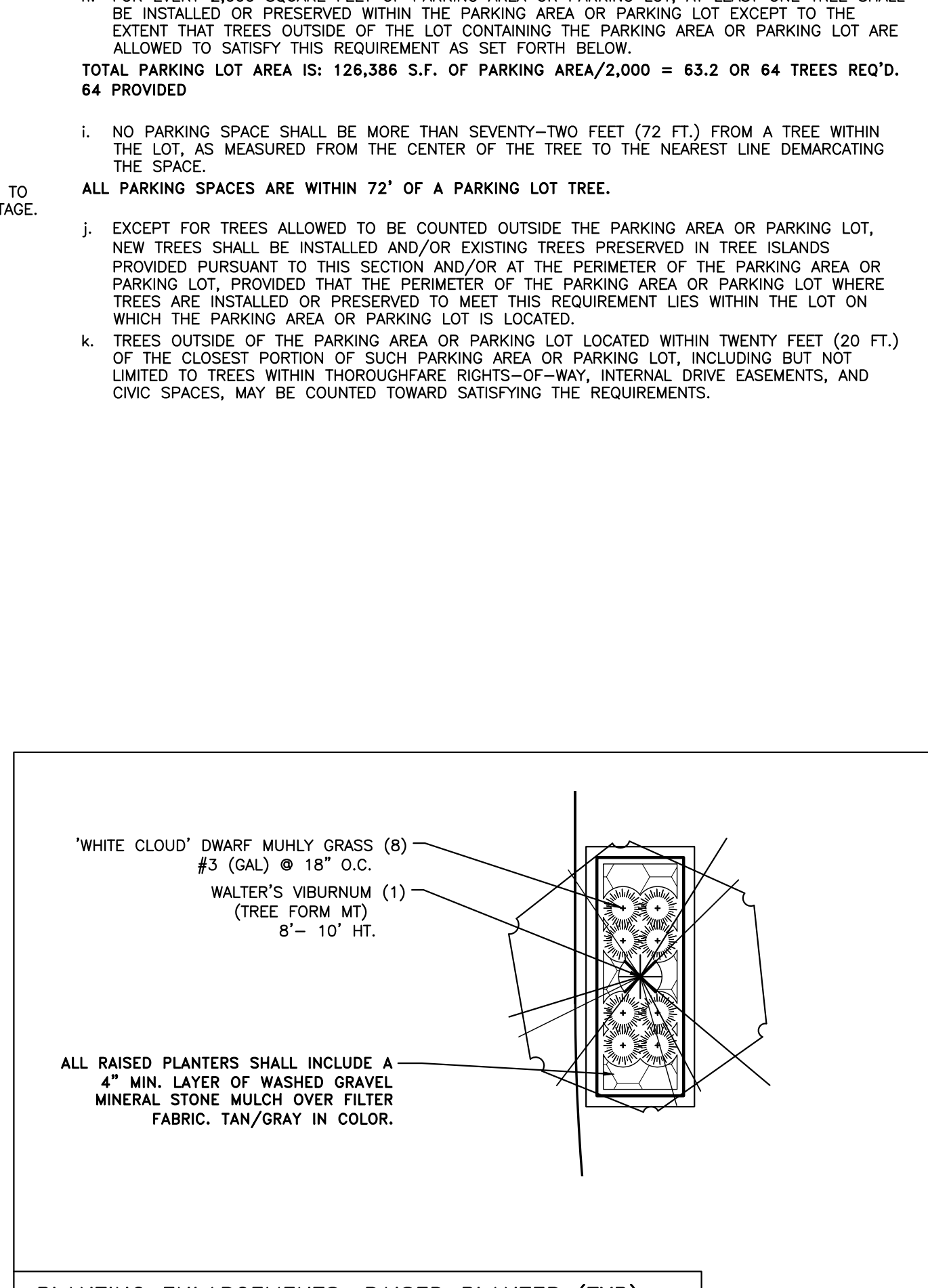
QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE (BOTH MINS TO BE MET)	SPACING	CONDITION	REMARKS
TREES: (ALL TREES TO BE GRADED "FLORIDA FANCY")							
6		ACER RUBRUM 'OCTOBER GLORY'	'OCTOBER GLORY' RED MAPLE	2-1/2" - 3" C / 12' - 14' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
10		ILEX X OPACA 'SAVANNAH'	'SAVANNAH' HOLLY	8' - 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
31		JUNIPERUS VIRGINIANA 'BRODIE'	'BRODIE' JUNIPER	8' - 10' HT	AS SHOWN	B&B/CONT.	FULL TO GROUND, w/UNIFORM GROWTH
11		MAGNOLIA VIRGINIANA 'NORTHERN BELLE'	'NORTHERN BELLE' SWEETBAY (MT)	8' - 10' HT	AS SHOWN	B&B/CONT.	3-5 TRUNKS, FULL ROUND HEAD
19		NYSSA SYLVATICA 'HAYMANRED'	'RED RAGE' BLACK GUM	2-1/2" - 3" C / 8' - 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
26		PRUNUS SERRULATA 'SNOW GOOSE'	'SNOW GOOSE' FLOWERING CHERRY	2-1/2" - 3" C / 8' - 10' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
10		ULMUS PARVIFOLIA 'EMER LL'	'ALLEE' ELM	2-1/2" - 3" C / 12' - 14' HT	AS SHOWN	B&B/CONT.	FULL HEAD w/UNIFORM GROWTH
4		VIBURNUM OBOVATUM	WALTER'S VIBURNUM (TREE FORM-MT)	8' - 10' HT	AS SHOWN	B&B/CONT.	3-5 TRUNKS, FULL ROUND HEAD
SHRUBS:							
276		BUXUS SINICA VAR. INSULARIS 'WINTERGREEN'	WINTERGREEN BOXWOOD	36" MIN HT	36" O.C.	B&B/CONT.	ROUND, FULL HEAD
49		HYDRANGEA PANCULATA 'SILVER DOLLAR'	'SILVER DOLLAR' HYDRANGEA	#7 (GAL)/24" - 36" HT	48" O.C.	CONT.	ROUND, FULL HEAD
24		ILEX X KOENIGIANA 'WIRT L. WINN'	'WIRT L. WINN' HOLLY	8' - 10' HT	AS SHOWN	B&B/CONT.	FULL TO GROUND, w/UNIFORM GROWTH
42		LOROPETALUM CHINENSE 'PILIC-III' PP25471	'PURPLE DAYDREAM' DWARF LOROPETALUM	#7 (GAL)/24" - 36" SPD	40" O.C.	CONT.	ROUND, FULL HEAD
137		MUHLBERGIA CAPILLARIS 'WHITE CLOUD'	'WHITE CLOUD' DWARF MUHLY GRASS	#3 (GAL)/15" - 18" HT	24" O.C.	CONT.	ROUND, FULL HEAD
GROUNDCOVERS:							
FILL AREA		CYNODON DACTYLON 'TIFTON 419'	'TIFTON 419' BERMUDA SOD	SLAB / ROLL		SOD	WEED FREE & ACTIVELY GROWING
FILL AREA		MINERAL STONE MULCH	WASHED GRAVEL	3/4" - 1-1/2" DIAMETER	4" DEPTH	BULK	GRAY/TAN IN COLOR WASHED FREE OF ALL FINES AND SOIL MATERIAL

NOTE: SYMBOLS SHOWN IN TABLE ABOVE ARE FOR SPECIES IDENTIFICATION ONLY. PLANT SIZE SHOWN IN THE TABLE IS NOT INTENDED TO BE REPRESENTATIVE OF THE PLANT AT EITHER INSTALLATION OR MATURITY. SIZE OF SYMBOL SHOWN IN TABLE ABOVE MAY VARY FROM THOSE SHOWN ON PLANS.

NOTE: SPECIES SUBSTITUTIONS OR UNDERSIZING ANY PLANT MATERIAL IS A BREACH OF CONTRACT OR BID. NO SUBSTITUTIONS OF PLANT MATERIALS ARE ALLOWED WITHOUT THE PRIOR APPROVAL OF THE LANDSCAPE ARCHITECT.

MUNICIPAL CODE REQUIREMENTS:
LANDSCAPING
REQUIRED IF 1ST LAYER ≥ 3FT, 30% OF 1ST LAYER MUST BE LANDSCAPED, WITH CONTINUOUS SHRUBS ALONG FOUNDATION AT FAÇADE AND ADDITIONALLY IF 1ST LAYER ≥ 15 FT, SOD, AND 1 TREE PER 50 FT. OF FRONTAGE, WIDTH, PLANTED IN 1ST LAYER. LANDSCAPING MUST COMPLY WITH SECTION 4.3.16.
NA IN FRONT IF ≤ 3 FT FRONT SETBACK.
ADDITIONALLY, ANY YARD ADJACENT TO A STREET MUST BE LANDSCAPED AND MAINTAINED FOR A DISTANCE OF 10 FT. FROM LOT LINE OR BUILDING SITE LINE ADJACENT TO THE STREET, EXCEPT FOR PORTIONS THAT ADJOIN LOTS OR BUILDING SITES IN RESIDENTIAL USE, WHICH SHALL BE SO LANDSCAPED AND MAINTAINED FOR THE FULL WIDTH OR DEPTH OF THE REQUIRED YARDS WITHIN 25 FEET OF ADJOINING LOT LINES OR BUILDING SITE LINES.
SIDE YARDS ADJACENT TO LOTS OR BUILDING SITES IN RESIDENTIAL USE SHALL BE SIMILARLY LANDSCAPED AND MAINTAINED FOR THEIR FULL REQUIRED MINIMUM WIDTH. NO SUCH REQUIRED LANDSCAPED AREA SHALL BE USED FOR PARKING OR LOADING.
H. LOT/BUILDING SITE/PARCEL BUFFER REQUIREMENTS
1. FOR PROJECT BUFFERS APPLICABLE TO DEVELOPMENT PARCELS, SEE SECTION 5.8.
2. IF A PROJECT BUFFER EXISTS OR IS REQUIRED PURSUANT TO SECTION 5.7, A LOT/BUILDING SITE/PARCEL BUFFER IS NOT REQUIRED UNDER THIS SECTION 4.3.11.H.
3. EXCEPT AS PROVIDED IN PARAGRAPH 4.3.11.H.2 OR AS OTHERWISE SPECIFICALLY PROVIDED IN THIS ORDINANCE, A LOT/BUILDING SITE/ PARCEL BUFFER MUST BE PROVIDED FOR ANY NEW DEVELOPMENT OR STRUCTURE WITHIN DISTRICTS CD-46, CD-5C, PUD-R, PUD-MU OR ANY SPECIAL DISTRICT, ALONG THE COMMON LOT, BUILDING SITE, OR PARCEL BOUNDARY OF SUCH DEVELOPMENT OR STRUCTURE AND THAT OF ANY LOT, BUILDING SITE, OR PARCEL ON WHICH A SINGLE-FAMILY DWELLING OR TWO-FAMILY DETACHED RESIDENTIAL DWELLING IS LOCATED, EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED IN THIS ORDINANCE. ALL LOT/BUILDING SITE/ PARCEL BUFFERS REQUIRED UNDER THIS ARTICLE 4 MUST MEET THE FOLLOWING REQUIREMENTS:
HEDE SCREEN/ STREET-SCREEN HEIGHT:
AT FRONTAGE OR ADJACENT TO CIVIC SPACE: 3 FT. TO 5 FT. AT INSTALLATION
NOT AT FRONTAGE OR ADJACENT TO CIVIC SPACE: 5 FT. TO 6 FT. AT INSTALLATION
HEDE SCREEN OR STREET-SCREEN: EVERGREEN PLANTS WITH MIN. 80% OPACITY
ADDITIONAL STANDARDS
SCREENING OF PARKING, LOADING AREAS, SERVICE AREAS, OUTDOOR STORAGE, DRIVE-THROUGHS, TRASH RECEPTACLE/DUMPSTERS, HVAC AND OTHER EQUIPMENT SCREENED FROM FRONTAGE, CIVIC SPACE AND ADJACENT PROPERTY.
REQUIRED, EXCEPT AT DRIVEWAYS:
PARKING LOTS AND PARKING AREAS MUST BE SCREENED FROM FRONTAGE AND CIVIC SPACE BY BUILDING OR STREET-SCREEN; PARKING STRUCTURES MUST BE SCREENED FROM FRONTS BY LINER BUILDINGS; OTHERWISE, SCREENING MUST BE BY BUILDING, WALL, HEDGE OR FENCE AT FRONTAGE OR BUILDING WALL, HEDGE OR FENCE NOT AT FRONTAGE OR ADJACENT TO CIVIC SPACE.
14. ANY PARKING AREA OR PARKING LOT HAVING TEN (10) OR MORE PARKING SPACES SHALL CONFORM TO THE FOLLOWING:
a. PARKING AREAS AND PARKING LOTS SHALL CONTAIN AT LEAST ONE LANDSCAPE ISLAND FOR EVERY TEN (10) PARKING SPACES. PARKING LOTS WITH MORE THAN ONE LANDSCAPE ISLAND SHALL HAVE SUCH ISLANDS DISTRIBUTED THROUGHOUT THE PARKING LOT.
b. INTERIOR PARKING ROWS SHALL BE TERMINATED AT BOTH ENDS WITH LANDSCAPE ISLANDS. PARKING ISLANDS INCLUDED AS DIRECTED.
c. EACH PARKING ISLAND SHALL BE OF A MINIMUM SIZE EQUAL TO A STANDARD PARKING SPACE; PROVIDED THAT EACH PARKING ISLAND ABUTTING TWO ROWS OF HEAD-TO-HEAD PARKING SPACES SHALL BE OF A MINIMUM SIZE AND LENGTH EQUAL TO TWO (2) PARKING SPACES. PARKING ISLANDS INCLUDED AS DIRECTED.
d. PARKING ISLANDS SHALL CONTAIN A MINIMUM OF ONE (1) SHADE TREE FOR EVERY SINGLE ISLAND. IF A PARKING ISLAND IS DOUBLE LENGTH OR WIDTH, THEN TWO (2) SHADE TREES SHALL BE REQUIRED.
e. PARKING ISLAND TREES ARE INCLUDED. TREE TYPES SELECTED FOR ADEQUATE HEALTH FOR GROWING AREA ALLOTTED.
f. (EXCLUDING CURBS) LANDSCAPED BUFFER.
g. ROOT ZONES FOR EXISTING TREES TO REMAIN SHALL BE A MINIMUM OF 48 SQUARE FEET. THERE ARE NO EXISTING TREES ON SITE TO REMAIN.
h. FOR EVERY 2,000 SQUARE FEET OF PARKING AREA OR PARKING LOT, AT LEAST ONE TREE SHALL BE INSTALLED OR PRESERVED WITHIN THE PARKING AREA OR PARKING LOT EXCEPT TO THE EXTENT THAT TREES OUTSIDE OF THE LOT CONTAINING THE PARKING AREA OR PARKING LOT ARE ALLOWED TO SATISFY THIS REQUIREMENT AS SET FORTH BELOW:
TOTAL PARKING LOT AREA IS: 126,386 S.F. OF PARKING AREA/2,000 = 63.2 OR 64 TREES REQ'D. 64 PROVIDED
i. NO PARKING SPACE SHALL BE MORE THAN SEVENTY-TWO FEET (72 FT) FROM A TREE WITHIN THE LOT, AS MEASURED FROM THE CENTER OF THE TREE TO THE NEAREST LINE DEMARCATING THE SPACE.
j. ALL PARKING SPACES ARE WITHIN 72' OF A PARKING LOT TREE.
k. EXCEPT FOR TREES ALLOWED TO BE COUNTED OUTSIDE THE PARKING AREA OR PARKING LOT, NEW TREES SHALL BE INSTALLED AND/OR EXISTING TREES PRESERVED IN TREE ISLANDS PROVIDED PURSUANT TO THIS SECTION AND/OR AT THE PERIMETER OF THE PARKING AREA OR PARKING LOT, PROVIDED THAT THE PERIMETER OF THE PARKING AREA OR PARKING LOT WHERE TREES ARE INSTALLED OR PRESERVED TO MEET THIS REQUIREMENT LIES WITHIN THE LOT ON WHICH THE PARKING AREA OR PARKING LOT IS LOCATED.
l. TREES OUTSIDE OF THE PARKING AREA OR PARKING LOT LOCATED WITHIN TWENTY FEET (20 FT.) OF THE CLOSEST PORTION OF SUCH PARKING AREA OR PARKING LOT, INCLUDING BUT NOT LIMITED TO TREES WITHIN THOROUGHFARE RIGHT-OF-WAY, WATERWAY, DRIVE EASEMENTS, AND CIVIC SPACES, MAY BE COUNTED TOWARD SATISFYING THE REQUIREMENTS.

SCREENING OF SERVICE EQUIPMENT:
EVERGREEN TREES/HEDGE PROVIDED TO SCREEN FROM VIEW OF ROAD FRONTAGE.
(2) 'BRODIE' JUNIPER 2-1/2" - 3" C
(9) 'WIRT L. WINN' HOLLY 8' - 10' HT.
MAINTAIN A MIN. 4'-0" CLEAR ZONE AROUND ALL F.H. AND F.D.C.S.
EXISTING SLOPE:
EXISTING SLOPE TO REMAIN UNDISTURBED.
VIEW SHED FOR MONUMENT SIGN TO REMAIN UNOBSTRUCTED
VIEW SHED FOR MONUMENT SIGN TO REMAIN UNOBSTRUCTED
STREET TREE PLANTINGS:
1 STREET TREE IS REQUIRED FOR EVERY 50 L.F. OF ROAD FRONTAGE, LESS ALLOTMENT FOR THE DRIVES.
NASHVILLE HIGHWAY/HWY-31: 642.5 L.F. = 91.1 L.F. FOR DRIVE AND ONE UTILITY ONE EXISTIN ALONG ENTIRE FRONTAGE OF NASHVILLE HWY/HWY-31. 8 UTILITY COMPATIBLE TREES PROVIDED ALONG FRONTAGE.
PERIMETER SHRUB PLANTINGS:
3' EVERGREEN HEDGE IS REQUIRED INCLUDES:
WINTERGREEN BOXWOOD (276)
SILVER DOLLAR HYDRANGEA (49)
WHITE CLOUD DWARF MUHLY GRASS (87)
PURPLE DAYDREAM DWARF LOROPETALUM (40)
ALL PARKING ISLANDS AND PLANTING BEDS SHALL INCLUDE A 4" MIN. LAYER OF WASHED GRAVEL MINERAL STONE MULCH OVER FILTER FABRIC, TAN/GRAY IN COLOR.
ALL TREES ARE TO BE STAKED USING THE 'TREE FROG' ANCHOR STAKING SYSTEM
SIGHT TRIANGLES TO REMAIN UNOBSTRUCTED BETWEEN 25' AND 10' IN HT.
STREET TREE PLANTINGS:
1 STREET TREE IS REQUIRED FOR EVERY 50 L.F. OF ROAD FRONTAGE, LESS ALLOTMENT FOR THE DRIVES.
HONEY FARM WAY: 477.8 L.F. 477.8 L.F./50' = 9.56 OR 10 STREET TREES REQ'D. 10 STREET TREES PROVIDED



ALL LANDSCAPE PLANTINGS SHALL BE FULLY IRRIGATED
THE CONTRACTOR'S INITIAL PRICING SHALL INCLUDE THE COSTS FOR ALL LANDSCAPE AREAS TO BE FULLY IRRIGATED BY A PERMANENTLY INSTALLED IN-GROUND IRRIGATION SYSTEM. CONTRACTOR SHALL PROVIDE AN AUTOMATICALLY CONTROLLED SYSTEM THAT PROVIDES FULL COVERAGE OF ALL INSTALLED PLANTINGS AND UTILIZES A COMBINATION OF LOW-VOLUME AND RUNOFF IRRIGATION METHODS AND DRIP IRRIGATION COMPONENTS.
THE MINIMUM COMPONENT STANDARDS SHALL BE MET:
• MASTER VALVE: NORMALLY CLOSED ELECTRONICALLY OPERATED BY SYSTEM CONTROLLER
• BACK-FLOW PREVENTER: LINE SIZE REDUCED PRESSURE OR DOUBLE-CHECK, AS REQUIRED BY LOCAL CODE, ZURN, WATTS, WILKINS, OR EQUAL. ALL ABOVE GRADE PIPING SHALL BE COPPER.
• CONTROLLER: PEDESTAL MOUNTED WEATHERTRAK LC4 CENTRAL AUTOMATIC ET-BASED 'SMART' IRRIGATION CONTROLLER IN A LOCKING STAINLESS STEEL CABINET.
• FLOW-METER: LINE SIZE, KITS TO INCLUDE FILTER CARTRIDGES AND PRESSURE REGULATION.
• PRESSURIZED MAIN LINE: SCHED. 40 PVC
• LATERAL LINES: CLASS 200 PVC FOR ALL PIPING LESS THAN 2.5" IN DIAMETER.
• DRAIN VALVES: A BRASS MANUAL GATE VALVE SHALL BE INCLUDED TO DRAIN THE MAIN LINE. AUTOMATIC DRAIN VALVES SHALL BE INCLUDED IN ALL LATERAL ZONES.
• SPRAY HEADS/ROTORS: ALL TURF IRRIGATION SHALL PROVIDED HEAD-TO-HEAD COVERAGE. TURF IRRIGATION SHALL BE LIMITED TO THE SOD INSTALLED ON SITE.



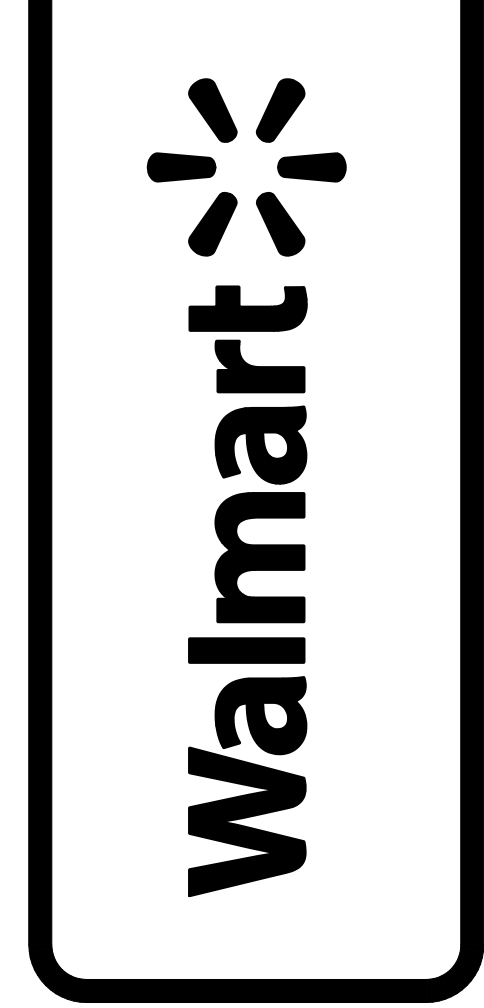
PLANTING PLAN

REVISIONS	BY

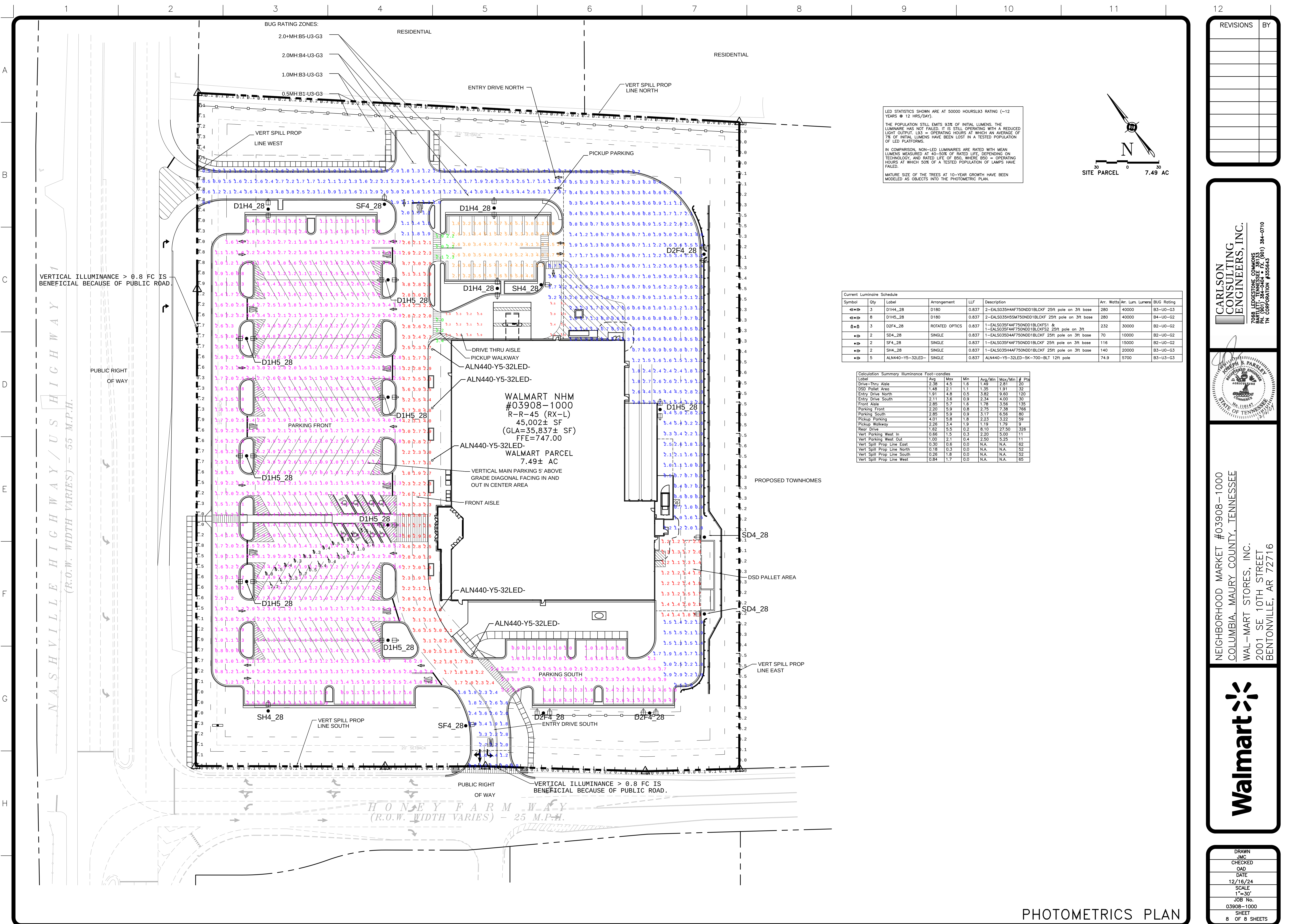
CARLSON CONSULTING ENGINEERS, INC.
7068 LEDGESTONE COMMONS
PH. (615) 384-4400 • FX (800) 384-0710
TN CORPORATION #355643



NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716



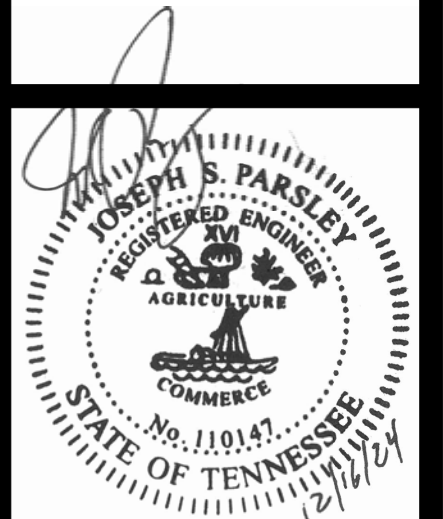
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JOB NO.	03908-1000
SHEET	7 OF 8 SHEETS



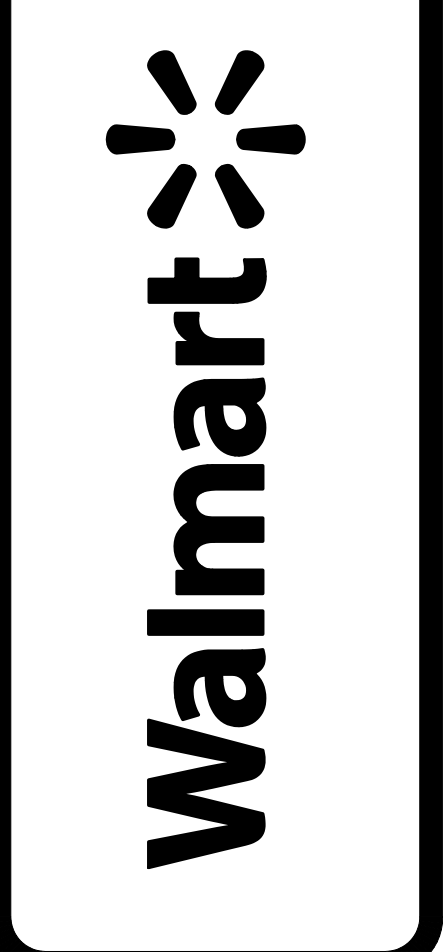
REVISIONS	BY

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7068 LEDGESTONE COMMONS
PH. (601) 384-4040 • FX (601) 384-0710
TN CORPORATION #355643

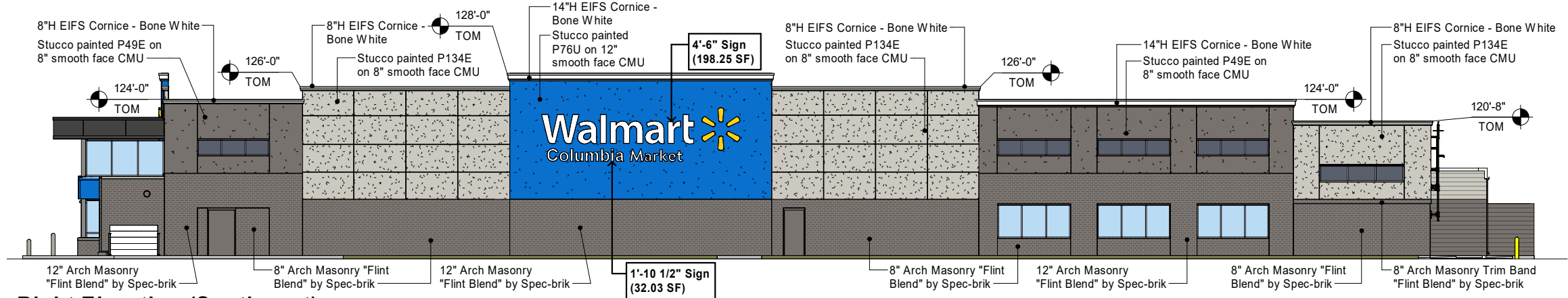


NEIGHBORHOOD MARKET #03908-1000
COLUMBIA, MAURY COUNTY, TENNESSEE
WAL-MART STORES, INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72716

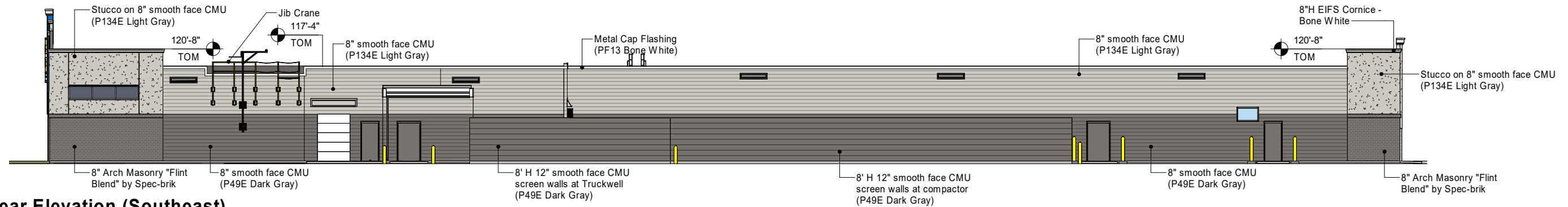


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SHEET	8 OF 8 SHEETS

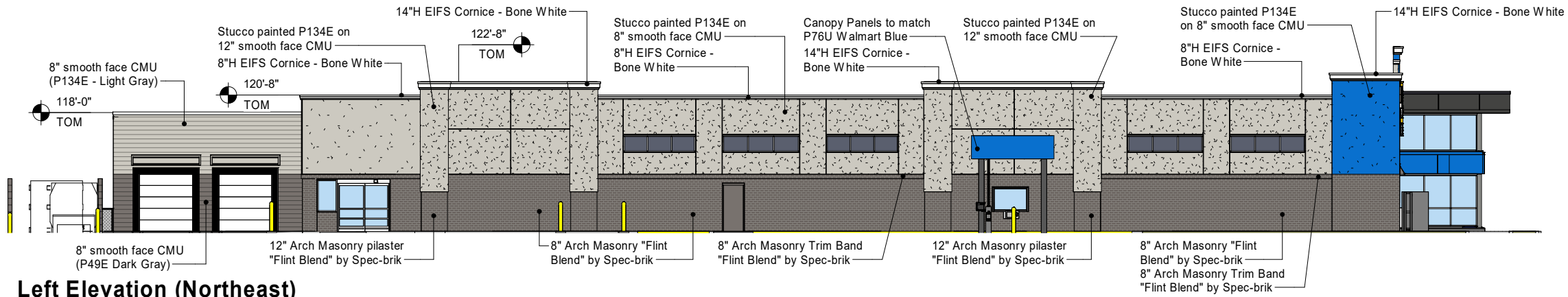
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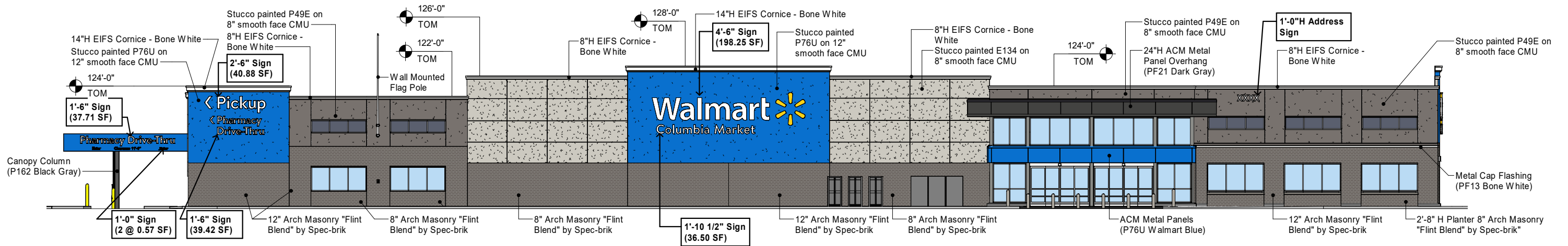
Right Elevation (Southwest)



Rear Elevation (Southeast)



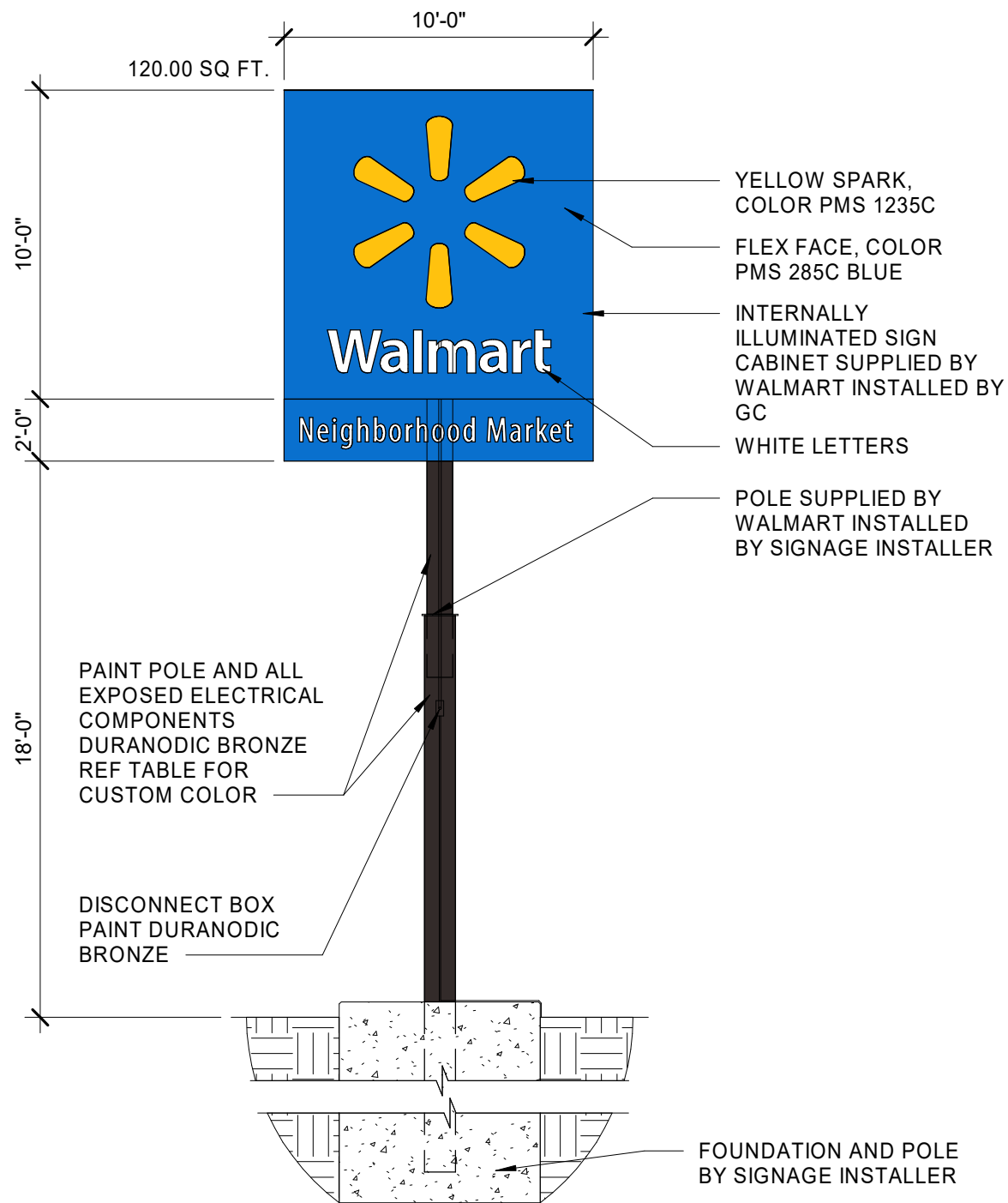
Left Elevation (Northeast)



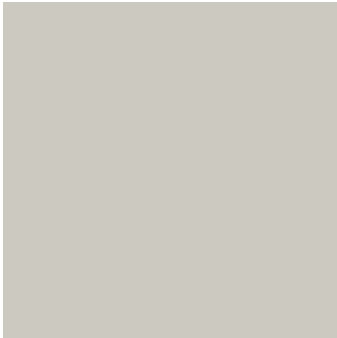
Front Elevation (Northwest)

SITE SIGNAGE SCHEDULE

SIGNAGE	QTY	ILLUMINATED	COLOR	SIZE	AREA (SF)	TOTAL AREA (SF)
SITE						
WM NEIGHBORHOOD MARKET PYLON	1	ILLUMINATED	WHITE/YELLOW	EXTERIOR SIGN - WM Spark_7-0		120
SITE						120



PYLON SIGN



Paint
P134E Light Gray



Paint
P135E Medium Gray



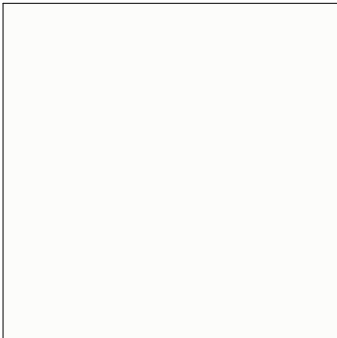
Paint
P49E Dark Gray



Paint
P76U Walmart Blue



Paint
P162E Black Gray



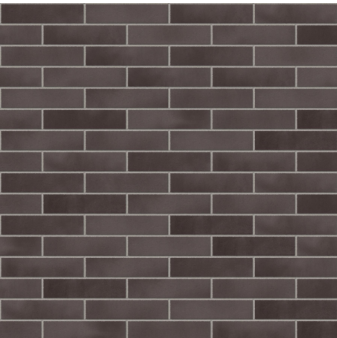
Pre-finished Metal
PF13 Bone White



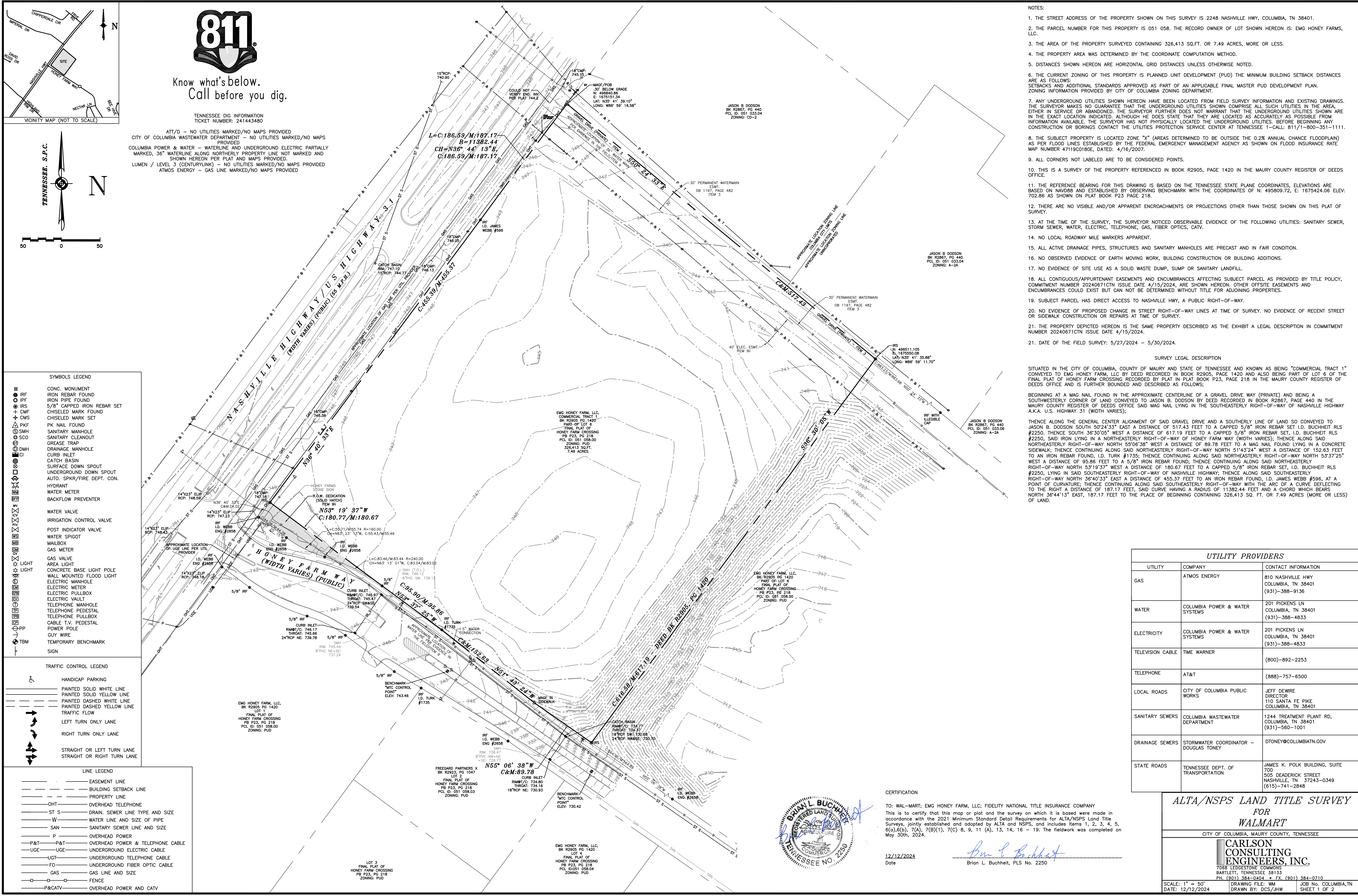
Pre-finished Metal
PF21 Dark Gray

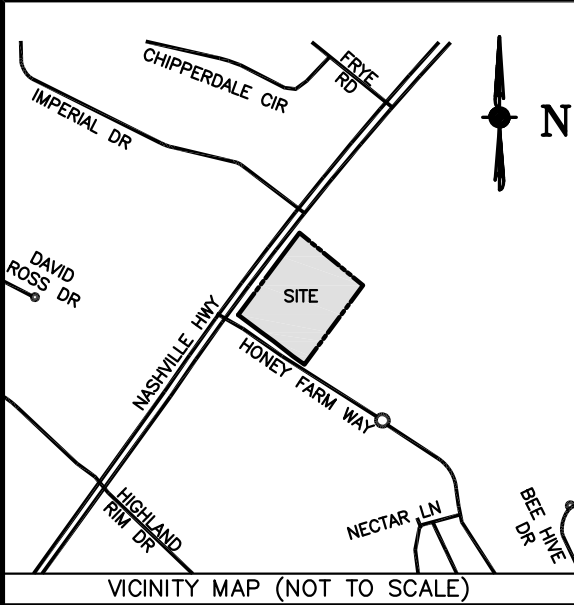


Aluminum Brake Cladding
and Automatic Doors
Clear Anodized finish



Architectural Masonry
"Flint Blend" by Spec-brik





FIDELITY NATIONAL TITLE INSURANCE COMPANY
SCHEDULE B
EXCEPTIONS

COMMITMENT NO.: 20240671CTN
COMMITMENT DATE: APRIL 15, 2024 AT 8:00 AM

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 RELATED ITEM.**

2. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. **NOT A SURVEY RELATED ITEM.**

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. **NORTHERLY PROPERTY LINE OF SUBJECT PARCEL GENERALLY FOLLOWS THE CENTERLINE OF A GRAVEL DRIVE AND ENCROACHES ONTO SUBJECT PARCEL. DRIVE WAY BEING USED AS THE ONLY INGRESS/EGRESS TO SOME ADJOINING PROPERTIES; 30' PERMANENT WATERMAIN EASEMENT SHOWN HEREON PER PLAT BOOK P23, PAGE 218. PLAT CALLS EASEMENT TO BE RECORDED IN DEED BOOK 1197, PAGE 482. DEED NOT PROVIDED IN TITLE COMMITMENT.**

4. EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. **NONE APPARENT**

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 RELATED ITEM.**

6. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. **NOT A SURVEY RELATED ITEM.**

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 RELATED ITEM.**

8. TAXES FOR THE YEAR 2024, A LIEN NOT YET DUE AND PAYABLE. **NOT A SURVEY RELATED ITEM.**

9. SUBJECT TO ALL MATTERS SHOWN ON THE PLAN OF RECORD IN PLAT BOOK P16, PAGE 251 AND PLAT BOOK P23, PAGE 218, REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **AFFECTS SUBJECT PARCEL, SHOWN HEREON.**

10. DRAINAGE EASEMENT OF RECORD IN BOOK R2923, PAGE 1024, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **AFFECTS SUBJECT PARCEL. GRANTS NON EXCLUSIVE DRAINAGE EASEMENT TO BENEFIT SUBJECT PARCEL.**

11. STORMWATER DETENTION AGREEMENT OF RECORD IN BOOK R2913, PAGE 916 AND BOOK R2001, PAGE 247, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **DOES NOT AFFECT SUBJECT PARCEL.**

12. INSPECTION AND MAINTENANCE AGREEMENT OF PRIVATE STORMWATER MANAGEMENT FACILITIES OF RECORD IN BOOK R2033, PAGE 1413, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **AFFECTS SUBJECT PARCEL BUT IS NOT A SURVEY RELATED ITEM.**

13. DEED RESTRICTIONS, EASEMENTS AND RIGHTS SET FORTH IN THE DEED OF RECORD IN BOOK 747, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **AFFECTS SUBJECT PARCEL, NO EASEMENTS OR ENCUMBRANCES TO BE SHOWN.**

14. UTILITY EASEMENT IN FAVOR OF CITY OF COLUMBIA OF RECORD IN BOOK 219, PAGE 536 **AFFECTS SUBJECT PARCEL, GRANTS A BLANKET EASEMENT OVER PARENT PARCEL. ALL ELECTRIC LINES COVERED BY EASEMENTS RECORDED IN ITEM 9.** AND BOOK R2026, PAGE 1182 **DOES NOT AFFECT SUBJECT PARCEL,** IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.

15. ENCROACHMENTS REFERENCED AND DESCRIBED IN DEED OF RECORD IN BOOK R2905, PAGE 1420, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **AFFECTS SUBJECT PARCEL, SUBJECT PARCEL IS COMMERCIAL TRACT 1. GRAVEL DRIVE ENCROACHMENT SHOWN HEREON, SEE ITEM 3.**

16. EASEMENTS SET FORTH IN THE DEED OF RECORD IN BOOK 1161, PAGE 434, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **AFFECTS SUBJECT PARCEL. SUBJECT PARCEL IS PART OF WARRANTY DEED. NO EASEMENTS OR ENCUMBRANCES TO BE SHOWN.**

17. CHARTER FOR HONEY FARM HOMEOWNERS ASSOCIATION, INC. OF RECORD IN BOOK T, PAGE 366, AND QUITCLAIM OF COMMON AREAS OF RECORD IN BOOK R2083, PAGE 11, IN THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE. **NOT A SURVEY RELATED ITEM.**

18. 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 SHOWN HEREON AS SURVEYED.**

19. SUBJECT TO THE FLOW OF ANY CREEKS, STREAMS, OR BRANCHES ACROSS SUBJECT PROPERTY. **DOES NOT AFFECT SUBJECT PARCEL.**

20. NO INSURANCE IS OFFERED TO TITLE TO THAT PORTION OF THE PREMISES EMBRACED WITHIN THE BOUNDS OF ANY ROADS, STREETS, OF HIGHWAYS. **NOT A SURVEY RELATED ITEM.**

FIDELITY NATIONAL TITLE COMPANY
SCHEDULE A
LEGAL DESCRIPTION

COMMITMENT NO.: 20240671CTN
COMMITMENT DATE: APRIL 15, 2024 AT 8:00 AM

BEGINNING 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 SOUTHEASTERLY RIGHT-OF-WAY LINE OF NASHVILLE HIGHWAY NORTH 36°41'00" EAST FOR A DISTANCE OF 479.41 FEET TO A CONCRETE MONUMENT FOUND; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT AN ARC LENGTH OF 186.59 FEET, SAID CURVE HAVING A RADIUS OF 11382.44 FEET AND BEING SUBTENDED BY A CHORD OF 186.59 FEET BEARING NORTH 36°54'16" EAST TO A NAIL SET IN THE CENTERLINE OF A GRAVEL AND ASPHALT LINE; THENCE WITH SAID CENTERLINE SOUTH 50°28'06" EAST FOR A DISTANCE OF 517.43 FEET TO A NAIL SET; THENCE DEPARTING SAID LANE SOUTH 36°32'46" WEST FOR A DISTANCE OF 616.84 FEET TO A 5/8-INCH REBAR SET ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF HONEY FARM WAY; THENCE ALONG SAID RIGHT-OF-WAY LINE NORTH 55°07'01" WEST FOR A DISTANCE OF 89.78 FEET TO A NAIL SET; THENCE NORTH 51°43'09" WEST FOR A DISTANCE OF 152.63 FEET TO A 5/8-INCH REBAR SET; THENCE NORTH 53°39'04" WEST FOR A DISTANCE OF 95.90 FEET TO A 1/2-INCH REBAR FOUND; THENCE ALONG THE ARC OF A CURVE TO THE LEFT 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 NORTH 63°11'32" WEST TO A 1/2-INCH REBAR FOUND; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT 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 NORTH 63°22'30" WEST TO 1/2-INCH REBAR FOUND; THENCE NORTH 53°26'48" WEST FOR A DISTANCE OF 44.38 FEET TO A 1/2-INCH REBAR FOUND, SAID POINT BEING THE TRUE POINT OF BEGINNING.

ALTA/NSPS LAND TITLE SURVEY
FOR
WALMART

CITY OF COLUMBIA, MAURY COUNTY, TENNESSEE

CARLSON
CONSULTING
ENGINEERS, INC.

7068 LEDGESTONE COMMONS
BARTLETT, TENNESSEE 38133
PH. (901) 384-0404 • FX. (901) 384-0710

SCALE: 1" = 50'	DRAWING FILE: WM	JOB No. COLUMBIA,TN
DATE: 12/12/2024	DRAWN BY: DCS/JHW	SHEET 2 OF 2

TRAFFIC IMPACT STUDY

HONEY FARM
WALMART NEIGHBORHOOD MARKET
COLUMBIA, TENNESSEE

PREPARED ON BEHALF OF:



PREPARED BY:



NOVEMBER 2024

TRAFFIC IMPACT STUDY

PROPOSED HONEY FARM WALMART NEIGHBORHOOD MARKET COLUMBIA, TENNESSEE



PREPARED BY:
RG Phillips Consulting, LLC
Richard G. Phillips, P.E.
106 Mission Court, Suite 301
Franklin, TN 37067



Traffic Impact Study

Honey Farm Walmart Neighborhood Market Columbia, Tennessee

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Introduction and Scope

The purpose of this traffic study is to assess the traffic impacts associated with the proposed Honey Farm Walmart Neighborhood Market development in Columbia, Tennessee. The development is proposed to include a 45,000-S.F. Walmart Neighborhood Market (LUC 850), as well as a 6,600-S.F. fast-food restaurant with a drive-through (LUC 934), a 5,500-S.F. fast casual restaurant (LUC 930), 6,000 S.F. of future retail (LUC 822), 174 apartment units (LUC 220), 180 townhomes (LUC 215), a 98,275-S.F. storage facility (LUC 151), and a 17,000-S.F. health department (LUC 720). Notably, a previous traffic study was prepared for this site by KCI Technologies, Inc. in June 2023. This November 2024 traffic study serves as an update to the prior analyses to reflect changes in proposed land uses, expected trip generation, and project access. Specifically, this updated study addresses the addition of the proposed Walmart Neighborhood Market to the Honey Farm development.

Based on the scope set by City of Columbia staff, this study includes the following intersections:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

This report identifies potential traffic impacts to the surrounding roadway network based on the proposed development. Three scenarios were considered for analysis, as follows:

- Existing Traffic Conditions (2024)
- Background Traffic Conditions (2026)
- Projected Traffic Conditions at Horizon Year (2026)

2024 Existing Traffic Conditions

Traffic counts were conducted at locations #1 and #4 from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. A traffic incident occurred on Nashville Highway during initial traffic collection that affected the AM peak hour traffic; AM traffic data were recollected on a different day as a result.

2026 Background Traffic Conditions

The 2024 existing traffic volumes were increased by 2.5% per year for the two-year buildout period, and one offsite development was identified and included.

2026 Projected Traffic Conditions

Trips expected to be generated by the proposed development were determined from ITE's *Trip Generation, 11th Edition*. These generated volumes were added to the background traffic volumes to determine the 2026 projected traffic conditions. Internal and pass-by reduction factors were included in the trip generation calculations.

Consideration of Offsite Improvements

Right turn lane evaluations were performed for the intersection of Nashville Highway and the proposed Walmart right-only access based on the 2026 projected traffic conditions. The projected conditions at this intersection were found to meet the thresholds for the installation of a northbound right turn lane on Nashville Highway.

Conclusions and Recommendations

Based on the analyses presented in this study, the traffic generated by the proposed Walmart Neighborhood Market can be accommodated by the surrounding roadway infrastructure with the following offsite improvements:

Nashville Highway and Proposed Walmart Right-Only Access

To provide adequate access for the Walmart Neighborhood Market, a right-only driveway on Nashville Highway is shown on the north end of the development. With the inclusion of this driveway, it is recommended that a northbound right turn lane with 150' of storage length be constructed on Nashville Highway.

In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

Nashville Highway and Honey Farm Way

- When warranted, provide traffic signal control. Provide optimized signal timings and evaluate need for coordinated operation.
- Extend the southbound left-turn storage on Nashville Highway to 300'.
- Realign the existing westbound approach of Honey Farm Way to remove the existing curvature of the roadway.
- Provide one entering lane and three exiting lanes for the westbound approach of Honey Farm Way. The exiting approach should include one left turn lane, one shared through/left turn lane, and one right turn lane.

Honey Farm Way and Proposed Walmart Access / Proposed Commercial Access

- Provide an eastbound left turn lane on Honey Farm Way with 75' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.

1. INTRODUCTION

The purpose of this traffic impact study is to assess the traffic impacts associated with the proposed Honey Farm Walmart Neighborhood Market in Columbia, Tennessee and to identify if any offsite access or traffic control improvements will be required to address those impacts.

As mentioned above, the project site is located in Columbia, Tennessee, east of Nashville Highway (US 31 / SR 6) and north of Honey Farm Way. Figure 1 shows the proposed project site, along with the intersections that will be included as part of this study.

It should be noted that a traffic impact study was completed previously for this development, by KCI Technologies, Inc. in June 2023. This November 2024 traffic study serves as an update to the prior report in order to reflect changes in the proposed land uses, expected trip generation, and project access. Specifically, the updated traffic study addresses the addition of the proposed Walmart Neighborhood Market to the Honey Farm development.

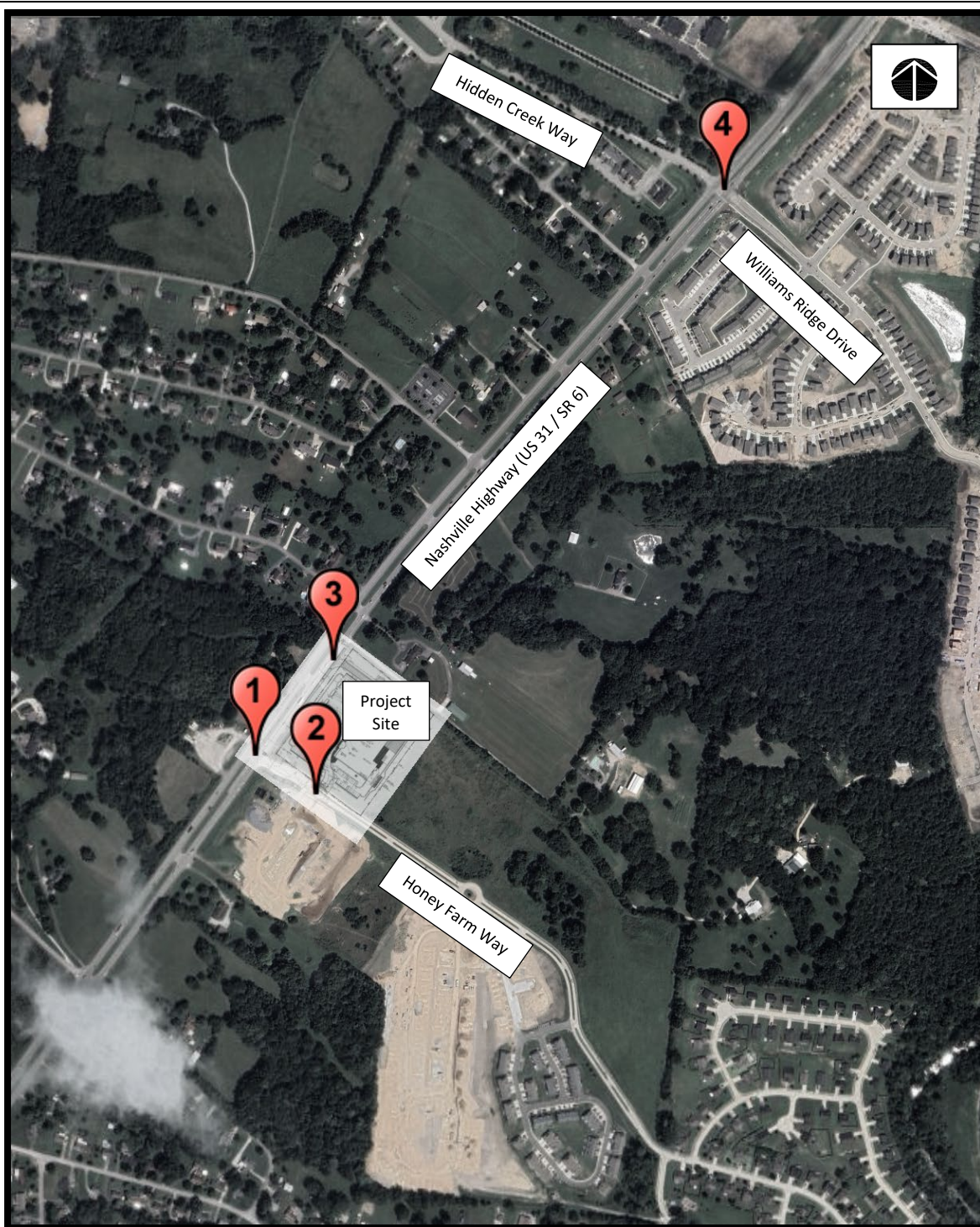


Figure 1.
Project Location and
Study Intersections

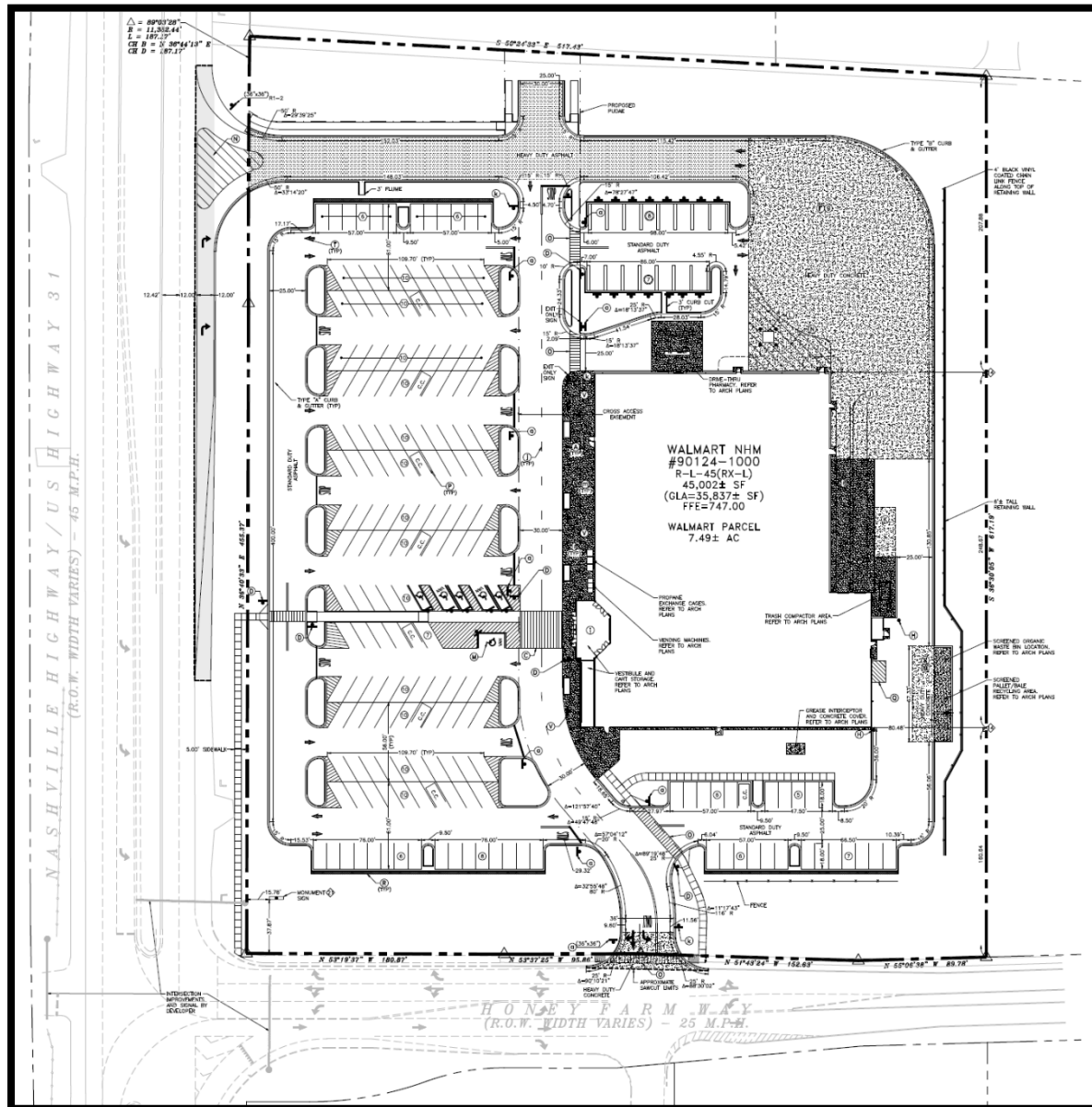
2. PROJECT DESCRIPTION

The current site development plan, provided by Carlson Consulting Engineers, Inc., is illustrated in Figure 2. As detailed in Figure 2, the site plan currently proposes the development of a Walmart Neighborhood Market alongside multiple other land uses. The planned Walmart Neighborhood Market will measure approximately 45,000 S.F. and have a proposed access on Honey Farm Way, as well as a proposed right-only access on Nashville Highway.

In addition to the Walmart Neighborhood Market, the overall Honey Farm development is proposed to include the following:

- Fast-Food Restaurant with Drive-Through (6,600 S.F.)
- Fast Casual Restaurant (5,500 S.F.)
- Future Retail (6,000 S.F.)
- Multifamily Apartment Housing (174 Dwelling Units)
- Townhomes (180 Dwelling Units)
- Mini-Warehouse (98,275 S.F.)
- Health Department (17,000 S.F.)

Based on scoping discussions with City of Columbia staff, it was assumed that the development would be completed by 2026.



**CARLSON
CONSULTING
ENGINEERS, INC.**

**Figure 2.
Walmart Neighborhood Market
Site Development Plan**

Project Scope

This report identifies potential traffic impacts to the surrounding roadway network based on the proposed development. Three scenarios were considered for analysis, as follows:

- Existing Traffic Conditions (2024)
- Background Traffic Conditions (2026)
- Future Traffic Conditions at Project Buildout (2026)

Based on scoping discussions with City of Columbia staff, the following intersections were included for analysis in this traffic study:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

To simplify review of the traffic study, each intersection was assigned a reference number, as shown above. The traffic assignment and capacity analyses worksheets contained in this report refer to each intersection by both name and assigned intersection number.

It should be noted that at intersection #1, Nashville Highway and Honey Farm Way, there is a business driveway that comprises the west and fourth leg of the intersection. However, based on traffic data collection for both KCI's previous traffic study and this study, there were zero entering and exiting traffic volumes during each peak hour at this driveway. Therefore, for the purposes of this study, this intersection was analyzed as a T-intersection, excluding the business driveway from analysis and future traffic signal phasing.

3. 2024 EXISTING TRAFFIC CONDITIONS

Methodology

The traffic analyses performed in this report were conducted using *Synchro* software, which emulates the methodologies set forth in the *Highway Capacity Manual, 6th Edition*, for evaluation of signalized and unsignalized intersections.

The intersections considered in this study were evaluated in terms of level of service (LOS), which is a rating of traffic conditions for a given roadway or intersection. The descriptions for the various levels of service at both signalized and unsignalized intersections are shown in Table 1 and Table 2, respectively.

Table 1
Level of Service Criteria for Signalized Intersections

Level of Service	Description	Control Delay (Seconds)
A	Very low delay with minimal stops.	<10
B	Stable traffic flow, low delay, few traffic stops.	>10 to ≤20
C	Operations with stable flow, moderate delay.	>20 to ≤ 35
D	Noticeable delays, many stopped vehicles.	>35 and ≤ 55
E	Unstable flow, high delays and congestion.	>55 and ≤ 80
F	Unacceptable delay, excessive congestion.	>80

Table 2
Level of Service Criteria for Unsignalized Intersections

Level of Service	Description	Control Delay (Seconds)
A	Minimal or no delay	≤ 10
B	Minor traffic delay	>10 and ≤ 15
C	Average traffic delay	>15 and ≤ 25
D	Long traffic delay	>25 and ≤ 35
E	Very long traffic delay	>35 and ≤ 50
F	Extreme traffic delay	> 50

Roadway Network

The roadways in the vicinity of the site that will provide access to the Walmart Neighborhood Market development are described as follows:

- *Nashville Highway (US 31 / SR 6)* is a four-lane, median-divided highway that is designated in TDOT's functional classification system as a principal arterial roadway. For the purposes of this study, Nashville Highway was designated as running north-south. At its intersection with Honey Farm Way, Nashville Highway has a southbound left-turn lane and a northbound right-turn lane into the Honey Farms development. The speed limit on Nashville Highway is posted at 55 mph.
- *Honey Farm Way* is a two-lane local roadway with a posted speed limit of 25 mph. At its intersection with Nashville Highway, Honey Farm Way has two exiting westbound lanes.
- *Hidden Creek Way* is a two-lane local roadway that provides access to the Homestead at Carter's Station residential development. Hidden Creek Way has a posted speed limit of 25 mph.
- *Williams Ridge Drive* is a two-lane local roadway that provides access to the Drumwright residential development. The speed limit is not posted on Williams Ridge Drive.

Existing Traffic Operations

To provide data for the analysis, manual turning movement traffic counts were performed at the following locations:

- #1 – Nashville Highway (US 31 / SR 6) & Honey Farm Way
- #4 – Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive

The traffic counts were conducted on a weekday from 7:00 AM to 9:00 AM and from 2:00 PM to 6:00 PM. It should be noted that traffic video data were recorded initially on October 22nd, 2024, but there was a traffic incident on Nashville Highway during this collection that affected the AM peak hour traffic. AM video was therefore recollected on November 7th, 2024.

From the traffic counts collected, it was determined that the AM peak hours of traffic differed by intersection. At intersection #1, Nashville Highway and Honey Farm Way, the AM peak hour occurred from 7:00 AM to 8:00 AM, while at intersection #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, the AM peak hour occurred from 7:15 AM to 8:15 AM. At each of the two intersections, the PM peak hour occurred between 2:30 PM and 3:30 PM.

The existing 2024 peak hour traffic volumes for the intersections studied are illustrated in Figure 3. The traffic count data utilized for this study are included in summary form in Appendix A.

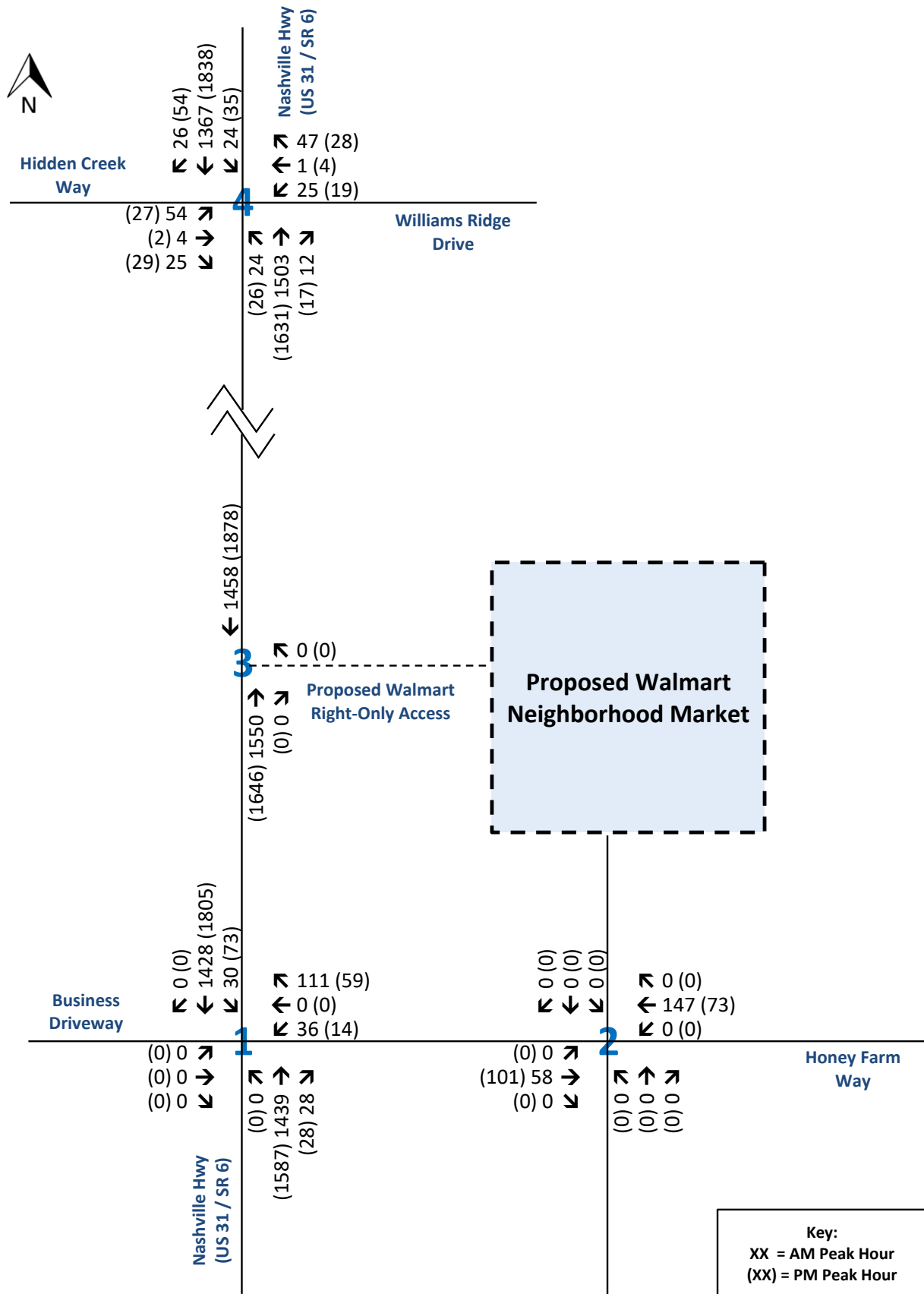


Figure 3.
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



2024 Existing Capacity Analyses

As previously described, the capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst.

The results of the capacity analyses for the 2024 existing conditions at the intersections studied are presented in Table 3. As shown, the intersections contained in the study area presently operate at acceptable levels of service (LOS D or better) during both the AM and PM peak traffic hours.

Appendix B contains the capacity analysis worksheets for the 2024 existing traffic conditions.

Table 3
2024 Existing Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	Description	Movement ⁽¹⁾	AM Peak Hour	PM Peak Hour
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Southbound Left	B (14.4)	C (17.8)
		Westbound	D (29.0)	D (27.9)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	---	---
		Southbound	---	---
		Eastbound Left	---	---
		Westbound Left	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	---	---
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (16.3)	B (19.8)

⁽¹⁾ For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

4. 2026 BACKGROUND TRAFFIC CONDITIONS

The 2026 background conditions analyses are presented to evaluate the traffic levels expected at the project buildout year due to growth. To determine the background traffic volumes, data from a nearby count station, #91, were obtained from TDOT. Based on historical ADT traffic counts at this count station, an average annual rate of 1.3% traffic growth was indicated in the vicinity of the project site over the last five-year period. To be conservative, the 2024 existing traffic volumes were increased by 2.5% per year for the two-year buildout to obtain the 2026 background traffic volumes. The historical TDOT data from this count station are included in Appendix A.

In addition to historical traffic growth, one offsite development was identified for inclusion in the 2026 background traffic conditions. This project is a proposed multifamily and self-storage development located at 2558 Nashville Highway, north of the Honey Farm development.

The 2026 background traffic volumes, which represent the traffic that could be expected to travel through the study area even if the proposed Walmart Neighborhood Market is not completed, are illustrated in Figure 4.

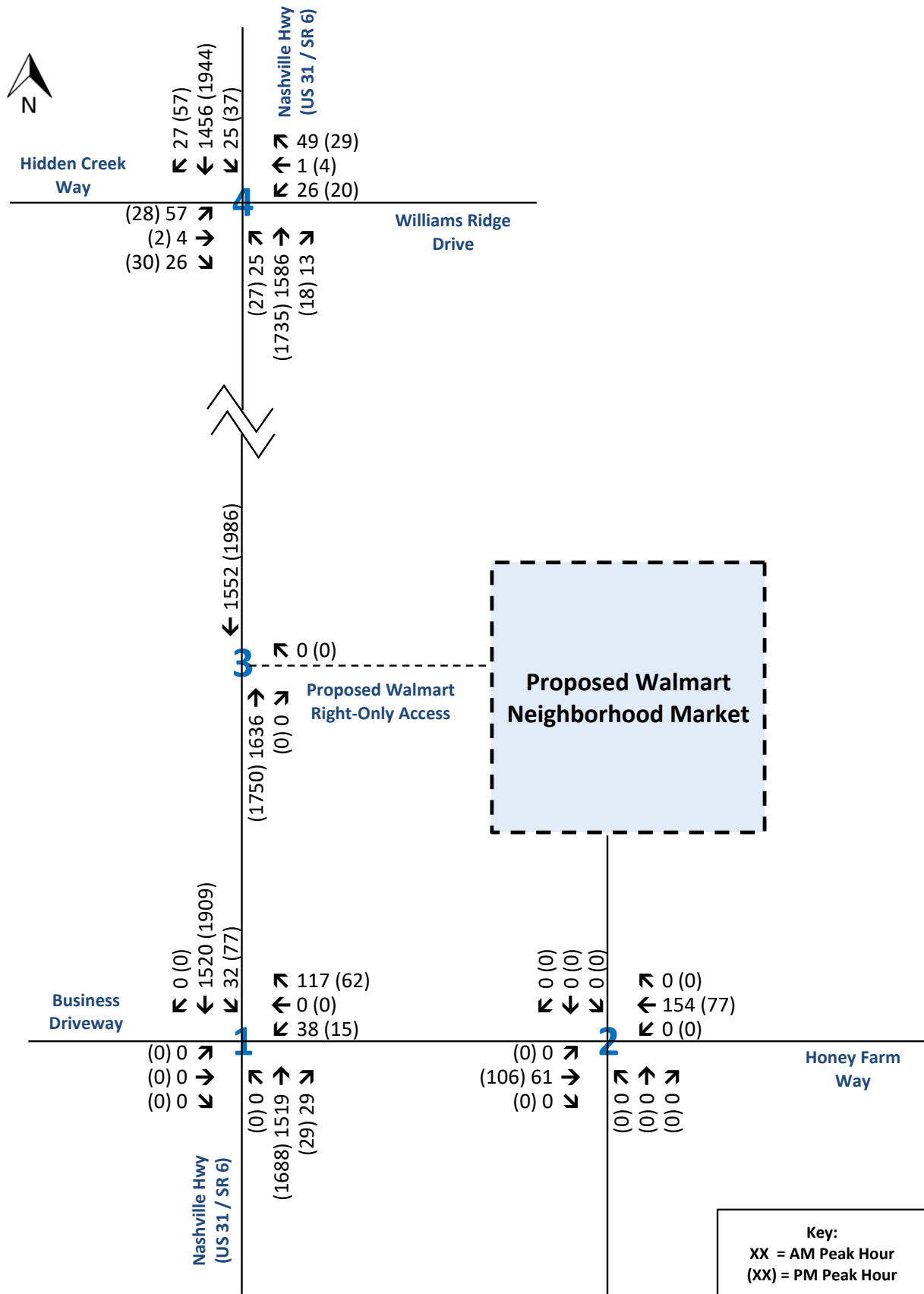


Figure 4.
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



2026 Background Intersection Capacity Analyses

To determine the LOS of the intersections studied, capacity analyses were performed for the AM and PM peak hours of traffic for the 2026 background traffic conditions. The capacity calculations were performed in accordance with the methods outlined in the *Highway Capacity Manual*. As previously described, the capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst.

As shown in Table 4, the intersections contained in the study area are expected to operate at acceptable levels of service (LOS D or better) during both the AM and PM peak traffic hours.

Appendix B contains the capacity analysis worksheets for the 2026 background traffic conditions.

Table 4
2026 Background Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	Description	Movement ⁽¹⁾	AM Peak Hour	PM Peak Hour
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Southbound Left	C (15.3)	C (19.8)
		Westbound	D (33.3)	D (32.1)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	---	---
		Southbound	---	---
		Eastbound Left	---	---
		Westbound Left	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	---	---
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (17.3)	C (22.7)

⁽¹⁾ For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

5. 2026 PROJECTED TRAFFIC CONDITIONS

To develop the 2026 projected traffic conditions, the trips expected to be generated by the proposed development were determined. These trips were then assigned to the roadway network using directional traffic distributions.

Trip Generation

As mentioned in the project description, the proposed project will include a Walmart Neighborhood Market measuring approximately 45,000 S.F., as well as a 6,600-S.F. fast-food restaurant with a drive-through window; a 5,500-S.F. fast casual restaurant; 6,000 S.F. of future retail space; 174 apartment units; 180 townhomes; 98,275 S.F. of mini-warehouse space, and a 17,000-S.F. health department. Trips expected to be generated by the proposed development were calculated using data from *Trip Generation, 11th Edition*, which is a publication of the Institute of Transportation Engineers (ITE). The results of the trip generation calculations are presented in Table 5. The results of the trip generation calculations are presented in Table 5. This table also includes the number of internal and pass-by trips assumed for the development.

- Internal Trip Reduction – Information contained in the *Trip Generation Handbook* indicates that multi-use sites with retail-to-retail attraction can result in as much as a 30% reduction in external trips. However, based on scoping discussions with City of Columbia staff, a 20% internal reduction rate was applied for the grocery store, fast-food restaurant with a drive-through, fast casual restaurant, and future retail portions of the development.
- Pass-By Trips – Information contained in the *Trip Generation Handbook* indicates the pass-by capture rates are significant for retail land uses. The specific pass-by rates utilized for each land use are detailed in the footnotes of Table 5.

Additional information regarding the trip generation calculations for the site development included in this study is contained in Appendix C.

Table 5
Trip Generation for the Proposed
Honey Farm Walmart Neighborhood Market

Description	ITE Land Use Code (LUC)	SIZE	Daily Trips	AM Peak Hour Trips		PM Peak Hour Trips	
				Enter	Exit	Enter	Exit
Grocery Store	850	45,000 S.F.	4,292	76	53	202	202
Fast-Food Restaurant with Drive-Through	934	6,600 S.F.	3,086	150	144	113	105
Fast Casual Restaurant	930	5,500 S.F.	534	4	4	46	37
Future Retail	822	6,000 S.F.	326	12	8	27	27
Multifamily Housing (Low-Rise)	220	174 Units	1,190	18	58	60	35
Townhomes	215	180 Units	1,322	22	66	61	43
Mini-Warehouse	151	98,275 S.F.	142	5	4	7	8
Health Department	720	17,000 S.F.	622	39	10	20	46
Total Generated Trips			11,514	326	347	536	503
Internal Trip Reduction ⁽¹⁾			(2,301)	(65)	(71)	(106)	(100)
Total Primary Trips			9,213	261	276	430	403
Pass-By Trip Reduction ⁽²⁾			(2,093)	(71)	(64)	(114)	(109)
Net New Trips Generated			7,120	190	212	316	294

⁽¹⁾ For LUCs 850, 934, 930, and 822, an internal trip reduction of 20% was taken for the weekday, AM, and PM trip generations.

⁽²⁾ For LUC 850, the weekday, AM, and PM pass-by reduction rates used were 20%, 20%, and 33%, respectively. For LUC 934, the weekday, AM, and PM pass-by reduction rates used were 50%, 49%, and 50%. For LUC 930, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 25%. For LUC 822, the weekday, AM, and PM pass-by reduction rates used were 25%, 0%, and 34%.

Trip Distribution

The trips that will be generated by the proposed project were assigned to the roadway network using trip distributions that are detailed in Appendix D. These directional distributions were based on the existing directional split of traffic, the access proposed for the site, and the population and employment centers in the area. Given the multiple land uses proposed for the Honey Farm development, various trip distributions were determined. As an example, Figure 5 illustrates the primary trip distribution for the Walmart Neighborhood Market, which is described as follows:

- 50% to / from the south on Nashville Highway
- 50% to / from the north on Nashville Highway
 - 45% via Nashville Highway
 - 3% via Williams Ridge Drive
 - 2% via Hidden Creek Way

Appendix D contains the following trip distribution sheets:

- Primary Trip Distributions
 - Grocery Store (Walmart Neighborhood Market)
 - Fast-Food Restaurant with Drive-Through
 - Fast Casual Restaurant
 - Future Retail
 - Multifamily Housing (Low-Rise)
 - Townhomes
 - Mini-Warehouse
 - Health Department
- Pass-By Trip Distributions
 - Grocery Store (Walmart Neighborhood Market)
 - Fast-Food Restaurant with Drive-Through
 - Fast Casual Restaurant
 - Future Retail
- Offsite Trip Distribution
 - 2558 Nashville Highway

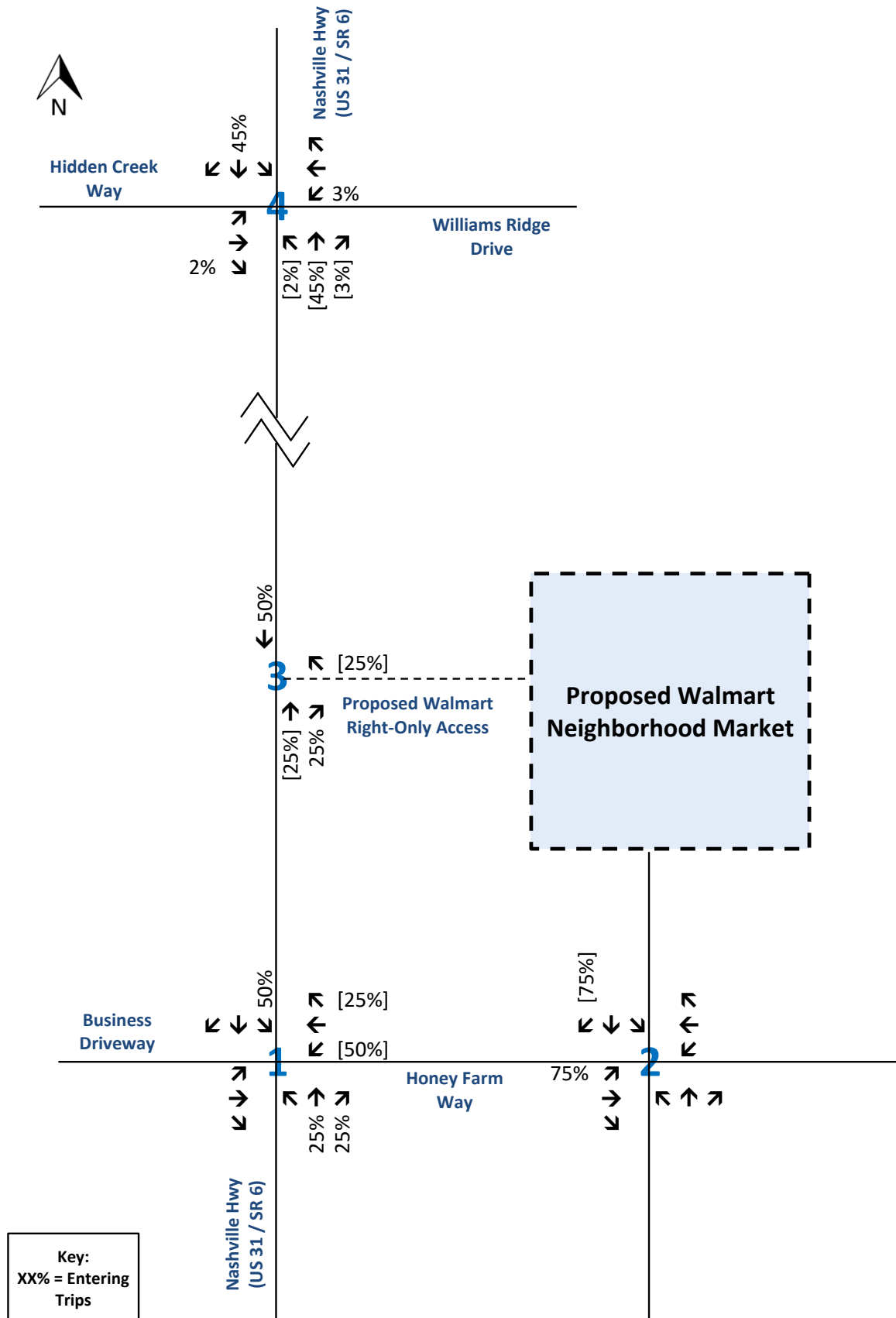


Figure 5.
Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Traffic Assignment

The assignments of the total trips that will be generated by the proposed development are presented in Figure 6. Appendix E contains the traffic assignment figures utilized in developing the projected traffic volumes at buildout conditions. Traffic assignment information included in Appendix E is listed as follows:

- Existing Traffic Volumes (2024)
- Background Traffic Volumes (2026)
 - Historical Growth (2.5% per year for 2 years)
 - Offsite Traffic – 2558 Nashville Highway
 - Total Background Traffic (Historical Growth + Offsite)
- Site-Generated Traffic
 - Primary Traffic Volumes
 - Grocery Store (Walmart Neighborhood Market)
 - Fast-Food Restaurant with Drive-Through
 - Fast Casual Restaurant
 - Future Retail
 - Multifamily Housing (Low-Rise)
 - Townhomes
 - Mini-Warehouse
 - Health Department
 - Total Primary Traffic Volumes
 - Pass-By Traffic Volumes
 - Grocery Store (Walmart Neighborhood Market)
 - Fast-Food Restaurant with Drive-Through
 - Fast Casual Restaurant
 - Future Retail
 - Total Pass-By Traffic Volumes
- Total Site-Generated Traffic Volumes
- Total Projected Traffic Volumes at Project Buildout (2026)

The site-generated traffic volumes, shown in Figure 6, were added to the total background peak hour traffic volumes in order to obtain the total projected traffic volumes for the intersections within the study area. Figure 7 presents the total projected AM and PM peak hour traffic volumes expected at project buildout in 2026.

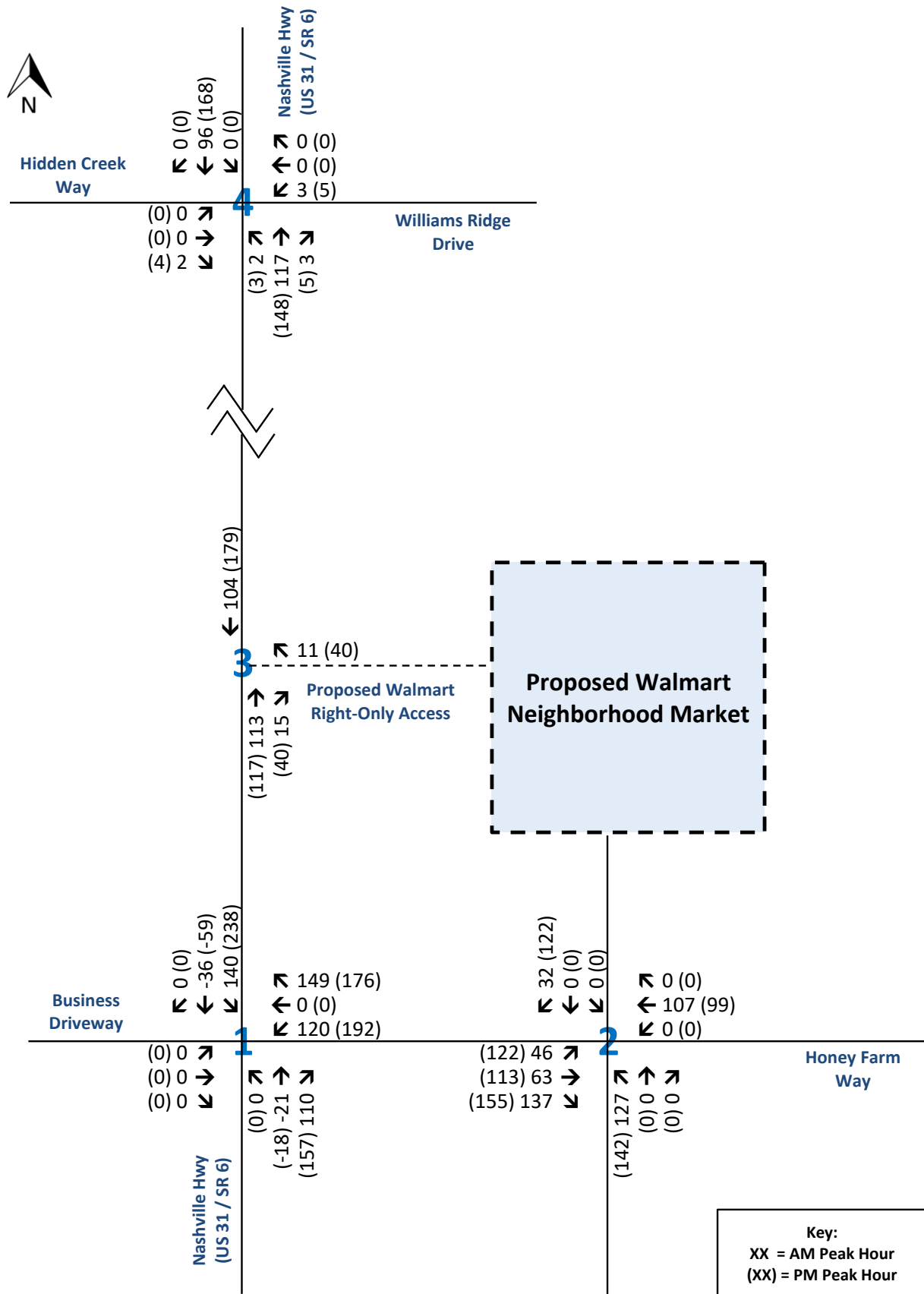


Figure 6.
Site Generated Traffic
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



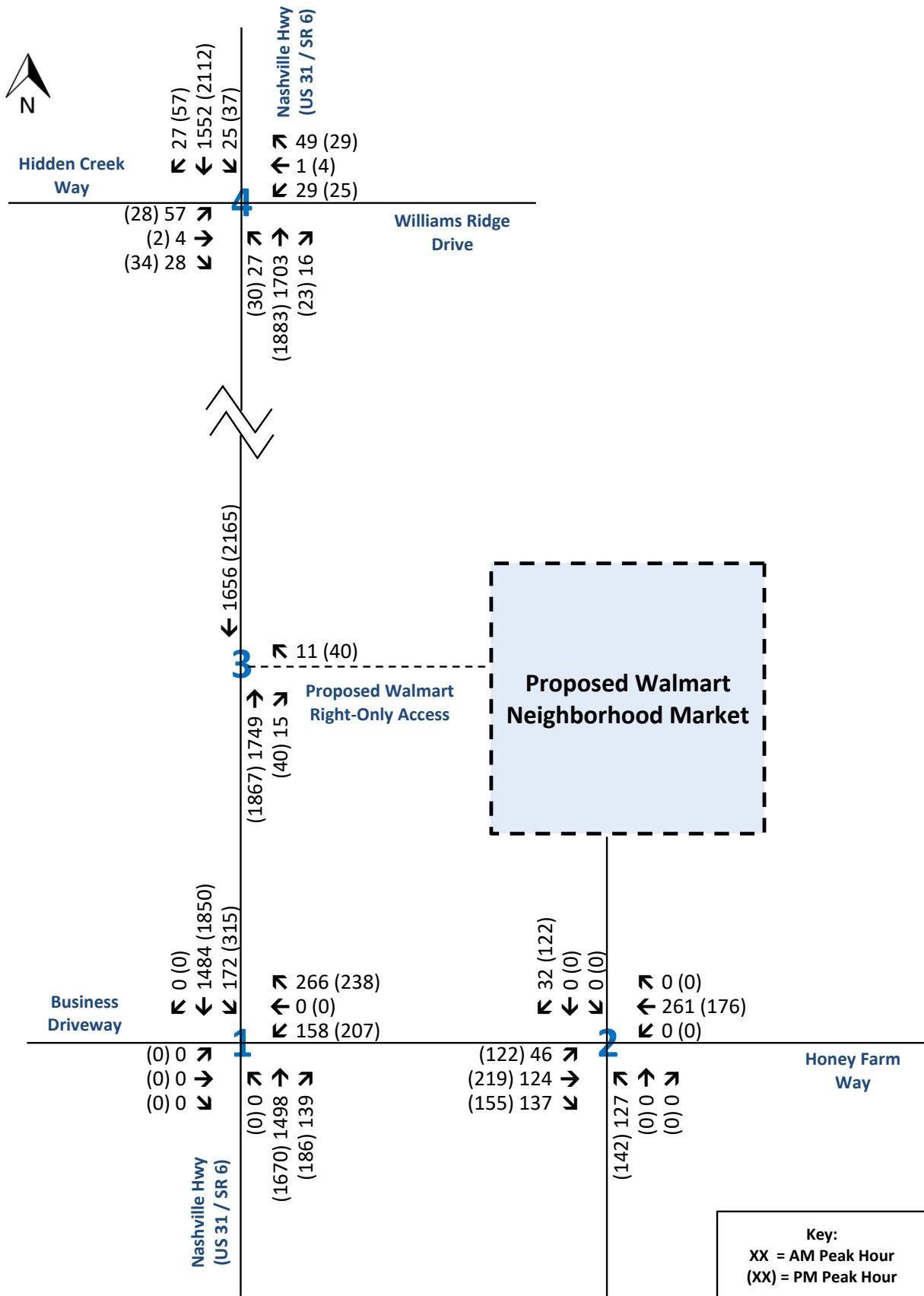


Figure 7.
Total Projected Traffic at Buildout (2026)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee



2026 Projected Intersection Capacity Analyses

Capacity analyses were performed in order to determine the impact of the project on the intersections included in the scope of the study. These capacity analyses were used to evaluate the need for roadway and traffic control improvements at the intersections studied.

The results of the capacity analyses for the 2026 projected traffic conditions at the intersections studied are presented in Table 6. As shown, the intersections included in this study are expected to operate at acceptable levels of service (LOS D or better) during the AM and PM peak hours of traffic. Of note, intersection #1, Nashville Highway (US 31 / SR 6) and Honey Farm Way, was analyzed in the 2026 projected traffic conditions as a signalized location. In KCI's previous traffic study for the Honey Farm development, traffic signal warrants were conducted, and the thresholds for a signal were met, at this intersection. Based on KCI's traffic signal warrant analyses and discussions with the City of Columbia, the intersection of Nashville Highway and Honey Farm Way is planned to be signalized as part of the overall Honey Farm buildout.

Appendix B contains the capacity analysis worksheets for the 2026 projected traffic conditions.

Table 6
2026 Projected Traffic Conditions Analyses
Peak Hour Levels of Service

Intersection			Level of Service / Delay (Seconds)	
#	Description	Movement ⁽¹⁾	AM Peak Hour	PM Peak Hour
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Overall (Signalized)	C (20.2)	C (30.1)
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	C (15.4)	D (25.2)
		Southbound	B (10.8)	B (10.6)
		Eastbound Left	A (7.9)	A (7.9)
		Westbound Left	A (7.8)	A (8.1)
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Westbound Right	C (19.5)	C (23.7)
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Overall (Signalized)	B (18.5)	C (31.2)

⁽¹⁾ For signalized locations and all-way stop control, the overall LOS and delay are listed for the intersection. For intersections with stop control on the minor approaches only, the LOS and delay are listed for movements that are required to stop or yield the right-of-way.

2026 Projected Traffic Conditions – Queueing Analyses

As part of the analyses for the 2026 projected traffic conditions in the vicinity of the project site, 95th percentile queues were evaluated for the intersections included in this study. The queue lengths are summarized below in Table 7.

Table 7
95th Percentile Queues for 2026 Projected Traffic Conditions

Intersection			AM Peak Hour	PM Peak Hour
#	Description	Approach / Movement ⁽¹⁾	95 th % Queue ^{(1) (2)}	95 th % Queue ^{(1) (2)}
1	Nashville Highway (US 31 / SR 6) & Honey Farm Way	Northbound Through	#833'	#1006'
		Northbound Right	23'	49'
		Southbound Left	102'	m259'
		Southbound Through	720'	1075'
		Westbound Left	107'	141'
		Westbound Right	320'	#350'
2	Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access	Northbound	50'	75'
		Southbound Left	<25'	<25'
		Southbound Through-Right	<25'	<25'
		Eastbound Left	<25'	<25'
		Eastbound Through	---	---
		Eastbound Right	---	---
		Westbound Left	0'	0'
		Westbound Through-Right	---	---
3	Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access	Northbound Through	---	---
		Southbound Through	---	---
		Westbound Right	<25'	<25'
4	Nashville Highway (US 31 / SR 6) & Hidden Creek Way / Williams Ridge Drive	Northbound Left	m1'	m2'
		Northbound Through	119'	1130'
		Northbound Right	m0'	m0'
		Southbound Left	15'	26'
		Southbound Through	603'	#1331'
		Southbound Right	0'	7'
		Eastbound Left	86'	55'
		Eastbound Through-Right	38'	39'
		Westbound Left	51'	51'
		Westbound Through	7'	19'
		Westbound Right	14'	0'

⁽¹⁾ #: 95th percentile volume exceeds capacity; queue may be longer.

⁽²⁾ m: Volume for 95th percentile queue is metered by upstream signal.

Consideration of Offsite Improvements

Based on the results of the 2026 projected intersection capacity analyses, the need for offsite improvements was evaluated.

Left Turn Lane Warrants

For left turn lane warrants, traffic volumes are compared to the standards set forth in *NCHRP 457*. However, these analyses are typically performed only for unsignalized intersections; therefore, intersections #1, Nashville Highway and Honey Farm Way, and #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, were not considered for analysis because #4 is already signalized and #1 is planned to be signalized in the 2026 projected conditions. Additionally, intersection #3, Nashville Highway and the proposed Walmart right-only access, was not considered for analysis because this access is proposed at a location on Nashville Highway that is median-divided and cannot allow left-turning movements into the site. Finally, an eastbound left turn lane into the site at intersection #2, Honey Farm Way and the proposed Walmart access, is already included on the revised site development plan for future construction.

Right Turn Lane Evaluations

To evaluate the need for right turn lane improvements, the criteria contained in *NCHRP 457* were compared to the 2026 projected traffic volumes at the following locations:

- #2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access
- #3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access

Right turn lane analyses were not conducted at intersection #1, Nashville Highway and Honey Farm Way, as there is an existing northbound right turn lane on Nashville Highway, or at intersection #4, Nashville Highway and Hidden Creek Way / Williams Ridge Drive, as there are existing northbound and southbound right turn lanes at this signalized location.

For location #2, the AM and PM peak hour volumes were compared to the data for a two-lane, 30-mph roadway; for location #3, the volumes were compared to the data for a four-lane, 55-mph roadway.

#2 – Honey Farm Way & Proposed Walmart Access / Proposed Commercial Access

The results of the analyses show that the projected volumes do not meet the thresholds indicated for the installation of a westbound right turn lane at this location during either the AM or PM peak hours.

#3 – Nashville Highway (US 31 / SR 6) & Proposed Walmart Right-Only Access

The results of the analyses show that the projected volumes meet the thresholds indicated for the installation of a northbound right turn lane at this location.

Copies of the right turn analyses sheets for the 2026 projected traffic conditions are included in Appendix F.

6. CONCLUSIONS AND RECOMMENDATIONS

Based on the analyses presented in this study, the traffic generated by the proposed Walmart Neighborhood Market can be accommodated by the surrounding roadway infrastructure with the following offsite improvements, which are detailed in Figure 8:

Nashville Highway and Proposed Walmart Right-Only Access

To provide adequate access for the Walmart Neighborhood Market, a right-only driveway on Nashville Highway is shown on the north end of the development. With the inclusion of this driveway, it is recommended that a northbound right turn lane with 150' of storage length be constructed on Nashville Highway.

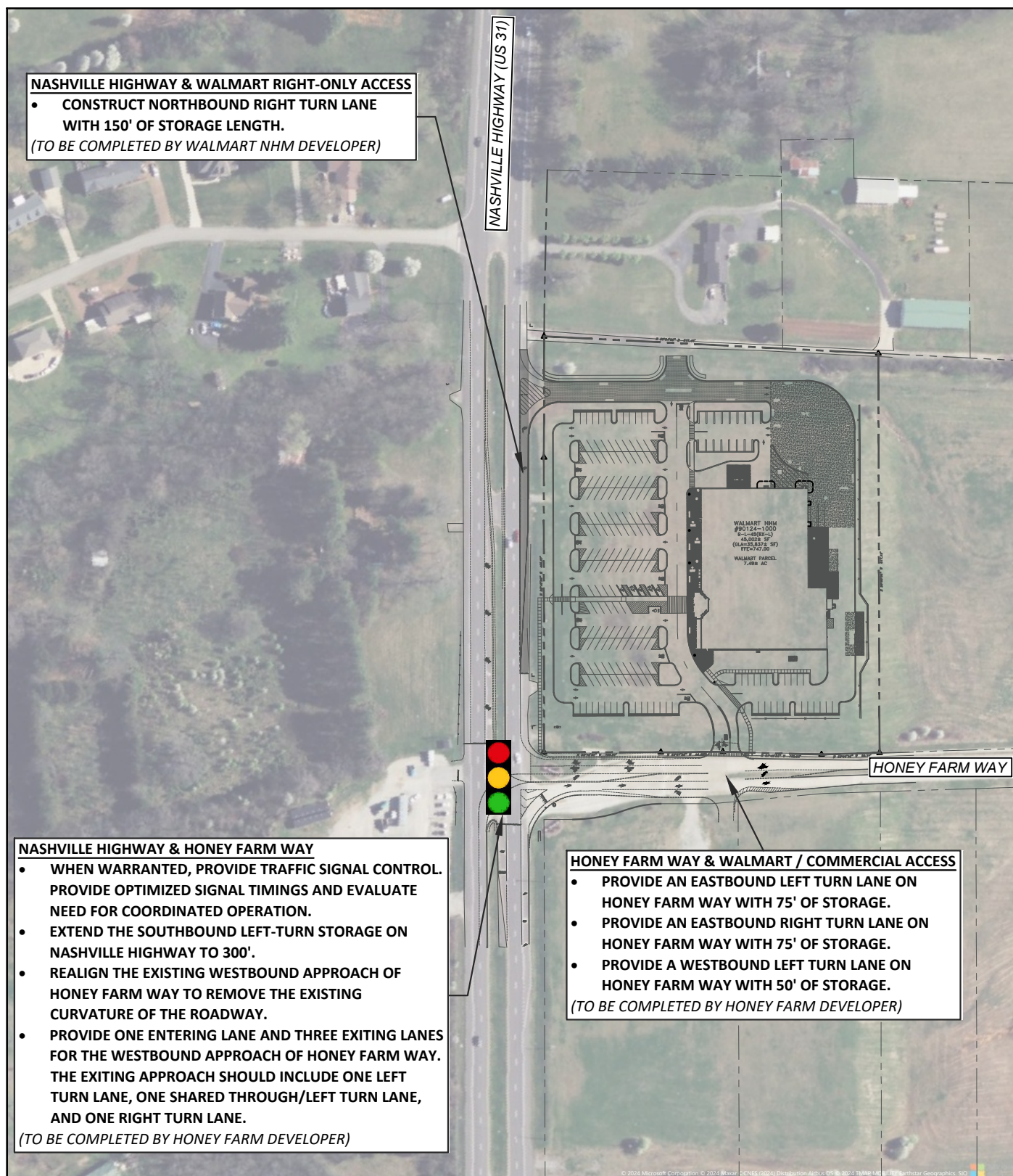
In addition, recommendations provided in KCI's previous traffic study are now included in the updated Honey Farm site development plan and are summarized as follows:

Nashville Highway and Honey Farm Way

- When warranted, provide traffic signal control. Provide optimized signal timings and evaluate need for coordinated operation.
- Extend the southbound left-turn storage on Nashville Highway to 300'.
- Realign the existing westbound approach of Honey Farm Way to remove the existing curvature of the roadway.
- Provide one entering lane and three exiting lanes for the westbound approach of Honey Farm Way. The exiting approach should include one left turn lane, one shared through/left turn lane, and one right turn lane.

Honey Farm Way and Proposed Walmart Access / Proposed Commercial Access

- Provide an eastbound left turn lane on Honey Farm Way with 75' of storage.
- Provide an eastbound right turn lane on Honey Farm Way with 75' of storage.
- Provide a westbound left turn lane on Honey Farm Way with 50' of storage.



Honey Farm Walmart Neighborhood Market - Traffic Impact Study (Columbia, TN)



Figure 8.
Recommended Improvements

APPENDIX A
TRAFFIC COUNT DATA

INTERSECTION TURNING

MOVEMENT COUNTS

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #1 - Nashville Highway (US Highway 31 / State Route 6) & Honey Farm Way / Business Driveway

PROJECT: Proposed Honey Farm Walmart Neighborhood Market

DATE: Tuesday, October 22, 2024

NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)			Business Driveway			Honey Farm Way		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM	0	334	9	8	289	0	0	0	0	11	0	26
7:15 AM - 7:30 AM	0	345	6	6	362	0	0	0	0	13	0	33
7:30 AM - 7:45 AM	0	364	6	6	419	0	0	0	0	6	0	25
7:45 AM - 8:00 AM	0	396	7	10	358	0	0	0	0	6	0	27
8:00 AM - 8:15 AM	0	318	8	15	281	0	0	0	0	7	0	18
8:15 AM - 8:30 AM	0	302	4	14	274	0	0	0	0	7	0	17
8:30 AM - 8:45 AM	0	327	2	10	278	0	0	0	0	7	0	14
8:45 AM - 9:00 AM	0	340	8	7	308	0	0	0	0	10	0	12
2:00 PM - 2:15 PM	0	346	2	13	404	0	0	0	0	4	0	20
2:15 PM - 2:30 PM	0	320	6	10	422	0	0	0	0	9	0	12
2:30 PM - 2:45 PM	0	375	4	10	552	0	0	0	0	4	0	14
2:45 PM - 3:00 PM	0	396	10	25	449	0	0	0	0	0	0	20
3:00 PM - 3:15 PM	0	383	5	20	395	0	0	0	0	6	0	11
3:15 PM - 3:30 PM	0	433	9	18	409	0	0	0	0	4	0	14
3:30 PM - 3:45 PM	0	432	9	21	370	0	0	0	0	3	0	23
3:45 PM - 4:00 PM	0	374	10	23	360	0	0	0	0	4	0	6
4:00 PM - 4:15 PM	0	353	5	24	366	0	0	0	0	8	0	13
4:15 PM - 4:30 PM	0	399	10	16	363	0	0	0	0	5	0	11
4:30 PM - 4:45 PM	0	388	11	23	368	0	0	0	0	6	0	13
4:45 PM - 5:00 PM	0	290	4	18	393	0	0	0	0	5	0	20
5:00 PM - 5:15 PM	0	338	7	18	382	0	0	0	0	4	0	16
5:15 PM - 5:30 PM	0	424	6	25	346	0	0	0	0	5	0	14
5:30 PM - 5:45 PM	0	382	9	18	350	0	0	0	0	3	0	16
5:45 PM - 6:00 PM	0	323	7	18	345	0	0	0	0	5	0	9
AM Peak Hour (7:00 AM - 8:00 AM)	0	1,439	28	30	1,428	0	0	0	0	36	0	111
PM Peak Hour (2:30 PM - 3:30 PM)	0	1,587	28	73	1,805	0	0	0	0	14	0	59

PHF

0.93

0.93

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #2 - Honey Farm Way & Commercial Access / Proposed Walmart Access

PROJECT: Proposed Honey Farm Walmart Neighborhood Market

DATE: Tuesday, October 22, 2024

NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Commercial Access			Proposed Walmart Access			Honey Farm Way			Honey Farm Way		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM								17			37	
7:15 AM - 7:30 AM								12			46	
7:30 AM - 7:45 AM								12			31	
7:45 AM - 8:00 AM								17			33	
8:00 AM - 8:15 AM								23			25	
8:15 AM - 8:30 AM								18			24	
8:30 AM - 8:45 AM								12			21	
8:45 AM - 9:00 AM								15			22	
2:00 PM - 2:15 PM								15			24	
2:15 PM - 2:30 PM								16			21	
2:30 PM - 2:45 PM								14			18	
2:45 PM - 3:00 PM								35			20	
3:00 PM - 3:15 PM								25			17	
3:15 PM - 3:30 PM								27			18	
3:30 PM - 3:45 PM								30			26	
3:45 PM - 4:00 PM								33			10	
4:00 PM - 4:15 PM								29			21	
4:15 PM - 4:30 PM								26			16	
4:30 PM - 4:45 PM								34			19	
4:45 PM - 5:00 PM								22			25	
5:00 PM - 5:15 PM								25			20	
5:15 PM - 5:30 PM								31			19	
5:30 PM - 5:45 PM								27			19	
5:45 PM - 6:00 PM								25			14	
AM Peak Hour (7:00 AM - 8:00 AM)	0	0	0	0	0	0	0	58	0	0	147	0
PM Peak Hour (2:30 PM - 3:30 PM)	0	0	0	0	0	0	0	101	0	0	73	0

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #3 - Nashville Highway (US Highway 31 / State Route 6) & Proposed Walmart Right-Only Access

PROJECT: Proposed Honey Farm Walmart Neighborhood Market

DATE: Tuesday, October 22, 2024

NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)						Proposed Walmart Right-Only Access		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM		360			297							
7:15 AM - 7:30 AM		378			368							
7:30 AM - 7:45 AM		389			425							
7:45 AM - 8:00 AM		423			368							
8:00 AM - 8:15 AM		336			296							
8:15 AM - 8:30 AM		319			288							
8:30 AM - 8:45 AM		341			288							
8:45 AM - 9:00 AM		352			315							
2:00 PM - 2:15 PM		366			417							
2:15 PM - 2:30 PM		332			432							
2:30 PM - 2:45 PM		389			562							
2:45 PM - 3:00 PM		416			474							
3:00 PM - 3:15 PM		394			415							
3:15 PM - 3:30 PM		447			427							
3:30 PM - 3:45 PM		455			391							
3:45 PM - 4:00 PM		380			383							
4:00 PM - 4:15 PM		366			390							
4:15 PM - 4:30 PM		410			379							
4:30 PM - 4:45 PM		401			391							
4:45 PM - 5:00 PM		310			411							
5:00 PM - 5:15 PM		354			400							
5:15 PM - 5:30 PM		438			371							
5:30 PM - 5:45 PM		398			368							
5:45 PM - 6:00 PM		332			363							
AM Peak Hour (7:00 AM - 8:00 AM)	0	1,550	0	0	1,458	0	0	0	0	0	0	0
PM Peak Hour (2:30 PM - 3:30 PM)	0	1,646	0	0	1,878	0	0	0	0	0	0	0

INTERSECTION VEHICULAR TURNING MOVEMENT COUNTS

LOCATION: #4 - Nashville Highway (US Highway 31 / State Route 6) & Williams Ridge Drive / Hidden Creek Way

PROJECT: Proposed Honey Farm Walmart Neighborhood Market

DATE: Tuesday, October 22, 2024

NOTES: Due to a traffic incident, AM peak data was recollected on 11/7/2024

LOCATION	Northbound			Southbound			Eastbound			Westbound		
	Nashville Highway (US Highway 31 / State Route 6)			Nashville Highway (US Highway 31 / State Route 6)			Hidden Creek Way			Williams Ridge Drive		
TIME	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM	1	349	3	1	266	2	12	0	19	7	0	7
7:15 AM - 7:30 AM	4	379	5	3	353	5	16	1	9	5	0	16
7:30 AM - 7:45 AM	4	392	2	5	394	2	9	0	11	6	0	5
7:45 AM - 8:00 AM	5	394	3	10	342	7	15	3	3	8	0	8
8:00 AM - 8:15 AM	11	338	2	6	278	12	14	0	2	6	1	18
8:15 AM - 8:30 AM	5	324	6	12	288	10	8	0	6	3	0	10
8:30 AM - 8:45 AM	5	338	5	7	272	7	9	0	11	6	2	8
8:45 AM - 9:00 AM	0	360	4	2	302	5	11	0	8	5	0	15
2:00 PM - 2:15 PM	2	339	6	0	409	6	6	1	7	2	0	8
2:15 PM - 2:30 PM	25	248	3	11	391	11	2	0	6	2	0	13
2:30 PM - 2:45 PM	5	427	7	9	577	11	5	0	8	6	0	8
2:45 PM - 3:00 PM	7	409	4	9	447	13	5	1	5	2	2	6
3:00 PM - 3:15 PM	9	384	4	10	397	16	12	0	11	7	2	5
3:15 PM - 3:30 PM	5	411	2	7	417	14	5	1	5	4	0	9
3:30 PM - 3:45 PM	3	449	5	5	378	16	5	1	5	10	0	10
3:45 PM - 4:00 PM	6	365	4	10	385	15	3	0	3	6	2	5
4:00 PM - 4:15 PM	9	347	3	10	342	9	7	0	9	2	1	5
4:15 PM - 4:30 PM	12	373	8	9	372	9	13	0	1	3	0	8
4:30 PM - 4:45 PM	9	360	5	10	359	10	7	0	6	2	0	5
4:45 PM - 5:00 PM	9	314	4	14	387	14	6	0	2	0	0	6
5:00 PM - 5:15 PM	13	315	5	8	326	12	10	0	9	2	0	7
5:15 PM - 5:30 PM	14	427	7	16	319	13	8	0	2	3	0	14
5:30 PM - 5:45 PM	13	382	4	8	370	14	5	0	3	2	0	10
5:45 PM - 6:00 PM	5	325	10	15	359	14	7	1	3	1	0	9
AM Peak Hour (7:15 AM - 8:15 AM)	24	1,503	12	24	1,367	26	54	4	25	25	1	47
PM Peak Hour (2:30 PM - 3:30 PM)	26	1,631	17	35	1,838	54	27	2	29	19	4	28

PHF

0.94

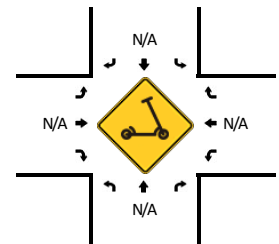
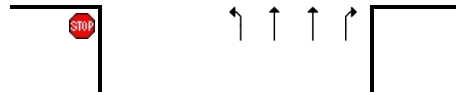
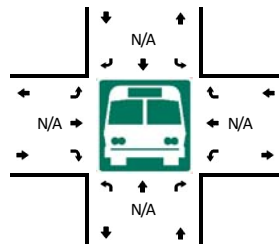
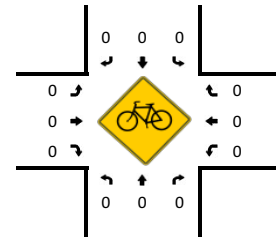
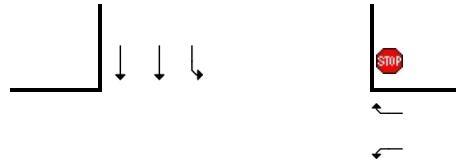
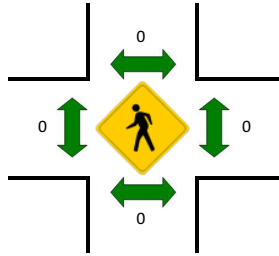
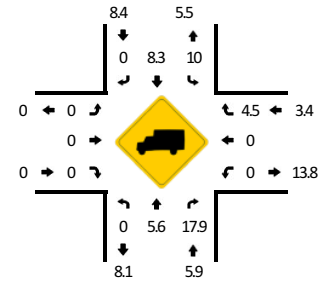
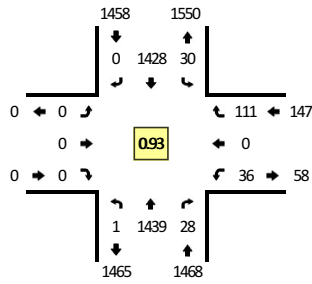
0.87

QUALITY COUNTS

TMC REPORTS

LOCATION: Nashville Hwy -- Honey Farm Way**QC JOB #:** 16795307**CITY/STATE:** Columbia, TN**DATE:** Thu, Nov 7 2024

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

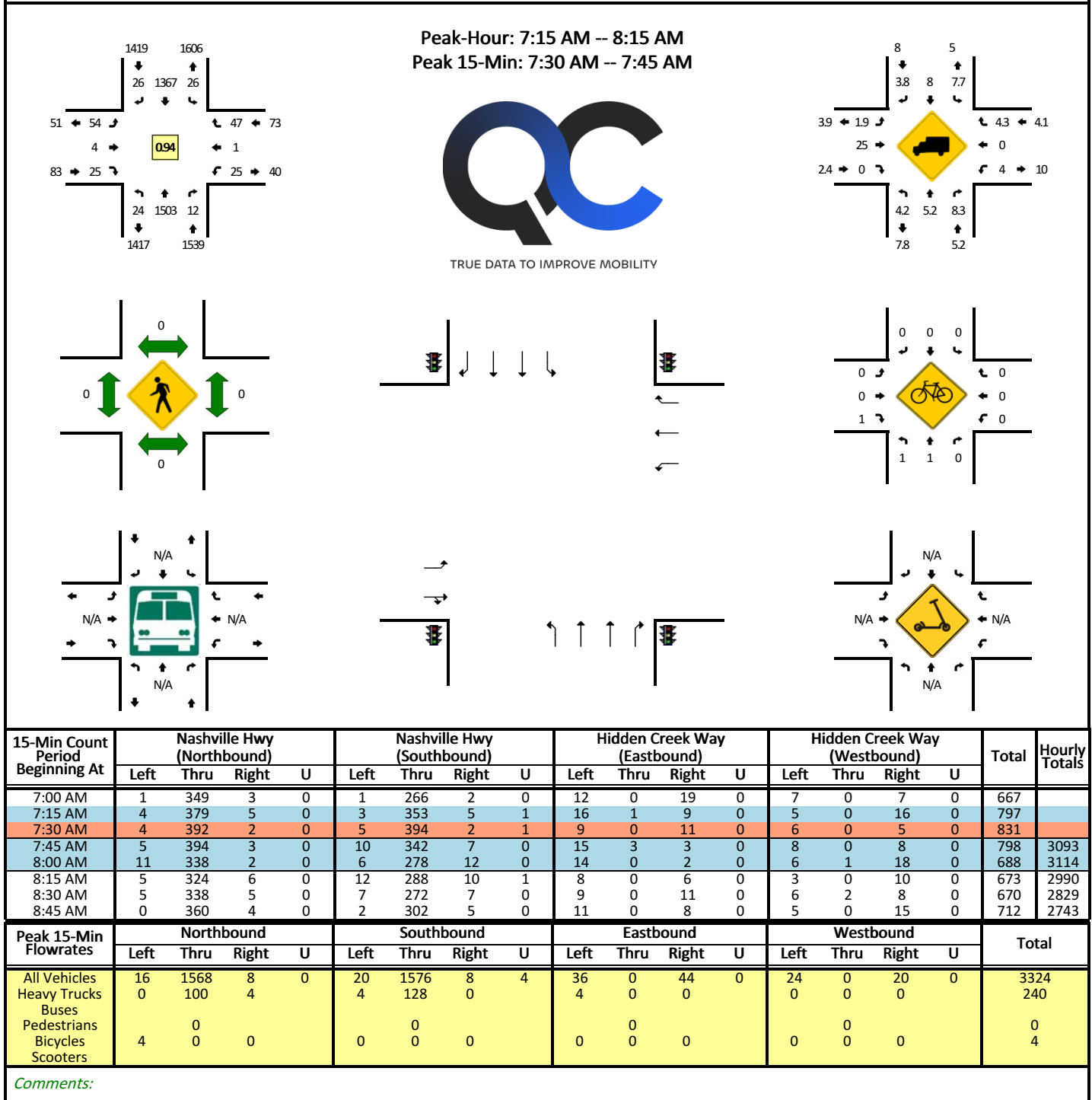


15-Min Count Period Beginning At	Nashville Hwy (Northbound)				Nashville Hwy (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	334	9	1	8	289	0	0	0	0	0	0	11	0	26	0	678	
7:15 AM	0	345	6	0	6	362	0	0	0	0	0	0	13	0	33	0	765	
7:30 AM	0	364	6	0	6	419	0	0	0	0	0	0	6	0	25	0	826	
7:45 AM	0	396	7	0	10	358	0	0	0	0	0	0	6	0	27	0	804	3073
8:00 AM	0	318	8	0	15	281	0	1	0	0	0	0	7	0	18	0	648	3043
8:15 AM	0	302	4	0	14	274	0	0	0	0	0	0	7	0	17	0	618	2896
8:30 AM	0	327	2	0	10	278	0	0	0	0	0	0	7	0	14	0	638	2708
8:45 AM	0	340	8	0	7	308	0	0	0	0	0	0	10	0	12	0	685	2589
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1456	24	0	24	1676	0	0	0	0	0	0	24	0	100	0	3304	
Heavy Trucks	0	96	0		0	144	0		0	0	0		0	0	8		248	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 11/13/2024 6:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

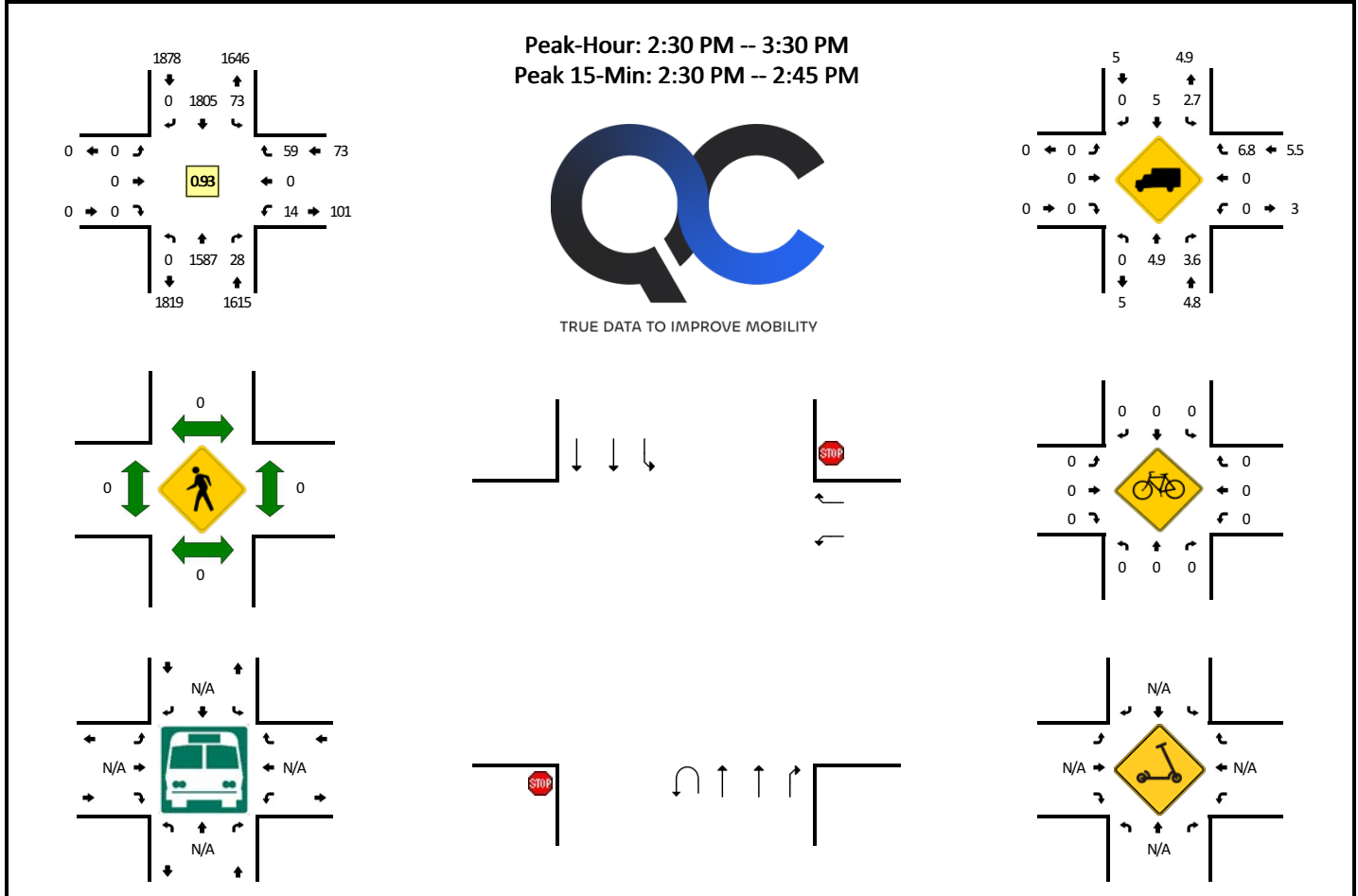
LOCATION: Nashville Hwy -- Hidden Creek Way**CITY/STATE:** Columbia, TN**QC JOB #:** 16795309**DATE:** Thu, Nov 7 2024

Report generated on 11/13/2024 6:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Nashville Highway -- Honey Farm Way
CITY/STATE: Columbia, TN

QC JOB #: 16795302
DATE: Tue, Oct 22 2024

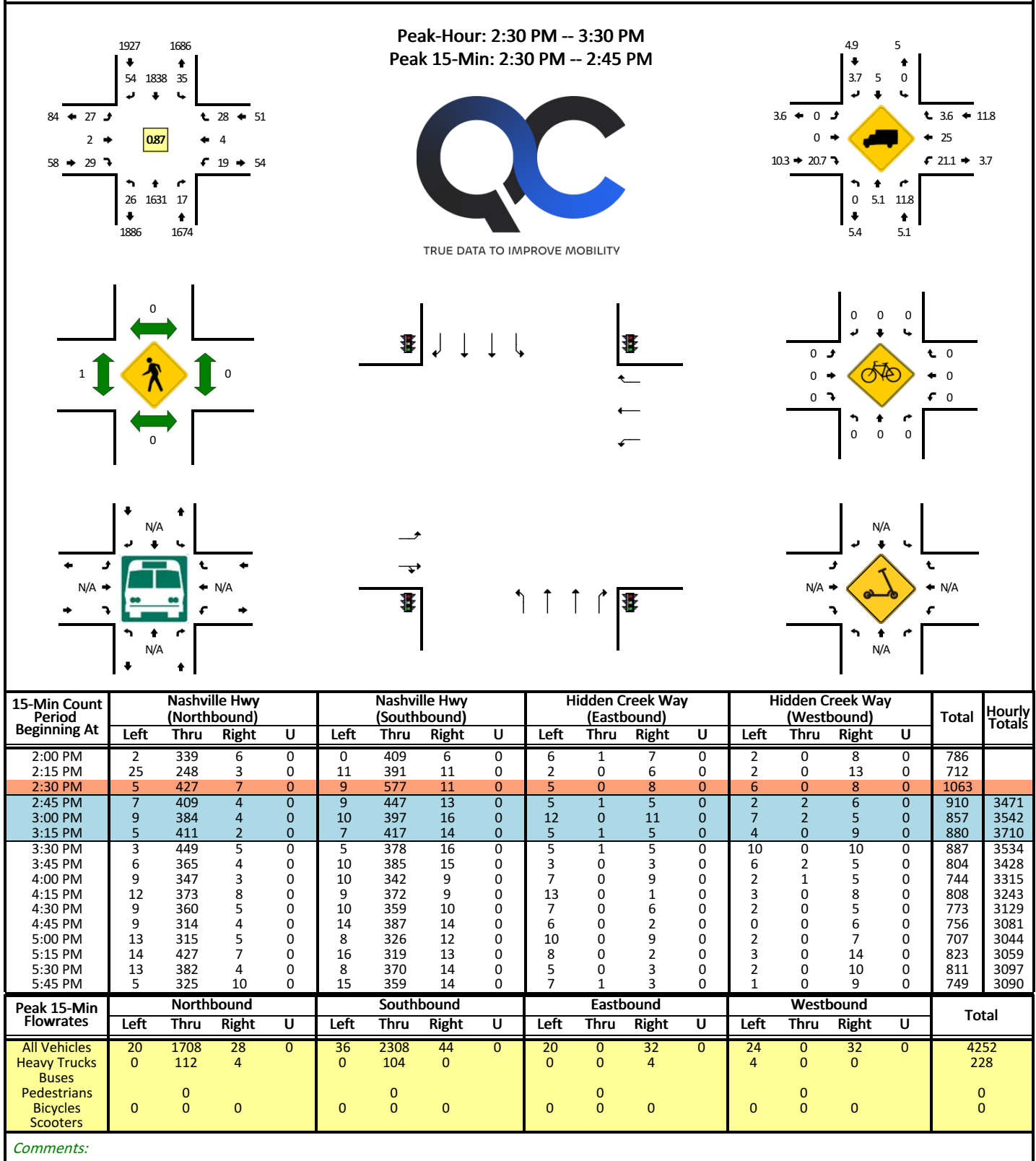


15-Min Count Period Beginning At	Nashville Highway (Northbound)				Nashville Highway (Southbound)				Honey Farm Way (Eastbound)				Honey Farm Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	346	2	0	13	404	0	0	0	0	0	0	4	0	20	0	789	
2:15 PM	0	320	6	0	10	422	0	1	0	0	0	0	9	0	12	0	780	
2:30 PM	0	375	4	0	10	552	0	0	0	0	0	0	4	0	14	0	959	
2:45 PM	0	396	10	0	25	449	0	0	0	0	0	0	0	0	20	0	900	3428
3:00 PM	0	383	5	0	20	395	0	0	0	0	0	0	6	0	11	0	820	3459
3:15 PM	0	433	9	0	18	409	0	0	0	0	0	0	4	0	14	0	887	3566
3:30 PM	0	432	9	0	21	370	0	1	0	0	0	0	3	0	23	0	859	3466
3:45 PM	0	374	10	0	23	360	0	0	0	0	0	0	4	0	6	0	777	3343
4:00 PM	0	353	5	0	24	366	0	0	0	0	0	0	8	0	13	0	769	3292
4:15 PM	0	399	10	0	16	363	0	0	0	0	0	0	5	0	11	0	804	3209
4:30 PM	0	388	11	0	23	368	0	0	0	0	0	0	6	0	13	0	809	3159
4:45 PM	0	290	4	0	18	393	0	0	0	0	0	0	5	0	20	0	730	3112
5:00 PM	0	338	7	0	18	382	0	0	0	0	0	0	4	0	16	0	765	3108
5:15 PM	0	424	6	0	25	346	0	0	0	0	0	0	5	0	14	0	820	3124
5:30 PM	0	382	9	0	18	350	0	0	0	0	0	0	3	0	16	0	778	3093
5:45 PM	0	323	7	0	18	345	0	0	0	0	0	0	5	0	9	0	707	3070
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1500	16	0	40	2208	0	0	0	0	0	0	16	0	56	0	3836	
Heavy Trucks	0	112	0	0	0	100	0	0	0	0	0	0	0	0	0	0	212	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																		

Comments:

LOCATION: Nashville Hwy -- Hidden Creek Way
CITY/STATE: Columbia, TN

QC JOB #: 16795304
DATE: Tue, Oct 22 2024



TDOT TRAFFIC DATA

APPENDIX B
TRAFFIC ANALYSES

EXISTING TRAFFIC CONDITIONS (2024)

AM PEAK

HCM 6th TWSC
1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report
RG Phillips Consulting, LLC

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	111	1439	28	30	1428
Future Vol, veh/h	36	111	1439	28	30	1428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	119	1547	30	32	1535

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2379	774	0	0	1577
Stage 1	1547	-	-	-	-
Stage 2	832	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	~ 29	341	-	-	414
Stage 1	161	-	-	-	-
Stage 2	388	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 27	341	-	-	414
Mov Cap-2 Maneuver	112	-	-	-	-
Stage 1	161	-	-	-	-
Stage 2	358	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	112	341	414
HCM Lane V/C Ratio	-	-	0.346	0.35	0.078
HCM Control Delay (s)	-	-	53.2	21.1	14.4
HCM Lane LOS	-	-	F	C	B
HCM 95th %tile Q(veh)	-	-	1.4	1.5	0.3

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (vph)	54	4	25	25	1	47	24	1503	12	24	1367	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.869				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.482						0.128			0.092		
Satd. Flow (perm)	898	1619	0	1863	1863	1583	238	3539	1583	171	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
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
Adj. Flow (vph)	57	4	27	27	1	50	26	1599	13	26	1454	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	31	0	27	1	50	26	1599	13	26	1454	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2024 Existing Traffic Conditions
AM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.0	7.6		9.4	7.4	10.1	97.3	93.5	104.9	98.7	96.3	114.6
Actuated g/C Ratio	0.12	0.06		0.07	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.30	0.26		0.21	0.01	0.25	0.10	0.63	0.01	0.12	0.55	0.02
Control Delay	52.4	28.7		56.3	57.0	5.5	5.9	14.6	0.0	6.2	12.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	28.7		56.3	57.0	5.5	5.9	14.6	0.0	6.2	12.4	0.0
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		44.0			23.7			14.4			12.1	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 14.3

Intersection LOS: B

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	80 s	15 s	20 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	80 s	15 s	20 s

HCM 6th Signalized Intersection Summary

Synchro 11 Report

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

RG Phillips Consulting, LLC

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	4	25	25	1	47	24	1503	12	24	1367	26
Future Volume (veh/h)	54	4	25	25	1	47	24	1503	12	24	1367	26
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	57	4	27	27	1	50	26	1599	13	26	1454	28
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	14	93	181	99	136	267	2358	1105	236	2358	1126
Arrive On Green	0.05	0.07	0.07	0.03	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	209	1408	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	57	0	31	27	1	50	26	1599	13	26	1454	28
Grp Sat Flow(s),veh/h/ln	1781	0	1617	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.9	0.0	2.4	1.8	0.1	3.9	0.6	35.8	0.3	0.6	30.3	0.7
Cycle Q Clear(g_c), s	3.9	0.0	2.4	1.8	0.1	3.9	0.6	35.8	0.3	0.6	30.3	0.7
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	107	181	99	136	267	2358	1105	236	2358	1126
V/C Ratio(X)	0.27	0.00	0.29	0.15	0.01	0.37	0.10	0.68	0.01	0.11	0.62	0.02
Avail Cap(c_a), veh/h	243	0	168	238	194	217	318	2358	1105	287	2358	1126
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	54.4	0.0	57.8	55.1	58.3	56.1	9.9	13.4	6.0	11.4	12.4	5.5
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.4	0.0	1.7	0.2	1.6	0.0	0.2	1.2	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	1.8	0.0	1.0	0.8	0.0	1.6	0.2	12.4	0.1	0.2	10.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	59.3	55.5	58.4	57.8	10.0	15.0	6.0	11.7	13.7	5.6
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h	88			78			1638			1508		
Approach Delay, s/veh	56.6			57.0			14.8			13.5		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	92.8	10.9	15.1	11.3	92.8	12.6	13.4				
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5				
Max Q Clear Time (g_c+I1), s	2.6	32.3	3.8	4.4	2.6	37.8	5.9	5.9				
Green Ext Time (p_c), s	0.0	8.9	0.0	0.0	0.0	10.1	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

2024 Existing Traffic Conditions
AM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

EXISTING TRAFFIC CONDITIONS (2024)

PM PEAK

HCM 6th TWSC
1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report
RG Phillips Consulting, LLC

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	59	1587	28	73	1805
Future Vol, veh/h	14	59	1587	28	73	1805
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	63	1706	30	78	1941

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2833	853	0	0	1736
Stage 1	1706	-	-	-	-
Stage 2	1127	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	~ 14	302	-	-	359
Stage 1	132	-	-	-	-
Stage 2	271	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 11	302	-	-	359
Mov Cap-2 Maneuver	79	-	-	-	-
Stage 1	132	-	-	-	-
Stage 2	212	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	79	302	359
HCM Lane V/C Ratio	-	-	0.191	0.21	0.219
HCM Control Delay (s)	-	-	61	20.1	17.8
HCM Lane LOS	-	-	F	C	C
HCM 95th %tile Q(veh)	-	-	0.7	0.8	0.8

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (vph)	27	2	29	19	4	28	26	1631	17	35	1838	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.859				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1600	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.042			0.056		
Satd. Flow (perm)	909	1600	0	1863	1863	1583	78	3539	1583	104	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
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
Adj. Flow (vph)	31	2	33	22	5	32	30	1875	20	40	2113	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	35	0	22	5	32	30	1875	20	40	2113	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2024 Existing Traffic Conditions
PM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.7	7.3		9.3	7.3	10.1	107.5	103.7	115.1	109.1	106.6	124.7
Actuated g/C Ratio	0.10	0.05		0.07	0.05	0.07	0.77	0.74	0.82	0.78	0.76	0.89
v/c Ratio	0.18	0.31		0.19	0.05	0.17	0.21	0.72	0.02	0.24	0.78	0.04
Control Delay	54.5	28.2		61.1	64.0	2.0	8.4	16.3	0.0	8.3	18.1	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	28.2		61.1	64.0	2.0	8.4	16.3	0.0	8.3	18.1	0.5
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		40.6			29.3			16.0			17.4	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	95 s	15 s	15 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	95 s	15 s	15 s

HCM 6th Signalized Intersection Summary

Synchro 11 Report

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

RG Phillips Consulting, LLC

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	2	29	19	4	28	26	1631	17	35	1838	54
Future Volume (veh/h)	27	2	29	19	4	28	26	1631	17	35	1838	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	2	33	22	5	32	30	1875	20	40	2113	62
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	5	83	149	91	140	157	2443	1135	202	2461	1153
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.03	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	91	1508	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	31	0	35	22	5	32	30	1875	20	40	2113	62
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.0	1.6	0.4	2.6	0.7	48.9	0.5	0.9	63.1	1.6
Cycle Q Clear(g_c), s	2.3	0.0	3.0	1.6	0.4	2.6	0.7	48.9	0.5	0.9	63.1	1.6
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	0	88	149	91	140	157	2443	1135	202	2461	1153
V/C Ratio(X)	0.18	0.00	0.40	0.15	0.05	0.23	0.19	0.77	0.02	0.20	0.86	0.05
Avail Cap(c_a), veh/h	223	0	97	206	114	159	197	2443	1135	234	2461	1153
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	59.8	0.0	63.9	60.3	63.5	59.4	22.2	14.5	5.7	15.6	16.3	5.4
Incr Delay (d2), s/veh	0.5	0.0	2.9	0.5	0.2	0.8	0.6	2.4	0.0	0.5	4.2	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	1.1	0.0	1.3	0.8	0.2	1.1	0.5	17.0	0.2	0.5	22.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	0.0	66.8	60.8	63.8	60.2	22.8	16.8	5.7	16.1	20.5	5.5
LnGrp LOS	E	A	E	E	E	E	C	B	A	B	C	A
Approach Vol, veh/h	66			59			1925			2215		
Approach Delay, s/veh	63.7			60.7			16.8			20.0		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.8	103.5	10.5	14.2	12.5	102.8	11.4	13.3				
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5				
Max Q Clear Time (g_c+I1), s	2.7	65.1	3.6	5.0	2.9	50.9	4.3	4.6				
Green Ext Time (p_c), s	0.0	13.5	0.0	0.0	0.0	13.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

2024 Existing Traffic Conditions
PM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

BACKGROUND TRAFFIC CONDITIONS (2026)

AM PEAK

HCM 6th TWSC
1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report
RG Phillips Consulting, LLC

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	117	1519	29	32	1520
Future Vol, veh/h	38	117	1519	29	32	1520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	126	1633	31	34	1634

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2518	817	0	0	1664
Stage 1	1633	-	-	-	-
Stage 2	885	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	~ 23	320	-	-	383
Stage 1	145	-	-	-	-
Stage 2	364	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 21	320	-	-	383
Mov Cap-2 Maneuver	100	-	-	-	-
Stage 1	145	-	-	-	-
Stage 2	332	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	33.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	100	320	383
HCM Lane V/C Ratio	-	-	0.409	0.393	0.09
HCM Control Delay (s)	-	-	63.9	23.4	15.3
HCM Lane LOS	-	-	F	C	C
HCM 95th %tile Q(veh)	-	-	1.7	1.8	0.3

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (vph)	57	4	26	26	1	49	25	1586	13	25	1456	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.869				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1619	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.482						0.108			0.077		
Satd. Flow (perm)	898	1619	0	1863	1863	1583	201	3539	1583	143	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
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
Adj. Flow (vph)	61	4	28	28	1	52	27	1687	14	27	1549	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	32	0	28	1	52	27	1687	14	27	1549	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2026 Background Traffic Conditions
AM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.1	7.6		9.5	7.4	10.1	97.2	93.4	104.9	98.6	96.2	114.6
Actuated g/C Ratio	0.12	0.06		0.07	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.31	0.26		0.22	0.01	0.26	0.12	0.66	0.01	0.14	0.59	0.02
Control Delay	52.9	28.5		56.5	57.0	6.1	6.1	15.6	0.0	6.6	13.2	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	28.5		56.5	57.0	6.1	6.1	15.6	0.0	6.6	13.2	0.0
LOS	D	C		E	E	A	A	B	A	A	B	A
Approach Delay		44.5			24.1			15.3			12.8	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 15.1

Intersection LOS: B

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	80 s	15 s	20 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	80 s	15 s	20 s

HCM 6th Signalized Intersection Summary

Synchro 11 Report

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

RG Phillips Consulting, LLC

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	26	26	1	49	25	1586	13	25	1456	27
Future Volume (veh/h)	57	4	26	26	1	49	25	1586	13	25	1456	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	4	28	28	1	52	27	1687	14	27	1549	29
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	13	94	182	99	137	245	2352	1103	218	2352	1125
Arrive On Green	0.05	0.07	0.07	0.03	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	202	1414	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	61	0	32	28	1	52	27	1687	14	27	1549	29
Grp Sat Flow(s),veh/h/ln	1781	0	1616	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	2.5	1.9	0.1	4.0	0.6	39.7	0.4	0.6	34.0	0.7
Cycle Q Clear(g_c), s	4.1	0.0	2.5	1.9	0.1	4.0	0.6	39.7	0.4	0.6	34.0	0.7
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	108	182	99	137	245	2352	1103	218	2352	1125
V/C Ratio(X)	0.29	0.00	0.30	0.15	0.01	0.38	0.11	0.72	0.01	0.12	0.66	0.03
Avail Cap(c_a), veh/h	243	0	168	238	194	218	295	2352	1103	268	2352	1125
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	54.4	0.0	57.8	55.0	58.3	56.1	11.0	14.2	6.1	12.8	13.2	5.6
Incr Delay (d2), s/veh	0.7	0.0	1.5	0.4	0.0	1.7	0.2	1.9	0.0	0.3	1.5	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	1.1	0.9	0.0	1.7	0.2	13.8	0.1	0.2	11.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	0.0	59.3	55.4	58.4	57.8	11.2	16.1	6.1	13.1	14.6	5.6
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h	93				81				1728			
Approach Delay, s/veh	56.6				57.0				15.9			
Approach LOS	E				E				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	92.5	11.0	15.2	11.4	92.5	12.7	13.4				
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5				
Max Q Clear Time (g_c+I1), s	2.6	36.0	3.9	4.5	2.6	41.7	6.1	6.0				
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.0	10.7	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

BACKGROUND TRAFFIC CONDITIONS (2026)

PM PEAK

HCM 6th TWSC
1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report
RG Phillips Consulting, LLC

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	62	1688	29	77	1909
Future Vol, veh/h	15	62	1688	29	77	1909
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	250	300	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	67	1815	31	83	2053

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	3008	908	0	0	1846
Stage 1	1815	-	-	-	-
Stage 2	1193	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	~ 10	278	-	-	325
Stage 1	115	-	-	-	-
Stage 2	250	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 7	278	-	-	325
Mov Cap-2 Maneuver	68	-	-	-	-
Stage 1	115	-	-	-	-
Stage 2	186	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.1	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	68	278	325
HCM Lane V/C Ratio	-	-	0.237	0.24	0.255
HCM Control Delay (s)	-	-	73.7	22	19.8
HCM Lane LOS	-	-	F	C	C
HCM 95th %tile Q(veh)	-	-	0.8	0.9	1

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (vph)	28	2	30	20	4	29	27	1735	18	37	1944	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.044			0.043		
Satd. Flow (perm)	909	1598	0	1863	1863	1583	82	3539	1583	80	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3600			2010	
Travel Time (s)		38.4			39.1			44.6			24.9	
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
Adj. Flow (vph)	32	2	34	23	5	33	31	1994	21	43	2234	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	36	0	23	5	33	31	1994	21	43	2234	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2026 Background Traffic Conditions
PM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	17.4	7.3		9.3	7.3	10.2	104.7	100.9	112.3	106.5	103.9	124.7
Actuated g/C Ratio	0.12	0.05		0.07	0.05	0.07	0.75	0.72	0.80	0.76	0.74	0.89
v/c Ratio	0.15	0.31		0.19	0.05	0.18	0.21	0.78	0.02	0.29	0.85	0.05
Control Delay	52.7	28.1		61.3	64.0	2.0	8.7	19.9	0.0	13.7	21.9	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	28.1		61.3	64.0	2.0	8.7	19.9	0.0	13.7	21.9	0.6
LOS	D	C		E	E	A	A	B	A	B	C	A
Approach Delay		39.7			29.5			19.5			21.1	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 20.8

Intersection LOS: C

Intersection Capacity Utilization 76.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	95 s	15 s	15 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	95 s	15 s	15 s

HCM 6th Signalized Intersection Summary

Synchro 11 Report

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

RG Phillips Consulting, LLC

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
Future Volume (veh/h)	28	2	30	20	4	29	27	1735	18	37	1944	57
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	32	2	34	23	5	33	31	1994	21	43	2234	66
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	5	83	150	91	142	141	2437	1134	184	2456	1152
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.04	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	89	1510	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	0	36	23	5	33	31	1994	21	43	2234	66
Grp Sat Flow(s),veh/h/ln	1781	0	1599	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.0	1.7	0.4	2.7	0.7	56.3	0.5	0.9	73.2	1.7
Cycle Q Clear(g_c), s	2.3	0.0	3.0	1.7	0.4	2.7	0.7	56.3	0.5	0.9	73.2	1.7
Prop In Lane	1.00		0.94	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	0	88	150	91	142	141	2437	1134	184	2456	1152
V/C Ratio(X)	0.18	0.00	0.41	0.15	0.05	0.23	0.22	0.82	0.02	0.23	0.91	0.06
Avail Cap(c_a), veh/h	223	0	97	205	114	161	180	2437	1134	213	2456	1152
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	59.8	0.0	64.0	60.2	63.5	59.3	28.8	15.8	5.8	19.6	18.0	5.5
Incr Delay (d2), s/veh	0.5	0.0	3.0	0.5	0.2	0.8	0.8	3.2	0.0	0.6	6.4	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	1.1	0.0	1.3	0.8	0.2	1.1	0.6	19.8	0.2	0.7	26.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	0.0	67.0	60.7	63.7	60.1	29.5	19.0	5.8	20.2	24.3	5.5
LnGrp LOS	E	A	E	E	E	E	C	B	A	C	C	A
Approach Vol, veh/h	68			61			2046			2343		
Approach Delay, s/veh	63.8			60.6			19.0			23.7		
Approach LOS	E			E			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	103.3	10.6	14.2	12.7	102.5	11.5	13.3				
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5				
Max Q Clear Time (g_c+I1), s	2.7	75.2	3.7	5.0	2.9	58.3	4.3	4.7				
Green Ext Time (p_c), s	0.0	9.8	0.0	0.0	0.0	13.9	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

PROJECTED TRAFFIC CONDITIONS (2026)

AM PEAK

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations	 		 			 	
Traffic Volume (vph)	158	266	1498	139	172	1484	
Future Volume (vph)	158	266	1498	139	172	1484	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150	0		250	300		
Storage Lanes	2	1		1	1		
Taper Length (ft)	50				50		
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95	
Frnt		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539	
Flt Permitted	0.950				0.052		
Satd. Flow (perm)	3433	1583	3539	1583	97	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		11		149			
Link Speed (mph)	30		55			55	
Link Distance (ft)	450		2000			600	
Travel Time (s)	10.2		24.8			7.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	170	286	1611	149	185	1596	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	170	286	1611	149	185	1596	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		20			20	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	1	1	1	1	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	50	20	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	50	20	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	7	1	2	7	1	6	4
Permitted Phases		4		2	6		
Detector Phase	7	1	2	7	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0	11.0
Total Split (s)	35.0	25.0	70.0	35.0	25.0	95.0	35.0
Total Split (%)	26.9%	19.2%	53.8%	26.9%	19.2%	73.1%	27%
Maximum Green (s)	29.0	18.0	63.0	29.0	18.0	88.0	29.0
Yellow Time (s)	3.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Total Lost Time (s)	6.0	7.0	7.0	6.0	7.0	7.0	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	11.8	28.5	69.7	88.5	105.2	105.2	
Actuated g/C Ratio	0.09	0.22	0.54	0.68	0.81	0.81	
v/c Ratio	0.55	0.81	0.85	0.13	0.42	0.56	
Control Delay	62.9	63.3	32.4	1.5	14.2	10.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	62.9	63.3	32.4	1.5	14.2	10.0	
LOS	E	E	C	A	B	A	
Approach Delay	63.2		29.8			10.4	
Approach LOS	E		C			B	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 85 (65%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 25.0

Intersection LOS: C

Intersection Capacity Utilization 72.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

 Ø1	 Ø2 (R)	 Ø4
25 s	70 s	35 s
 Ø6 (R)		 Ø7
95 s		35 s

Queues

1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report

RG Phillips Consulting, LLC

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	170	286	1611	149	185	1596
v/c Ratio	0.55	0.81	0.85	0.13	0.42	0.56
Control Delay	62.9	63.3	32.4	1.5	14.2	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	63.3	32.4	1.5	14.2	10.0
Queue Length 50th (ft)	71	217	612	0	37	581
Queue Length 95th (ft)	107	320	#833	23	102	720
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	765	355	1897	1315	445	2864
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	0.22	0.81	0.85	0.11	0.42	0.56

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report
RG Phillips Consulting, LLC

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	158	266	1498	139	172	1484
Future Volume (veh/h)	158	266	1498	139	172	1484
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	286	1611	149	185	1596
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	652	388	2136	1252	230	2528
Arrive On Green	0.19	0.19	0.60	0.60	0.06	0.71
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	170	286	1611	149	185	1596
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	5.5	21.6	43.0	2.8	4.9	30.6
Cycle Q Clear(g_c), s	5.5	21.6	43.0	2.8	4.9	30.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	652	388	2136	1252	230	2528
V/C Ratio(X)	0.26	0.74	0.75	0.12	0.81	0.63
Avail Cap(c_a), veh/h	771	443	2136	1252	376	2528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	45.2	18.9	3.2	25.5	9.8
Incr Delay (d2), s/veh	0.2	5.5	2.5	0.2	6.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	18.7	16.1	6.6	3.8	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.2	50.7	21.4	3.4	32.0	11.0
LnGrp LOS	D	D	C	A	C	B
Approach Vol, veh/h	456		1760			1781
Approach Delay, s/veh	48.7		19.9			13.2
Approach LOS	D		B			B
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.3	85.1		30.5		99.5
Change Period (Y+Rc), s	7.0	7.0		6.0		7.0
Max Green Setting (Gmax), s	18.0	63.0		29.0		88.0
Max Q Clear Time (g_c+I1), s	6.9	45.0		23.6		32.6
Green Ext Time (p_c), s	0.4	8.6		0.9		10.6
Intersection Summary						
HCM 6th Ctrl Delay			20.2			
HCM 6th LOS			C			

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	124	137	5	261	5	127	5	5	5	5	32
Future Vol, veh/h	46	124	137	5	261	5	127	5	5	5	5	32
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	50	-	50	50	-	-	-	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	50	135	149	5	284	5	138	5	5	5	5	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	284	0	0	552	534	135	612	681	287
Stage 1	-	-	-	-	-	-	235	235	-	297	297	-
Stage 2	-	-	-	-	-	-	317	299	-	315	384	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	1278	-	-	444	452	914	405	373	752
Stage 1	-	-	-	-	-	-	768	710	-	712	668	-
Stage 2	-	-	-	-	-	-	694	666	-	696	611	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1273	-	-	1278	-	-	406	433	914	386	357	752
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	491	-	481	445	-
Stage 1	-	-	-	-	-	-	738	682	-	684	665	-
Stage 2	-	-	-	-	-	-	654	663	-	659	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	15.4	10.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	493	1273	-	-	1278	-	-	481	688
HCM Lane V/C Ratio	0.302	0.039	-	-	0.004	-	-	0.011	0.058
HCM Control Delay (s)	15.4	7.9	-	-	7.8	-	-	12.6	10.6
HCM Lane LOS	C	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0	-	-	0	0.2

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations		↗	↗↗	↗		↗↗
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Traffic Vol, veh/h	0	11	1749	15	0	1656
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Future Vol, veh/h	0	11	1749	15	0	1656
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	0	-	100	-	-
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Veh in Median Storage, #	0	-	0	-	-	0
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Grade, %	0	-	0	-	-	0
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	0	12	1901	16	0	1800
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Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	-	951	0
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	6.94	-
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	3.32	-
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Pot Cap-1 Maneuver	0	260	-
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Stage 1	0	-	-
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Stage 2	0	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	260	-
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	WB	NB	SB
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HCM Control Delay, s	19.5	0	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
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Capacity (veh/h)	-	-	260
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HCM Lane V/C Ratio	-	-	0.046
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HCM Control Delay (s)	-	-	19.5
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HCM Lane LOS	-	-	C
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HCM 95th %tile Q(veh)	-	-	0.1
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (vph)	57	4	28	29	1	49	27	1703	16	25	1552	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.868				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.556						0.089			0.057		
Satd. Flow (perm)	1036	1617	0	1863	1863	1583	166	3539	1583	106	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				84			88			88
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3000			2010	
Travel Time (s)		38.4			39.1			37.2			24.9	
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
Adj. Flow (vph)	61	4	30	31	1	52	29	1812	17	27	1651	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	34	0	31	1	52	29	1812	17	27	1651	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (s)	15.0	20.0		15.0	20.0	15.0	15.0	80.0	15.0	15.0	80.0	15.0
Total Split (%)	11.5%	15.4%		11.5%	15.4%	11.5%	11.5%	61.5%	11.5%	11.5%	61.5%	11.5%
Maximum Green (s)	8.5	13.5		8.5	13.5	8.0	8.0	73.5	8.5	8.0	73.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2026 Projected Traffic Conditions
AM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.2	7.4		9.8	7.4	10.1	97.1	93.3	105.1	98.5	96.1	114.6
Actuated g/C Ratio	0.12	0.06		0.08	0.06	0.08	0.75	0.72	0.81	0.76	0.74	0.88
v/c Ratio	0.31	0.28		0.23	0.01	0.26	0.14	0.71	0.01	0.16	0.63	0.02
Control Delay	52.6	28.1		56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	28.1		56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
LOS	D	C		E	E	A	A	A	A	A	B	A
Approach Delay		43.9			25.4			3.2			13.8	
Approach LOS		D			C			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 9.6

Intersection LOS: A

Intersection Capacity Utilization 75.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	80 s	15 s	20 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	80 s	15 s	20 s

Queues

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	34	31	1	52	29	1812	17	27	1651	29
v/c Ratio	0.31	0.28	0.23	0.01	0.26	0.14	0.71	0.01	0.16	0.63	0.02
Control Delay	52.6	28.1	56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	28.1	56.7	57.0	6.1	1.2	3.3	0.0	7.2	14.1	0.0
Queue Length 50th (ft)	45	3	26	1	0	1	127	0	5	477	0
Queue Length 95th (ft)	86	38	51	7	14	m1	119	m0	15	603	0
Internal Link Dist (ft)		1609		1642			2920			1930	
Turn Bay Length (ft)	150		125		250	400		350	400		375
Base Capacity (vph)	201	194	141	193	211	223	2540	1299	183	2616	1391
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.18	0.22	0.01	0.25	0.13	0.71	0.01	0.15	0.63	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary

Synchro 11 Report

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

RG Phillips Consulting, LLC

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	27
Future Volume (veh/h)	57	4	28	29	1	49	27	1703	16	25	1552	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	4	30	31	1	52	29	1812	17	27	1651	29
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	212	12	92	181	99	137	225	2351	1106	194	2346	1122
Arrive On Green	0.05	0.06	0.06	0.04	0.05	0.05	0.03	0.66	0.66	0.03	0.66	0.66
Sat Flow, veh/h	1781	190	1424	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	61	0	34	31	1	52	29	1812	17	27	1651	29
Grp Sat Flow(s),veh/h/ln	1781	0	1614	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	0.0	2.6	2.1	0.1	4.0	0.7	45.8	0.4	0.6	38.3	0.7
Cycle Q Clear(g_c), s	4.1	0.0	2.6	2.1	0.1	4.0	0.7	45.8	0.4	0.6	38.3	0.7
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	104	181	99	137	225	2351	1106	194	2346	1122
V/C Ratio(X)	0.29	0.00	0.33	0.17	0.01	0.38	0.13	0.77	0.02	0.14	0.70	0.03
Avail Cap(c_a), veh/h	243	0	168	233	194	218	272	2351	1106	244	2346	1122
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	54.4	0.0	58.1	54.9	58.3	56.1	12.4	15.2	6.0	15.1	14.0	5.6
Incr Delay (d2), s/veh	0.7	0.0	1.8	0.4	0.0	1.7	0.3	2.5	0.0	0.3	1.8	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	1.1	1.0	0.0	1.7	0.2	16.0	0.1	0.3	13.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.1	0.0	59.9	55.3	58.4	57.8	12.7	17.7	6.0	15.5	15.8	5.7
LnGrp LOS	E	A	E	E	E	E	B	B	A	B	B	A
Approach Vol, veh/h	95			84			1858			1707		
Approach Delay, s/veh	56.8			56.9			17.5			15.6		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	92.3	11.2	14.9	11.4	92.5	12.7	13.4				
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.0	73.5	8.5	13.5	8.0	73.5	8.5	13.5				
Max Q Clear Time (g_c+I1), s	2.7	40.3	4.1	4.6	2.6	47.8	6.1	6.0				
Green Ext Time (p_c), s	0.0	10.6	0.0	0.0	0.0	11.2	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

PROJECTED TRAFFIC CONDITIONS (2026)

PM PEAK

Lanes, Volumes, Timings
1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report
RG Phillips Consulting, LLC

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Lane Configurations							
Traffic Volume (vph)	207	238	1670	186	315	1850	
Future Volume (vph)	207	238	1670	186	315	1850	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	150	0		250	300		
Storage Lanes	2	1		1	1		
Taper Length (ft)	50				50		
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95	
Frft		0.850		0.850			
Flt Protected	0.950				0.950		
Satd. Flow (prot)	3433	1583	3539	1583	1770	3539	
Flt Permitted	0.950				0.048		
Satd. Flow (perm)	3433	1583	3539	1583	89	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		10		106			
Link Speed (mph)	30		55			55	
Link Distance (ft)	450		2000			600	
Travel Time (s)	10.2		24.8			7.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	223	256	1796	200	339	1989	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	223	256	1796	200	339	1989	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	24		20			20	
Link Offset(ft)	0		0			0	
Crosswalk Width(ft)	16		16			16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		9	15		
Number of Detectors	1	1	1	1	1	1	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (ft)	50	20	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	50	20	50	50	50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	7	1	2	7	1	6	4
Permitted Phases		4		2	6		
Detector Phase	7	1	2	7	1	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0	11.0
Total Split (s)	30.0	30.0	80.0	30.0	30.0	110.0	30.0
Total Split (%)	21.4%	21.4%	57.1%	21.4%	21.4%	78.6%	21%
Maximum Green (s)	24.0	23.0	73.0	24.0	23.0	103.0	24.0
Yellow Time (s)	3.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	2.5	2.5	2.0	2.5	2.5	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	

2026 Projected Traffic Conditions
PM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

RG Phillips Consulting, LLC

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4
Total Lost Time (s)	6.0	7.0	7.0	6.0	7.0	7.0	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	14.6	29.0	76.4	98.0	112.4	112.4	
Actuated g/C Ratio	0.10	0.21	0.55	0.70	0.80	0.80	
v/c Ratio	0.62	0.76	0.93	0.18	0.81	0.70	
Control Delay	67.6	65.5	39.8	3.7	43.1	15.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	67.6	65.5	39.8	3.7	43.1	15.0	
LOS	E	E	D	A	D	B	
Approach Delay	66.5		36.2			19.1	
Approach LOS	E		D			B	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 135 (96%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 30.9

Intersection LOS: C

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

 Ø1	 Ø2 (R)	 Ø4
30 s	80 s	30 s
 Ø6 (R)		 Ø7
110 s		30 s

Queues

1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report

RG Phillips Consulting, LLC

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	223	256	1796	200	339	1989
v/c Ratio	0.62	0.76	0.93	0.18	0.81	0.70
Control Delay	67.6	65.5	39.8	3.7	43.1	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	65.5	39.8	3.7	43.1	15.0
Queue Length 50th (ft)	102	209	795	27	207	1001
Queue Length 95th (ft)	141	#350	#1006	49	m259	1075
Internal Link Dist (ft)	370		1920			520
Turn Bay Length (ft)	150			250	300	
Base Capacity (vph)	588	336	1930	1238	420	2841
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	0.38	0.76	0.93	0.16	0.81	0.70

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary

1: Nashville Highway (US Hwy 31 / SR 6) & Honey Farm Way

Synchro 11 Report
RG Phillips Consulting, LLC

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	207	238	1670	186	315	1850
Future Volume (veh/h)	207	238	1670	186	315	1850
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	256	1796	200	339	1989
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	523	500	1925	1099	360	2686
Arrive On Green	0.15	0.15	0.54	0.54	0.16	0.76
Sat Flow, veh/h	3456	1585	3647	1585	1781	3647
Grp Volume(v), veh/h	223	256	1796	200	339	1989
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	1781	1777
Q Serve(g_s), s	8.2	18.5	65.5	6.2	21.0	43.4
Cycle Q Clear(g_c), s	8.2	18.5	65.5	6.2	21.0	43.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	523	500	1925	1099	360	2686
V/C Ratio(X)	0.43	0.51	0.93	0.18	0.94	0.74
Avail Cap(c_a), veh/h	592	532	1925	1099	360	2686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	39.1	29.7	7.5	47.6	9.5
Incr Delay (d2), s/veh	0.6	0.8	9.8	0.4	32.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	16.9	27.7	10.3	14.6	13.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.5	39.9	39.5	7.9	80.4	11.4
LnGrp LOS	D	D	D	A	F	B
Approach Vol, veh/h	479		1996			2328
Approach Delay, s/veh	46.7		36.3			21.4
Approach LOS	D		D			C
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	30.0	82.9		27.2		112.8
Change Period (Y+Rc), s	7.0	7.0		6.0		7.0
Max Green Setting (Gmax), s	23.0	73.0		24.0		103.0
Max Q Clear Time (g_c+I1), s	23.0	67.5		20.5		45.4
Green Ext Time (p_c), s	0.0	4.1		0.7		16.7
Intersection Summary						
HCM 6th Ctrl Delay			30.1			
HCM 6th LOS			C			

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	122	219	155	5	176	5	142	5	5	5	5	122
Future Vol, veh/h	122	219	155	5	176	5	142	5	5	5	5	122
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	50	-	50	50	-	-	-	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	133	238	168	5	191	5	154	5	5	5	5	133

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	406	0	0	777	710	238	797	876	194
Stage 1	-	-	-	-	-	-	504	504	-	204	204	-
Stage 2	-	-	-	-	-	-	273	206	-	593	672	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1153	-	-	314	359	801	305	287	847
Stage 1	-	-	-	-	-	-	550	541	-	798	733	-
Stage 2	-	-	-	-	-	-	733	731	-	492	454	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1377	-	-	1153	-	-	241	323	801	277	258	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	389	-	358	338	-
Stage 1	-	-	-	-	-	-	497	489	-	721	730	-
Stage 2	-	-	-	-	-	-	611	728	-	437	410	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.2	25.2	10.6
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	340	1377	-	-	1153	-	-	358	800
HCM Lane V/C Ratio	0.486	0.096	-	-	0.005	-	-	0.015	0.173
HCM Control Delay (s)	25.2	7.9	-	-	8.1	-	-	15.2	10.4
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	2.5	0.3	-	-	0	-	-	0	0.6

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
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Lane Configurations		↗	↗↗	↗		↗↗
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Traffic Vol, veh/h	0	40	1867	40	0	2165
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Future Vol, veh/h	0	40	1867	40	0	2165
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	0	-	100	-	-
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Veh in Median Storage, #	0	-	0	-	-	0
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Grade, %	0	-	0	-	-	0
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	0	43	2029	43	0	2353
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Major/Minor	Minor1	Major1	Major2
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Conflicting Flow All	-	1015	0
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Stage 1	-	-	-
---------	---	---	---

Stage 2	-	-	-
---------	---	---	---

Critical Hdwy	-	6.94	-
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	3.32	-
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Pot Cap-1 Maneuver	0	236	-
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Stage 1	0	-	-
---------	---	---	---

Stage 2	0	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	236	-
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	WB	NB	SB
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HCM Control Delay, s	23.7	0	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
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Capacity (veh/h)	-	-	236
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HCM Lane V/C Ratio	-	-	0.184
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HCM Control Delay (s)	-	-	23.7
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HCM Lane LOS	-	-	C
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HCM 95th %tile Q(veh)	-	-	0.7
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Future Volume (vph)	28	2	34	25	4	29	30	1883	23	37	2112	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	125		250	400		350	400		375
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.488						0.044			0.043		
Satd. Flow (perm)	909	1596	0	1863	1863	1583	82	3539	1583	80	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39				78			82			82
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		1689			1722			3000			2010	
Travel Time (s)		38.4			39.1			37.2			24.9	
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
Adj. Flow (vph)	32	2	39	29	5	33	34	2164	26	43	2428	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	41	0	29	5	33	34	2164	26	43	2428	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	50	50		50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	50	50		50	50	50	50	50	50	50	50	50
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4		3	8	5	1	6	3	5	2	7
Permitted Phases	4			8		8	6		6	2		2
Detector Phase	7	4		3	8	5	1	6	3	5	2	7
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	10.0	7.0	7.0	10.0	7.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	95.0	15.0	15.0	95.0	15.0
Total Split (%)	10.7%	10.7%		10.7%	10.7%	10.7%	10.7%	67.9%	10.7%	10.7%	67.9%	10.7%
Maximum Green (s)	8.5	8.5		8.5	8.5	8.0	8.0	88.5	8.5	8.0	88.5	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	4.5	4.5	5.0	3.5	4.5	5.0	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	2.5	2.5	1.5	3.0	2.5	1.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2026 Projected Traffic Conditions
PM Peak Hour

Proposed Honey Farm Walmart Neighborhood Market
Columbia, TN

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.5	6.5		6.5	6.5	7.0	7.0	6.5	6.5	7.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	17.6	7.3		9.4	7.3	10.2	104.6	100.8	112.3	106.3	103.7	124.7
Actuated g/C Ratio	0.13	0.05		0.07	0.05	0.07	0.75	0.72	0.80	0.76	0.74	0.89
v/c Ratio	0.15	0.34		0.24	0.05	0.18	0.23	0.85	0.02	0.29	0.93	0.05
Control Delay	52.5	27.7		62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	27.7		62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
LOS	D	C		E	E	A	B	B	A	B	C	A
Approach Delay		38.6			32.9			10.8			26.5	
Approach LOS		D			C			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 49 (35%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 19.6

Intersection LOS: B

Intersection Capacity Utilization 80.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
15 s	95 s	15 s	15 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
15 s	95 s	15 s	15 s

Queues

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	41	29	5	33	34	2164	26	43	2428	66
v/c Ratio	0.15	0.34	0.24	0.05	0.18	0.23	0.85	0.02	0.29	0.93	0.05
Control Delay	52.5	27.7	62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	27.7	62.6	64.0	2.0	10.6	10.9	0.0	13.8	27.4	0.6
Queue Length 50th (ft)	26	2	26	4	0	2	164	0	9	~1260	0
Queue Length 95th (ft)	55	39	51	19	0	m2	1130	m0	26	#1331	7
Internal Link Dist (ft)		1609		1642			2920			1930	
Turn Bay Length (ft)	150		125		250	400		350	400		375
Base Capacity (vph)	215	133	130	113	196	158	2547	1291	157	2622	1419
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.31	0.22	0.04	0.17	0.22	0.85	0.02	0.27	0.93	0.05

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.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary

Synchro 11 Report

4: Nashville Highway (US Hwy 31 / SR 6) & Hidden Creek Way/Williams Ridge Drive

RG Phillips Consulting, LLC

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2	34	25	4	29	30	1883	23	37	2112	57
Future Volume (veh/h)	28	2	34	25	4	29	30	1883	23	37	2112	57
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	32	2	39	29	5	33	34	2164	26	43	2428	66
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	4	78	147	92	142	119	2435	1140	159	2449	1149
Arrive On Green	0.04	0.05	0.05	0.03	0.05	0.05	0.04	0.69	0.69	0.04	0.69	0.69
Sat Flow, veh/h	1781	78	1519	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	32	0	41	29	5	33	34	2164	26	43	2428	66
Grp Sat Flow(s),veh/h/ln	1781	0	1597	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.3	0.0	3.5	2.1	0.4	2.7	0.8	68.6	0.7	0.9	93.9	1.7
Cycle Q Clear(g_c), s	2.3	0.0	3.5	2.1	0.4	2.7	0.8	68.6	0.7	0.9	93.9	1.7
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	179	0	81	147	92	142	119	2435	1140	159	2449	1149
V/C Ratio(X)	0.18	0.00	0.50	0.20	0.05	0.23	0.29	0.89	0.02	0.27	0.99	0.06
Avail Cap(c_a), veh/h	224	0	97	195	114	161	156	2435	1140	188	2449	1149
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	59.7	0.0	64.7	59.9	63.4	59.2	38.3	17.7	5.6	27.5	21.3	5.5
Incr Delay (d2), s/veh	0.5	0.0	4.7	0.6	0.2	0.8	1.3	5.3	0.0	0.9	16.3	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	1.1	0.0	1.5	1.0	0.2	1.1	0.8	24.6	0.2	0.9	36.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	0.0	69.4	60.5	63.7	60.0	39.6	23.1	5.7	28.4	37.6	5.6
LnGrp LOS	E	A	E	E	E	E	D	C	A	C	D	A
Approach Vol, veh/h	73			67			2224			2537		
Approach Delay, s/veh	65.4			60.5			23.1			36.6		
Approach LOS	E			E			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.1	103.0	11.2	13.6	12.7	102.4	11.5	13.4				
Change Period (Y+Rc), s	7.0	6.5	6.5	6.5	7.0	6.5	6.5	6.5				
Max Green Setting (Gmax), s	8.0	88.5	8.5	8.5	8.0	88.5	8.5	8.5				
Max Q Clear Time (g_c+I1), s	2.8	95.9	4.1	5.5	2.9	70.6	4.3	4.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

APPENDIX C
TRIP GENERATION

HONEY FARM - TRIP GENERATION SUMMARY

Land Use	Trip Generation				
	Daily	AM		PM	
	Total	Enter	Exit	Enter	Exit
Grocery Store	4292	76	53	202	202
Fast-Food Restaurant with Drive-Through Window	3086	150	144	113	105
Fast Casual Restaurant	534	4	4	46	37
Future Retail	326	12	8	27	27
Multifamily Housing (Low-Rise)	1190	18	58	60	35
Townhomes	1322	22	66	61	43
Mini-Warehouse	142	5	4	7	8
Health Department	622	39	10	20	46
Totals	11514	326	347	536	503

Land Use	Internal Trip Reduction				
	Daily	AM		PM	
	Total	Enter	Exit	Enter	Exit
Grocery Store	858	15	11	40	40
Fast-Food Restaurant with Drive-Through Window	617	30	29	23	21
Fast Casual Restaurant	107	1	1	9	7
Future Retail	65	2	2	5	5
Multifamily Housing (Low-Rise)	238	4	12	12	7
Townhomes	264	4	13	12	9
Mini-Warehouse	28	1	1	1	2
Health Department	124	8	2	4	9
Totals	2301	65	71	106	100

Internal Trip Reduction		
Daily %	AM %	PM %
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%
20%	20%	20%

Land Use	Total External Trips				
	Daily	AM		PM	
	Total	Enter	Exit	Enter	Exit
Grocery Store	3434	61	42	162	162
Fast-Food Restaurant with Drive-Through Window	2469	120	115	90	84
Fast Casual Restaurant	427	3	3	37	30
Future Retail	261	10	6	22	22
Multifamily Housing (Low-Rise)	952	14	46	48	28
Townhomes	1058	18	53	49	34
Mini-Warehouse	114	4	3	6	6
Health Department	498	31	8	16	37
Totals	9213	261	276	430	403

Land Use	Primary - External Trips				
	Daily	AM		PM	
	Total	Enter	Exit	Enter	Exit
Grocery Store	2747	49	34	109	109
Fast-Food Restaurant with Drive-Through Window	1235	61	59	45	42
Fast Casual Restaurant	320	3	3	28	23
Future Retail	196	10	6	15	15
Multifamily Housing (Low-Rise)	952	14	46	48	28
Townhomes	1058	18	53	49	34
Mini-Warehouse	114	4	3	6	6
Health Department	498	31	8	16	37
Total Primary Trips	7120	190	212	316	294

Primary Trip Percentage		
Daily %	AM %	PM %
80%	80%	67%
50%	51%	50%
75%	100%	75%
75%	100%	66%
100%	100%	100%
100%	100%	100%
100%	100%	100%
100%	100%	100%

Land Use	Pass-By - External Trips				
	Daily	AM		PM	
	Total	Enter	Exit	Enter	Exit
Grocery Store	687	12	8	53	53
Fast-Food Restaurant with Drive-Through Window	1234	59	56	45	42
Fast Casual Restaurant	107	0	0	9	7
Future Retail	65	0	0	7	7
Multifamily Housing (Low-Rise)	0	0	0	0	0
Townhomes	0	0	0	0	0
Mini-Warehouse	0	0	0	0	0
Health Department	0	0	0	0	0
Total Passby Trips	2093	71	64	114	109

Pass-by Trip Percentage		
Daily %	AM %	PM %
20%	20%	33%
50%	49%	50%
25%	0%	25%
25%	0%	34%
0%	0%	0%
0%	0%	0%
0%	0%	0%
0%	0%	0%

Land Use: 850 Supermarket

Description

A supermarket is a free-standing retail store that sells a complete assortment of food, beverage, food preparation materials, and household products. A supermarket may also provide additional products and services such as a bakery, dry cleaning, floral arrangements, greeting cards, a limited-service bank, and a pharmacy.

Additional Data

In prior editions of *Trip Generation Manual*, a separate land use code was assigned to a discount supermarket. With the addition of new supermarket data points, an examination of the database reveals very little difference between trip generation rates for the traditional supermarket and a reported discount supermarket. This examination looked at both the small discount supermarkets and the large discount supermarkets. As a result, all types of supermarkets are included in this land use database.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, District of Columbia, Florida, Georgia, Illinois, Kentucky, Maryland, Minnesota, Nevada, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

213, 221, 236, 251, 273, 305, 359, 365, 438, 440, 442, 447, 448, 514, 520, 537, 552, 577, 610, 715, 716, 728, 738, 746, 854, 870, 882, 893, 917, 926, 935, 946, 959, 961, 966, 975, 1004, 1009, 1025, 1058, 1063, 1064

Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

Land Use: 930

Fast Casual Restaurant

Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. A customer typically orders off a menu board, pays for food before the food is prepared, and seats themselves. The menu generally contains higher-quality, made-to-order food items with fewer frozen or processed ingredients than at a fast-food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales can be carry-out orders. A fast casual restaurant typically serves lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less. Fine dining restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), and fast-food restaurant without drive-through window (Land Use 933) are related uses.

Additional Data

The fast casual restaurant study sites included in this land use did not have a drive-through window.

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

The sites were surveyed in the 2010s in Minnesota, South Carolina, Washington, and Wisconsin.

Source Numbers

861, 869, 939, 959, 962, 1048

Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Land Use: 151

Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035

Land Use: 720

Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Proposed Honey Farm Walmart Neighborhood Market Trip Generation AM Peak Hour

VEHICLE TRIPS BEFORE REDUCTION									
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total	
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	AM Peak Hour	Average 2.86	76	53	P	
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	AM Peak Hour	Average 44.61	150	144	294	
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	AM Peak Hour	Average 1.43	4	4	8	
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	AM Peak Hour	Best Fit (LOG) $\ln(T) = 0.66\ln(X) + 1.84$	12	8	20	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	AM Peak Hour	Best Fit (LIN) $T = 0.31(X) + 22.85$	18	58	76	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	AM Peak Hour	Best Fit (LIN) $T = 0.52(X) - 5.70$	22	66	88	
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	AM Peak Hour	Average 0.09	5	4	9	
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	AM Peak Hour	Best Fit (LOG) $\ln(T) = 0.90\ln(X) + 1.34$	39	10	49	
NEW VEHICLE TRIPS									
Land Use					New Vehicle Trips				
					Entry	Exit	Total		
850 - Supermarket					76	53	129		
934 - Fast-Food Restaurant with Drive-Through Window					150	144	294		
930 - Fast Casual Restaurant					4	4	8		
822 - Strip Retail Plaza (<40k)					12	8	20		
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit					18	58	76		
215 - Single-Family Attached Housing					22	66	88		
151 - Mini-Warehouse					5	4	9		
720 - Medical-Dental Office Building - Stand-Alone					39	10	49		
RESULTS									
Site Totals					Entry	Exit	Total		
New Vehicle Trips					326	347	673		

Data Source: Trip Generation Manual, 11th Ed

Proposed Honey Farm Walmart Neighborhood Market
Trip Generation
PM Peak Hour

VEHICLE TRIPS BEFORE REDUCTION									
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method	Entry Split%	Exit Split%	Total	
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	PM Peak Hour	Rate/Equation Best Fit (LOG) $\ln(T) = 0.81\ln(X) + 2.92$	202	202	P	
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	PM Peak Hour	Average 33.03	113	105	218	
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	PM Peak Hour	Best Fit (LIN) $T = 17.96(X) - 15.94$	46	37	83	
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	PM Peak Hour	Best Fit (LOG) $\ln(T) = 0.71\ln(X) + 2.72$	27	27	54	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	PM Peak Hour	Best Fit (LIN) $T = 0.43(X) + 20.55$	60	35	95	
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	PM Peak Hour	Best Fit (LIN) $T = 0.60(X) - 3.93$	61	43	104	
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	PM Peak Hour	Average 0.15	7	8	15	
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	PM Peak Hour	Best Fit (LIN) $T = 4.07(X) - 3.17$	20	46	66	
NEW VEHICLE TRIPS									
Land Use					New Vehicle Trips				
					Entry	Exit	Total		
850 - Supermarket					202	202	404		
934 - Fast-Food Restaurant with Drive-Through Window					113	105	218		
930 - Fast Casual Restaurant					46	37	83		
822 - Strip Retail Plaza (<40k)					27	27	54		
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit					60	35	95		
215 - Single-Family Attached Housing					61	43	104		
151 - Mini-Warehouse					7	8	15		
720 - Medical-Dental Office Building - Stand-Alone					20	46	66		
RESULTS									
Site Totals					Entry	Exit	Total		
New Vehicle Trips					536	503	1039		

Data Source: Trip Generation Manual, 11th Ed

Proposed Honey Farm Walmart Neighborhood Market Trip Generation Weekday

VEHICLE TRIPS BEFORE REDUCTION									
Land Use & Data Source	Location	Independent Variable	Size	Time Period	Method	Entry	Exit	Total	
850 - Supermarket	General Urban/Suburban	1000 Sq. Ft. GFA	45	Weekday	Rate/Equation	Split%	Split%	P	
					Best Fit (LIN)	2146	2146		
934 - Fast-Food Restaurant with Drive-Through Window	General Urban/Suburban	1000 Sq. Ft. GFA	6.6	Weekday	T = 83.39(X) + 539.33	50%	50%	3086	
					Average	1543	1543		
					467.48	50%	50%		
930 - Fast Casual Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	5.5	Weekday	Average	267	267	534	
					97.14	50%	50%		
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	6	Weekday	Average	163	163	326	
					54.45	50%	50%		
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	174	Weekday	Best Fit (LIN)	595	595	1190	
					T = 6.41(X) + 75.31	50%	50%		
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	180	Weekday	Best Fit (LIN)	661	661	1322	
					T = 7.62(X) - 50.48	50%	50%		
151 - Mini-Warehouse	General Urban/Suburban	1000 Sq. Ft. GFA	98.28	Weekday	Average	71	71	142	
					1.45	50%	50%		
720 - Medical-Dental Office Building - Stand-Alone	General Urban/Suburban	1000 Sq. Ft. GFA	17	Weekday	Best Fit (LIN)	311	311	622	
					T = 42.97(X) - 108.01	50%	50%		
NEW VEHICLE TRIPS									
Land Use					New Vehicle Trips				
					Entry	Exit	Total		
850 - Supermarket					2146	2146	4292		
934 - Fast-Food Restaurant with Drive-Through Window					1543	1543	3086		
930 - Fast Casual Restaurant					267	267	534		
822 - Strip Retail Plaza (<40k)					163	163	326		
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit					595	595	1190		
215 - Single-Family Attached Housing					661	661	1322		
151 - Mini-Warehouse					71	71	142		
720 - Medical-Dental Office Building - Stand-Alone					311	311	622		
RESULTS									
Site Totals					Entry	Exit	Total		
New Vehicle Trips					5757	5757	11514		

Data Source: Trip Generation Manual, 11th Ed

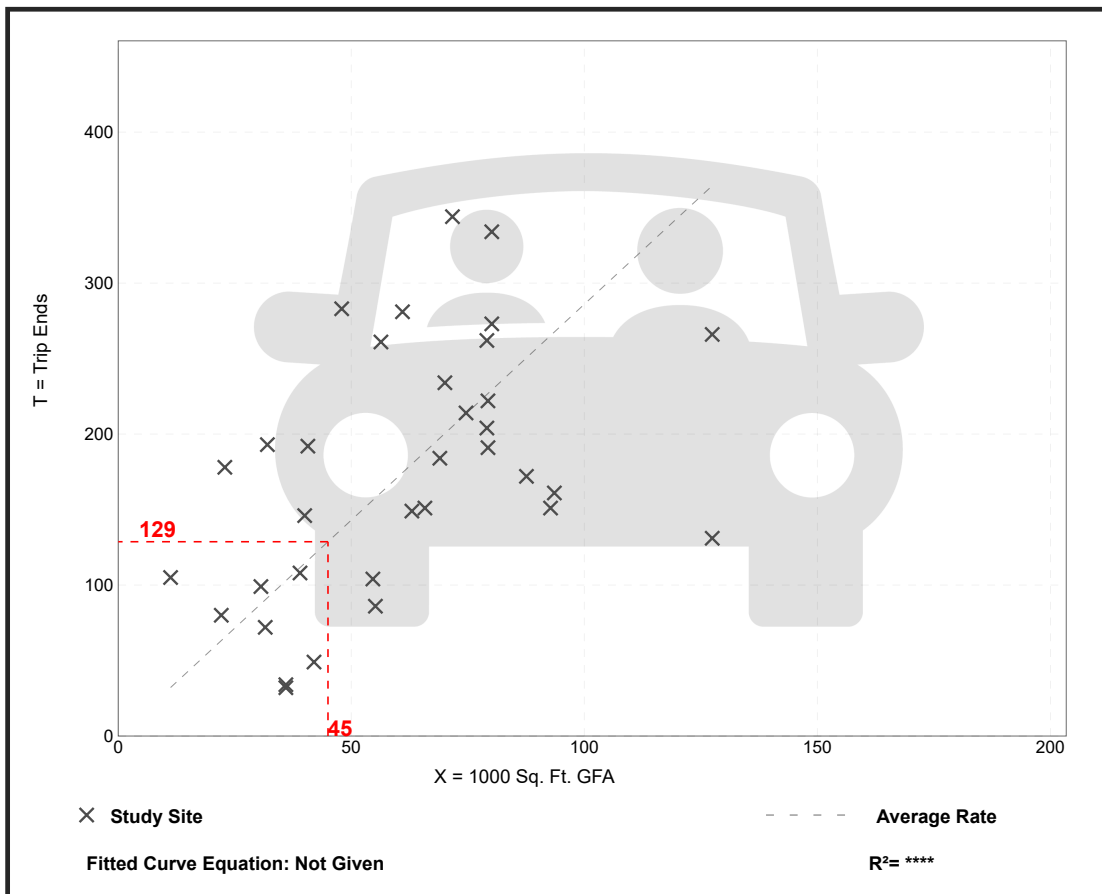
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 34
 Avg. 1000 Sq. Ft. GFA: 61
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



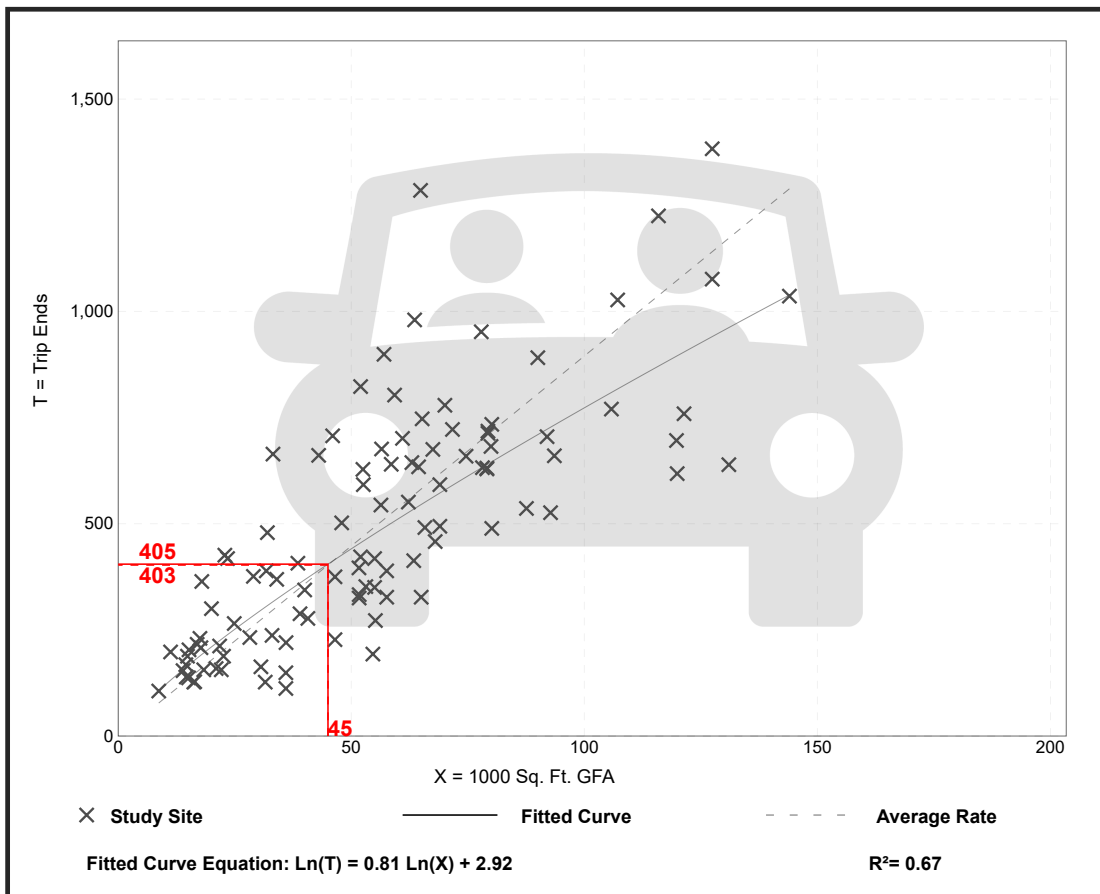
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 104
 Avg. 1000 Sq. Ft. GFA: 55
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



Supermarket (850)

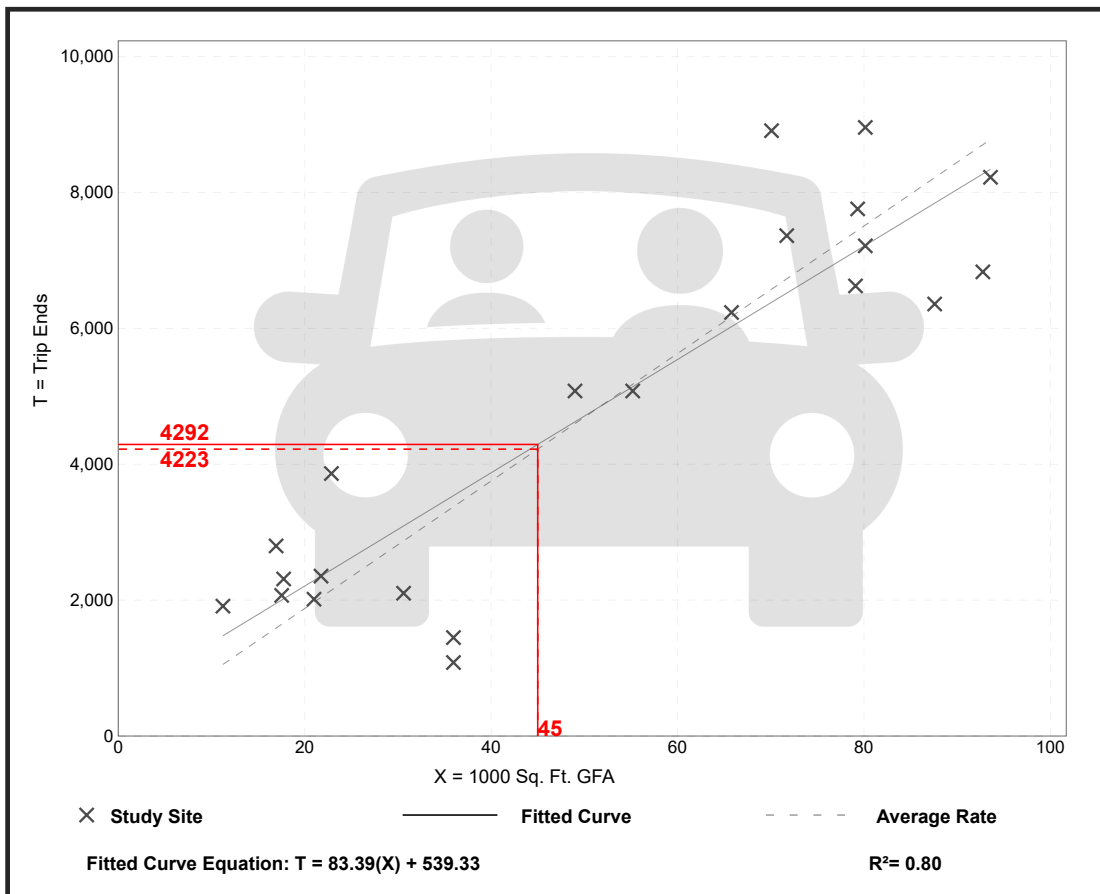
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.84	30.09 - 170.24	27.05

Data Plot and Equation



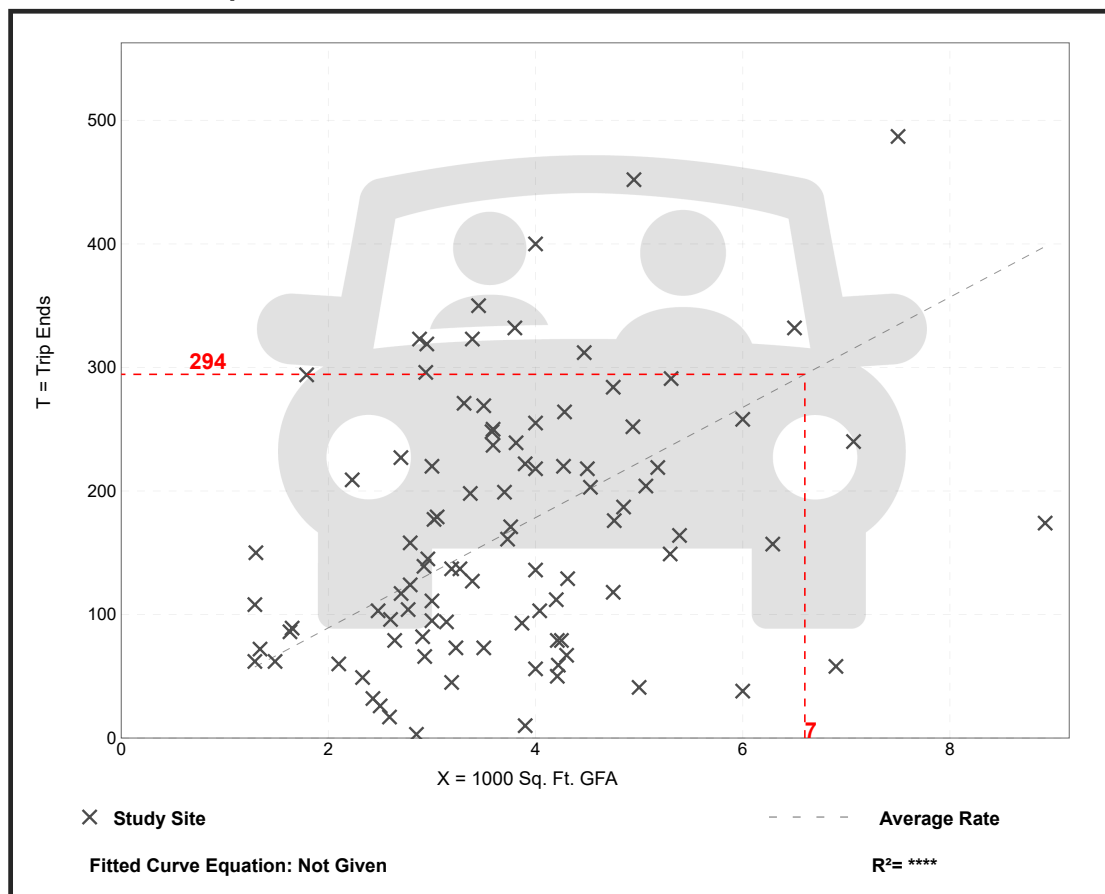
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 96
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



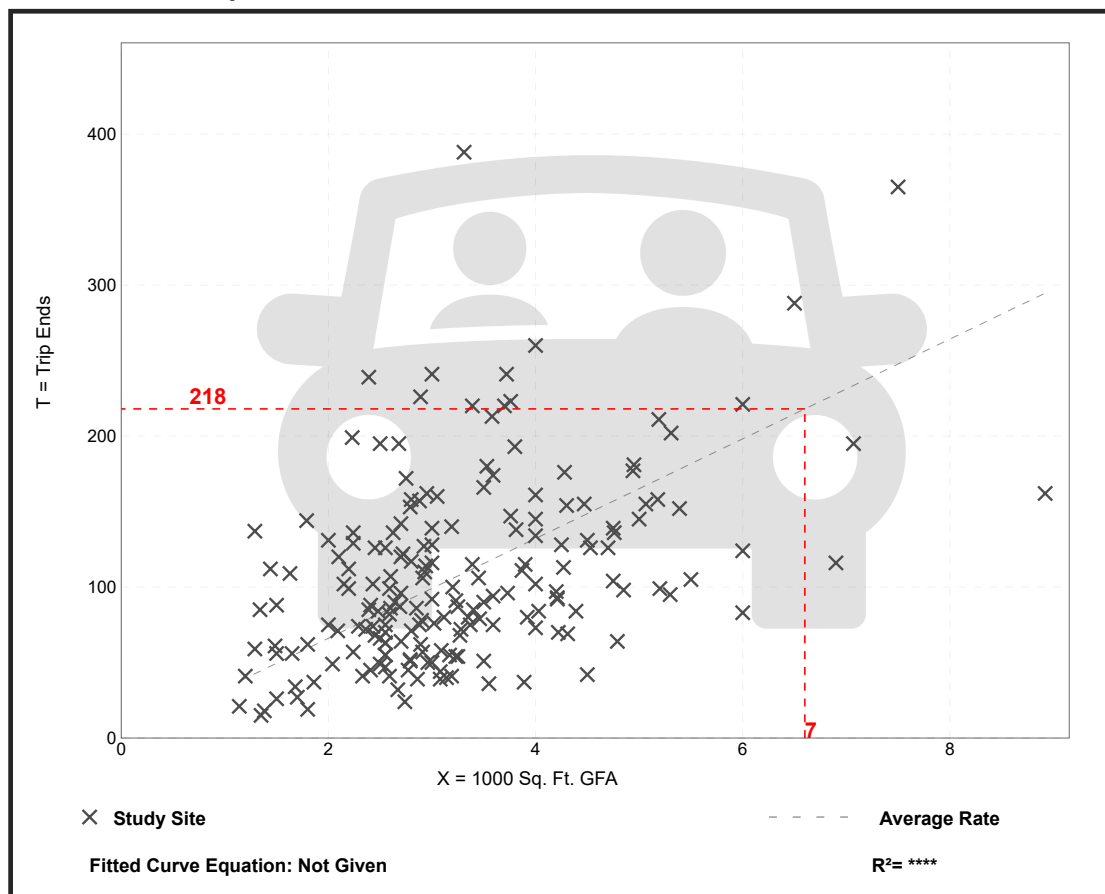
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
 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: 190
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

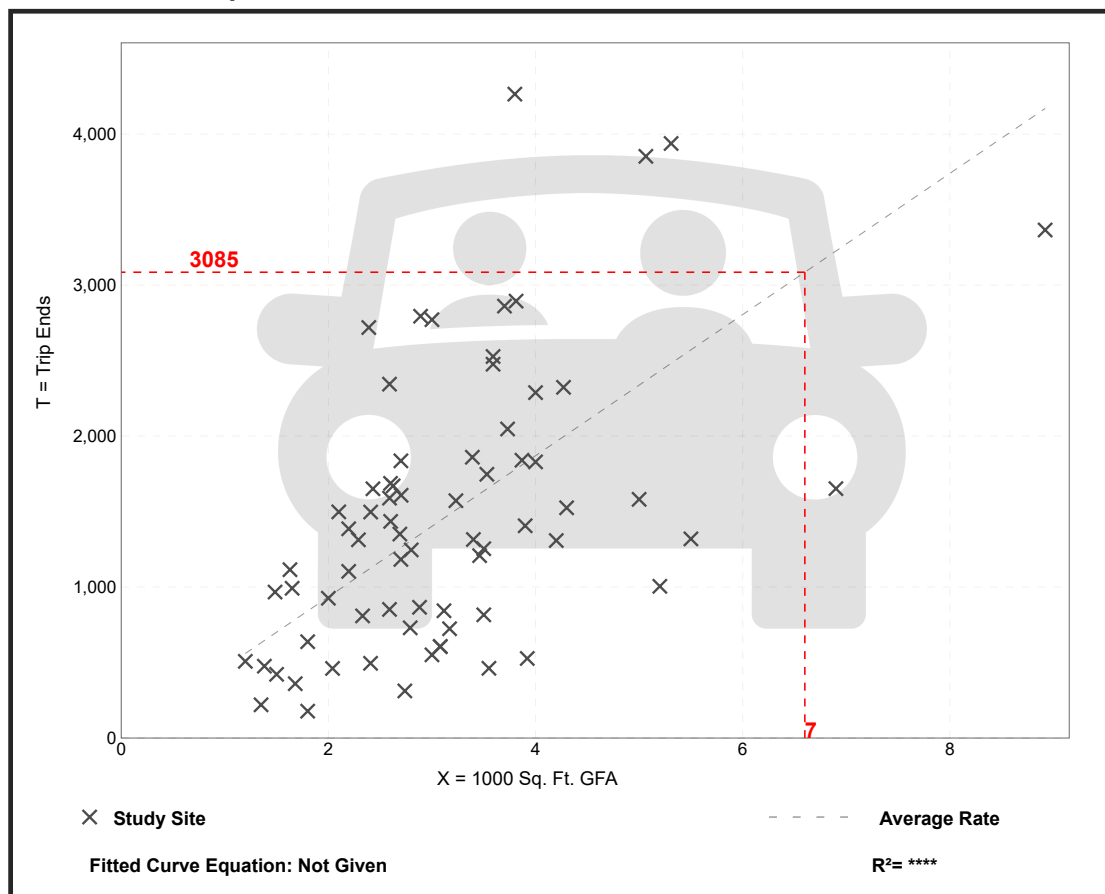
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



Fast Casual Restaurant (930)

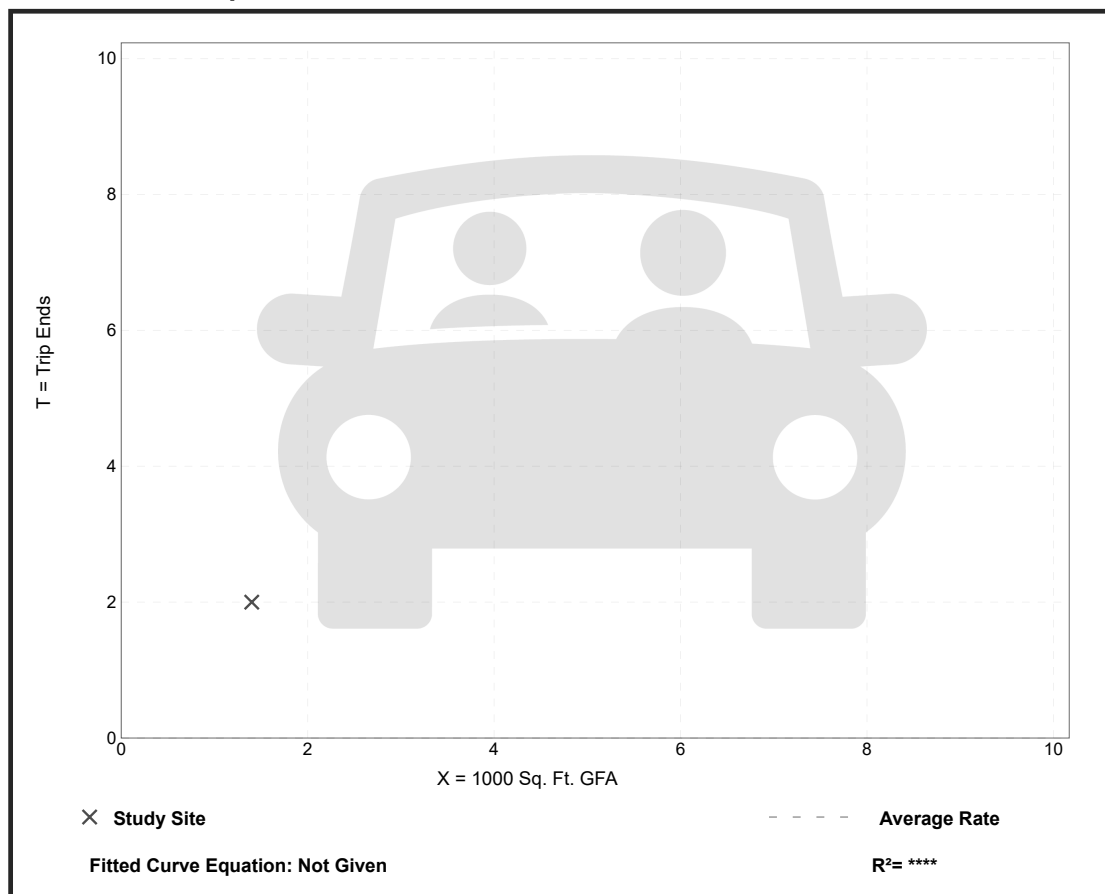
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. 1000 Sq. Ft. GFA: 1
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.43	1.43 - 1.43	*

Data Plot and Equation

Caution – Small Sample Size



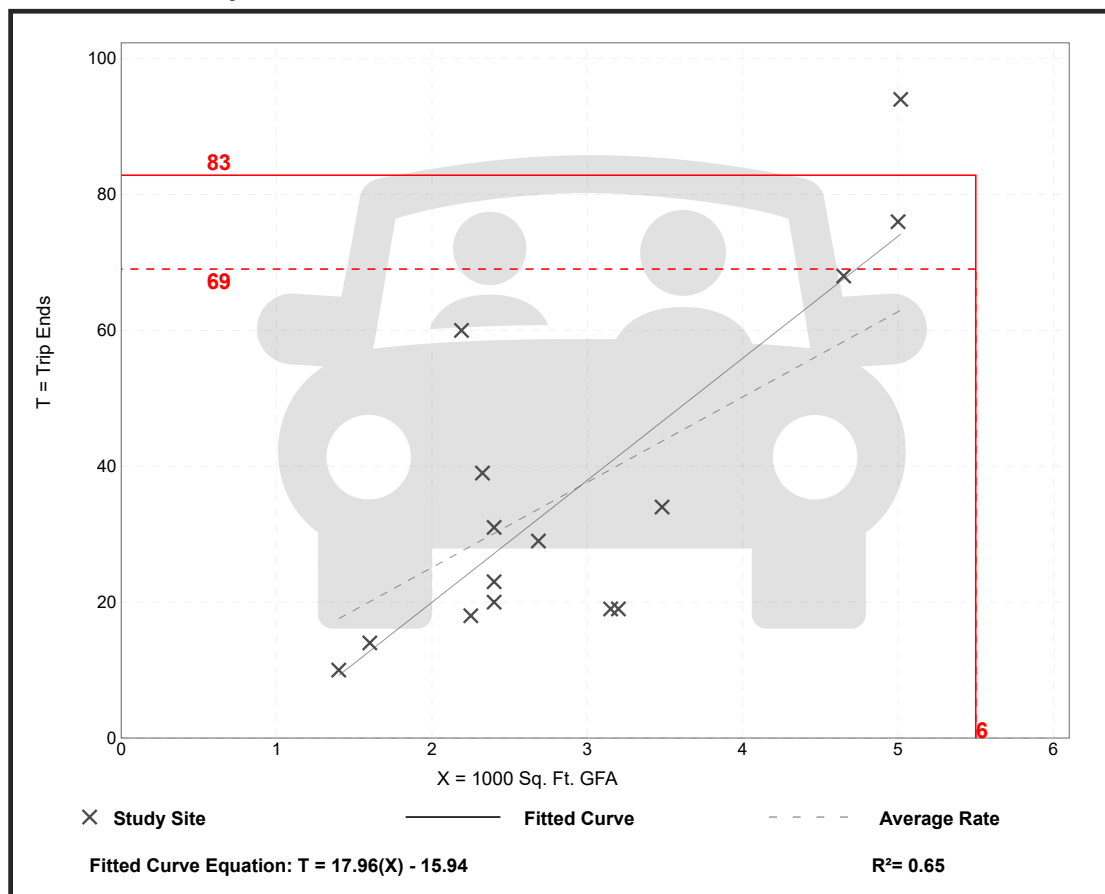
Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 15
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.55	5.94 - 27.40	5.52

Data Plot and Equation



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

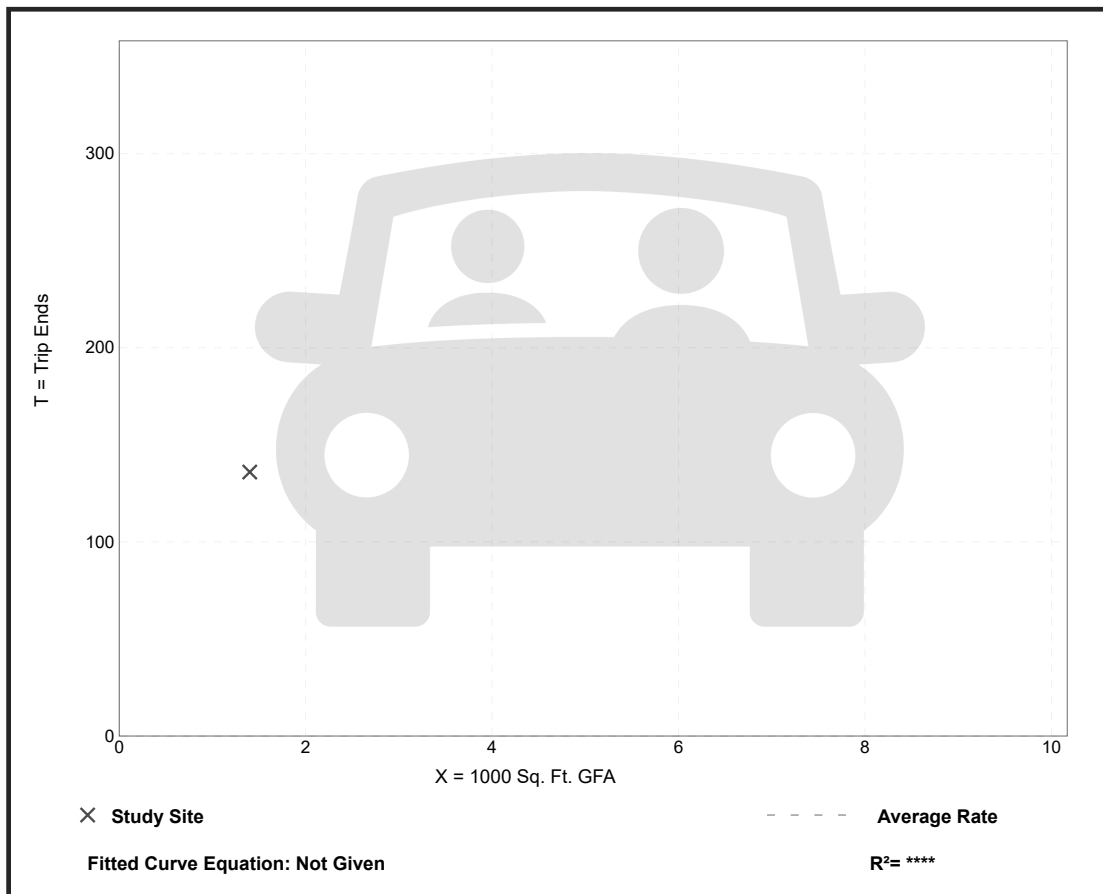
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 1
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
97.14	97.14 - 97.14	*

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

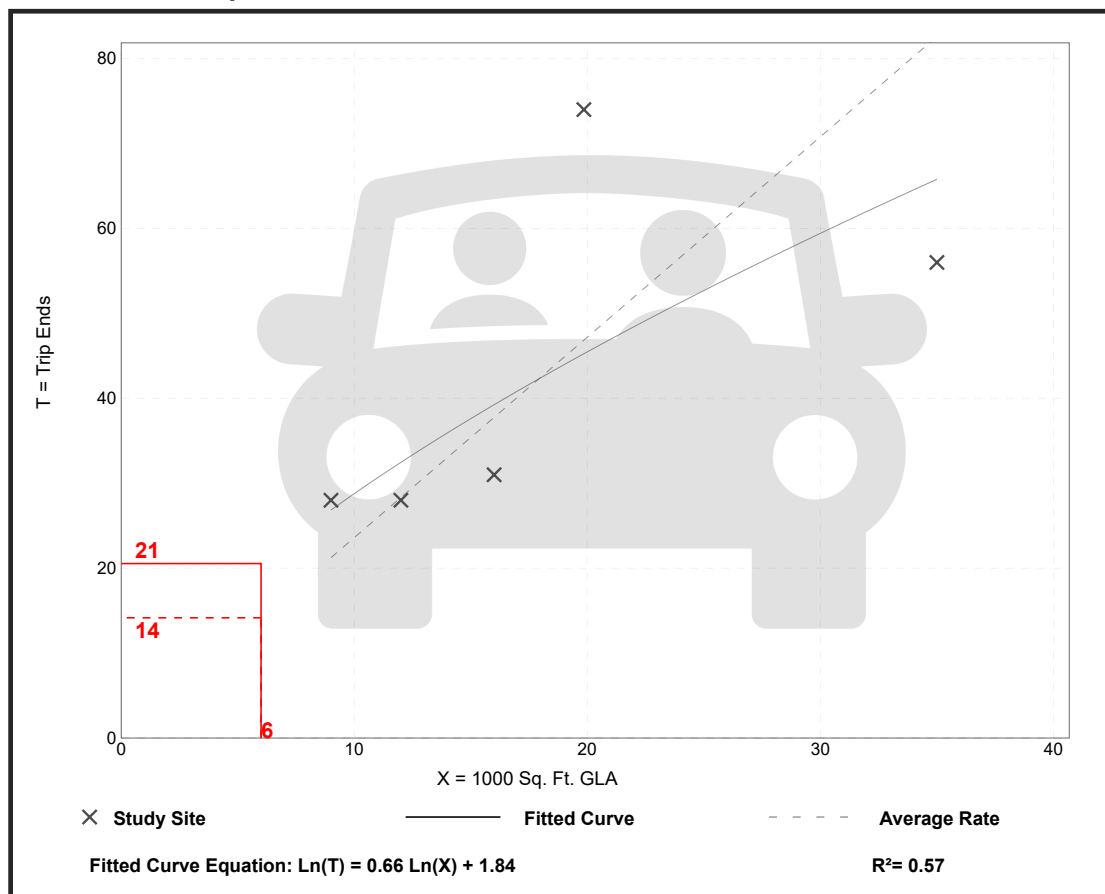
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



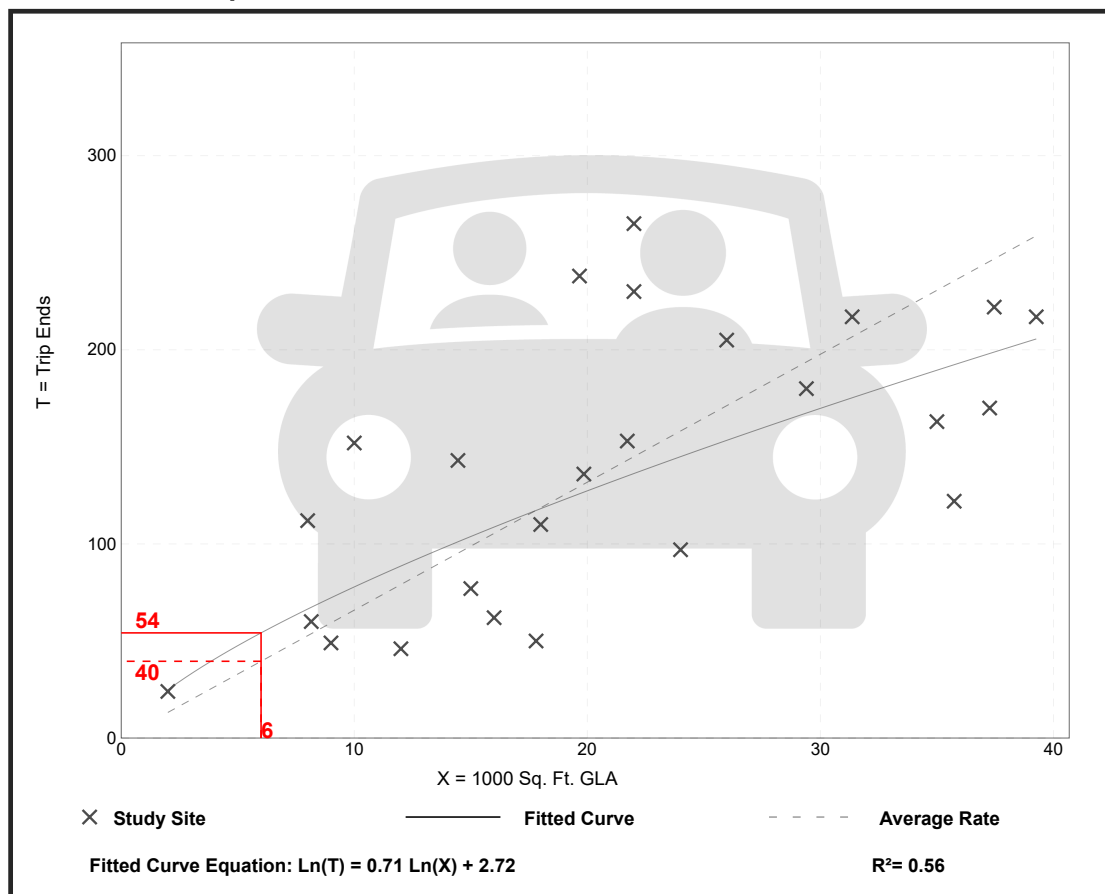
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

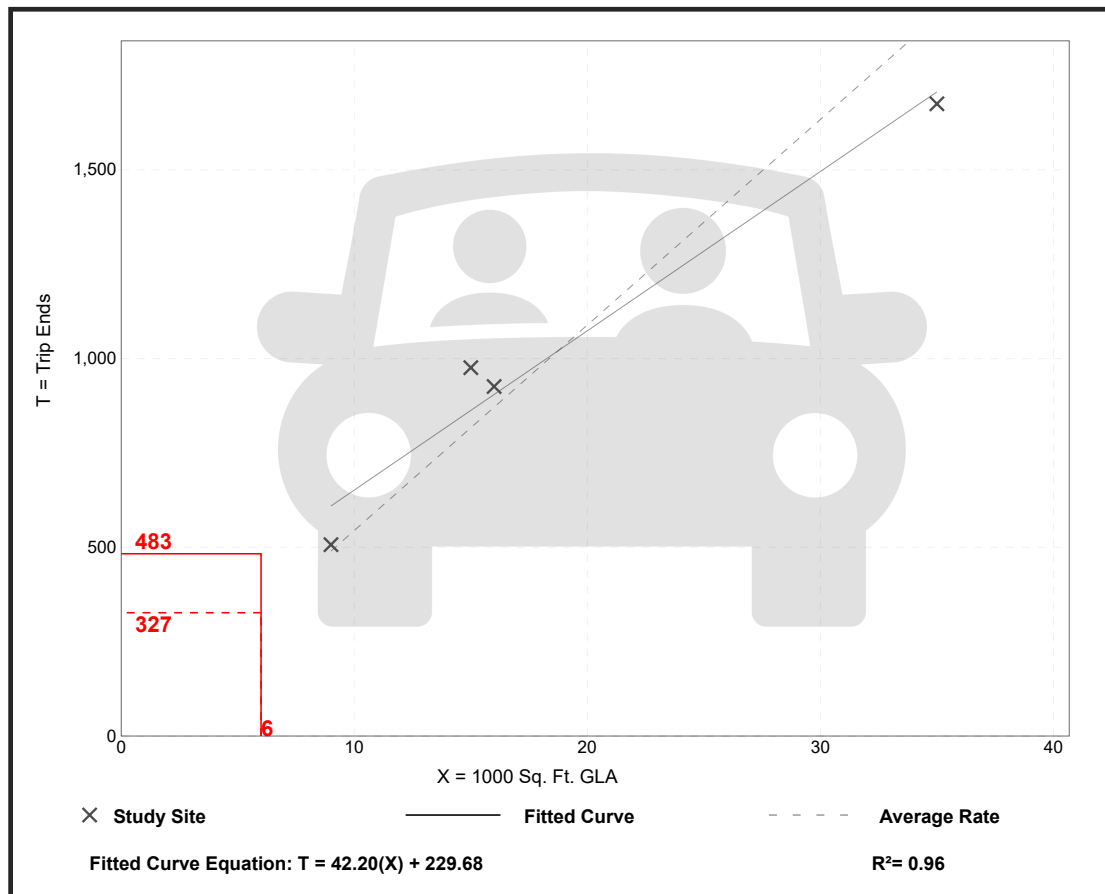
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 49

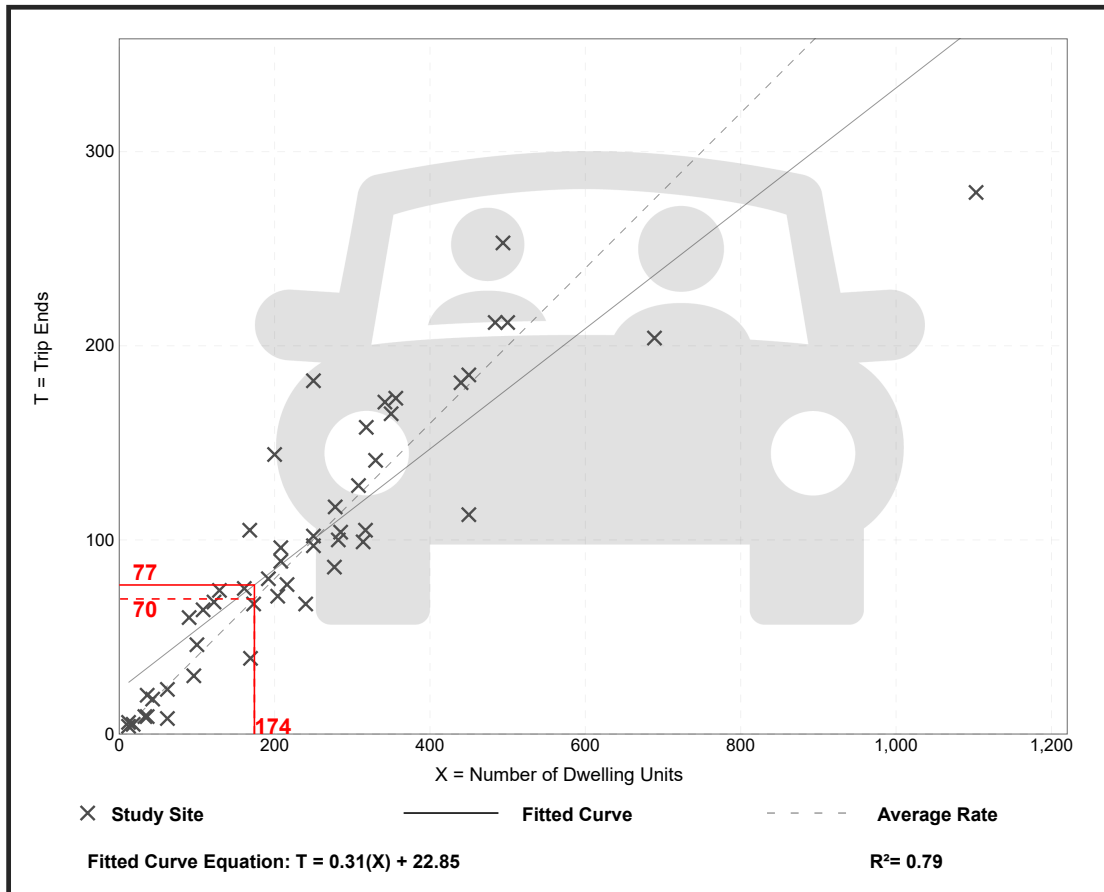
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

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: 59

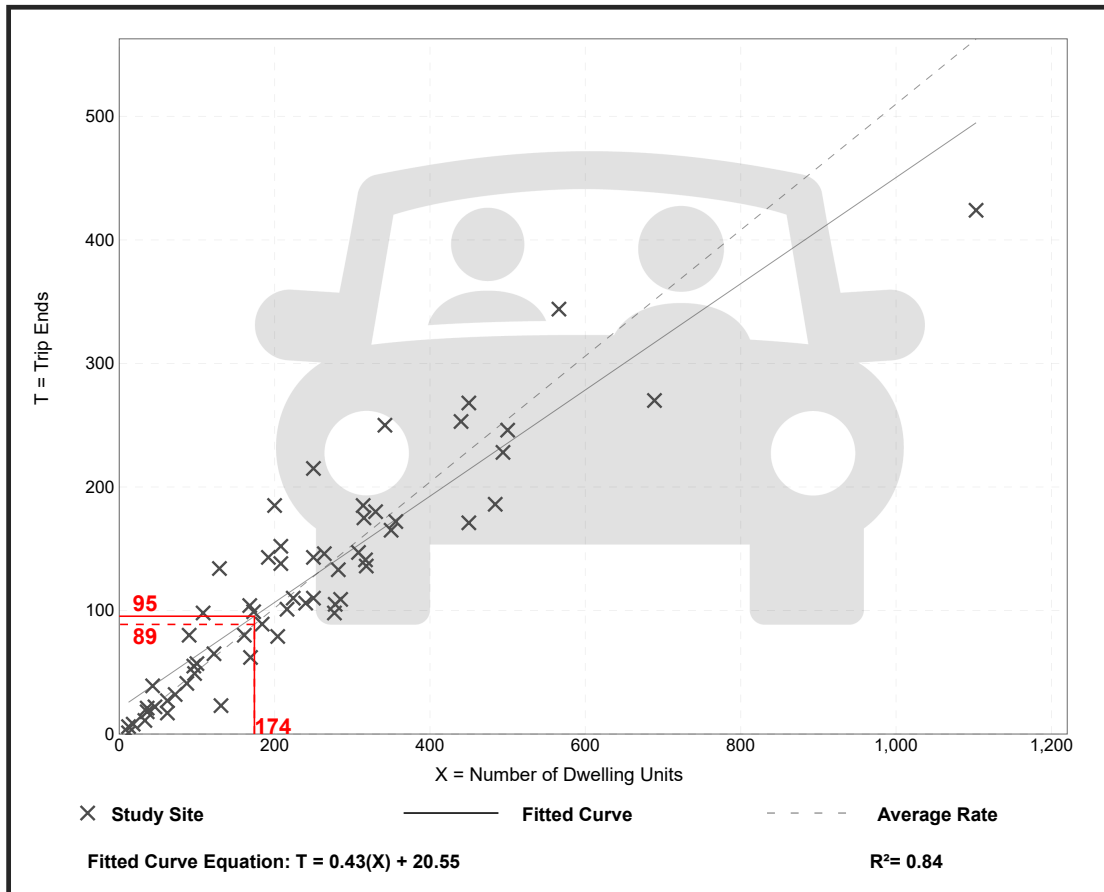
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

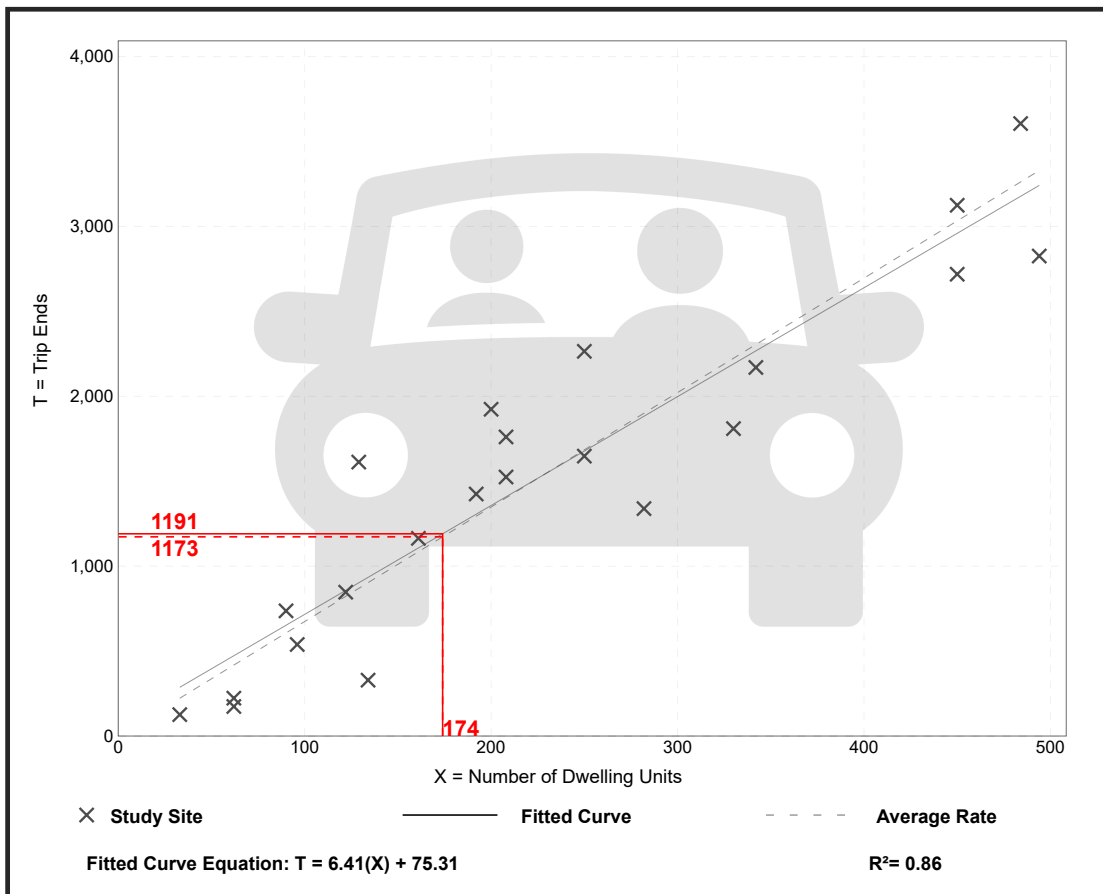
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Single-Family Attached Housing (215)

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: 46

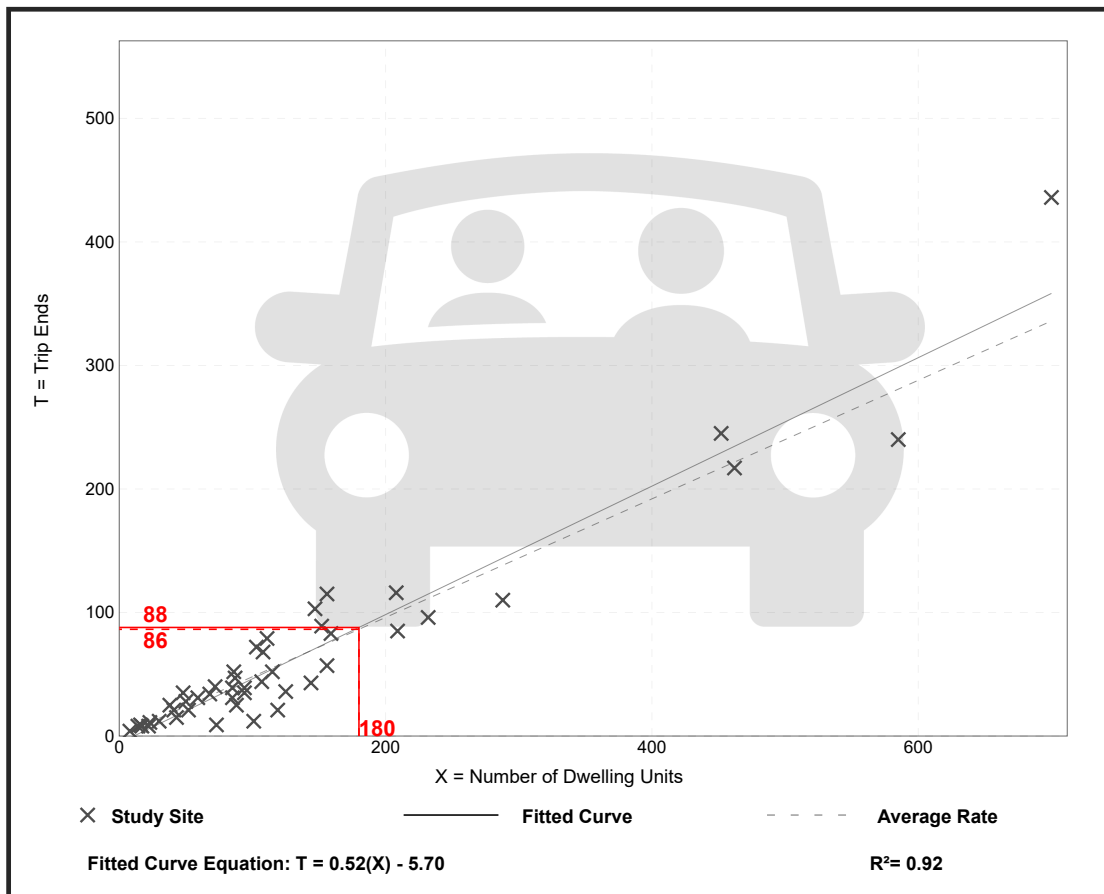
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

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: 51

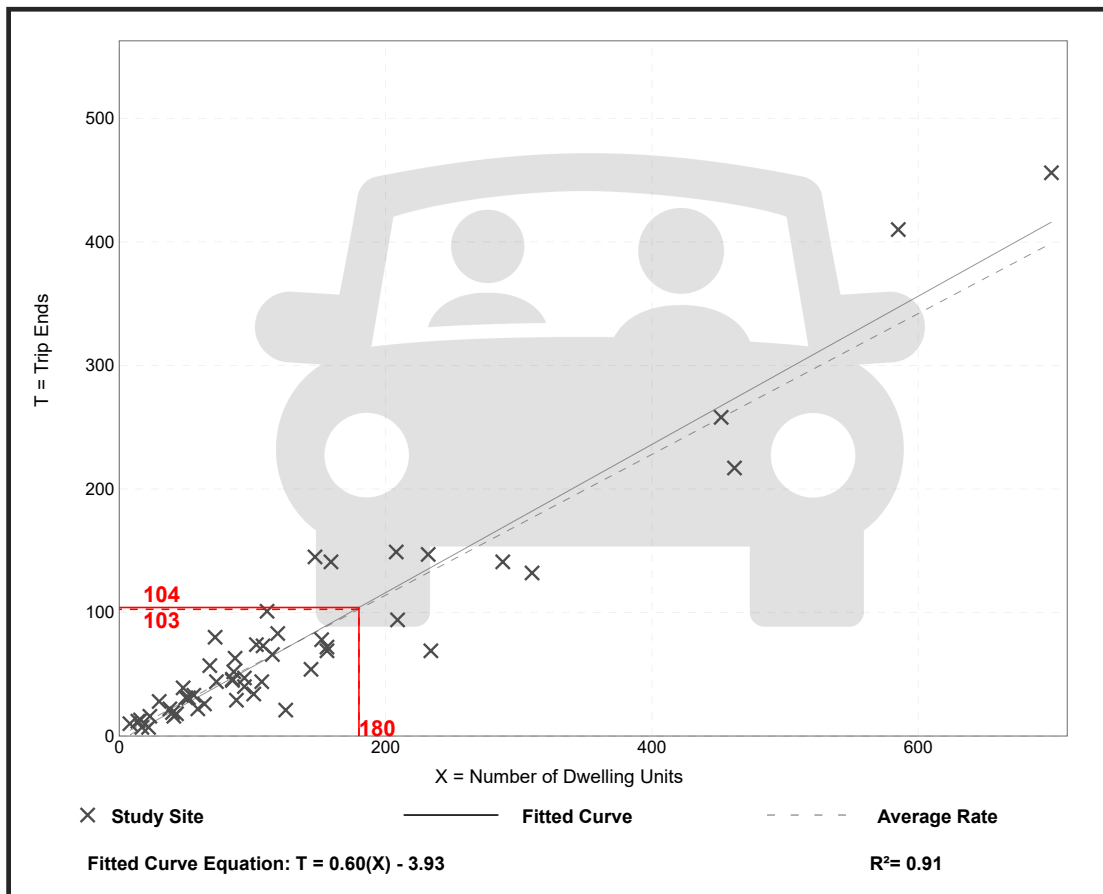
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing

(215)

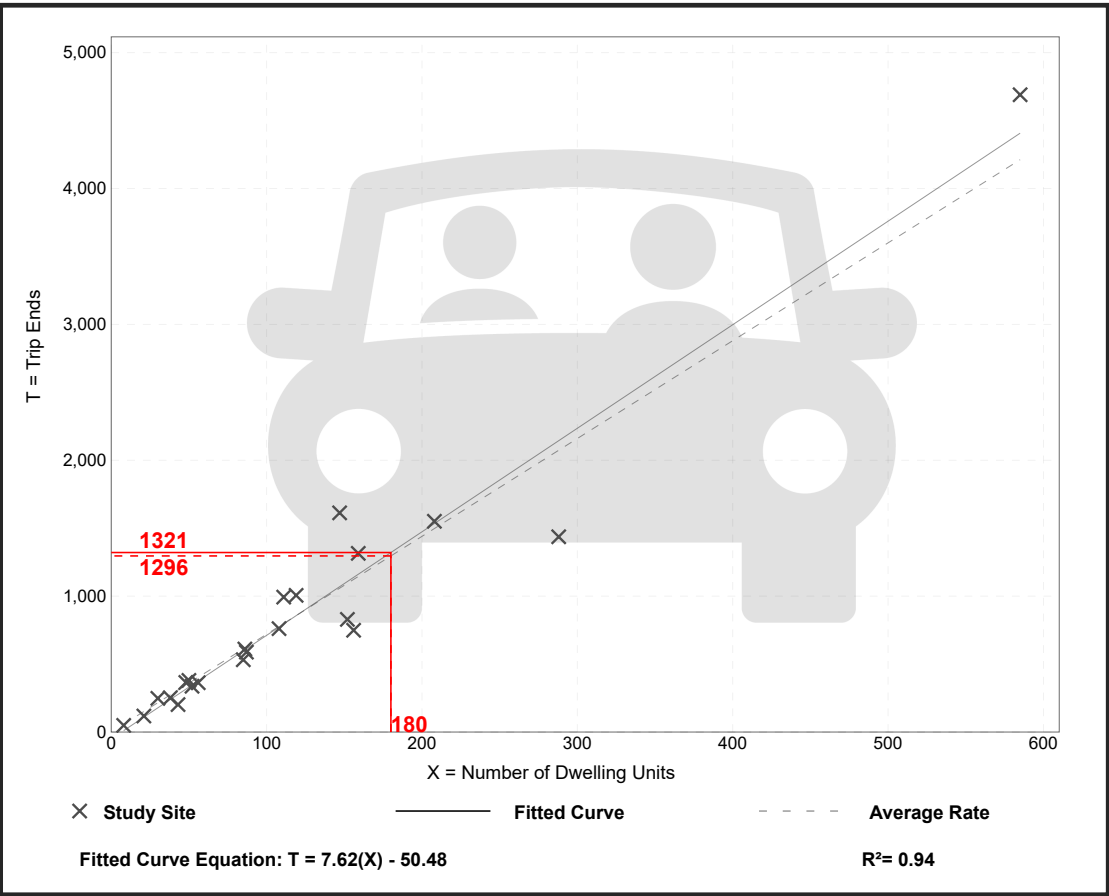
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



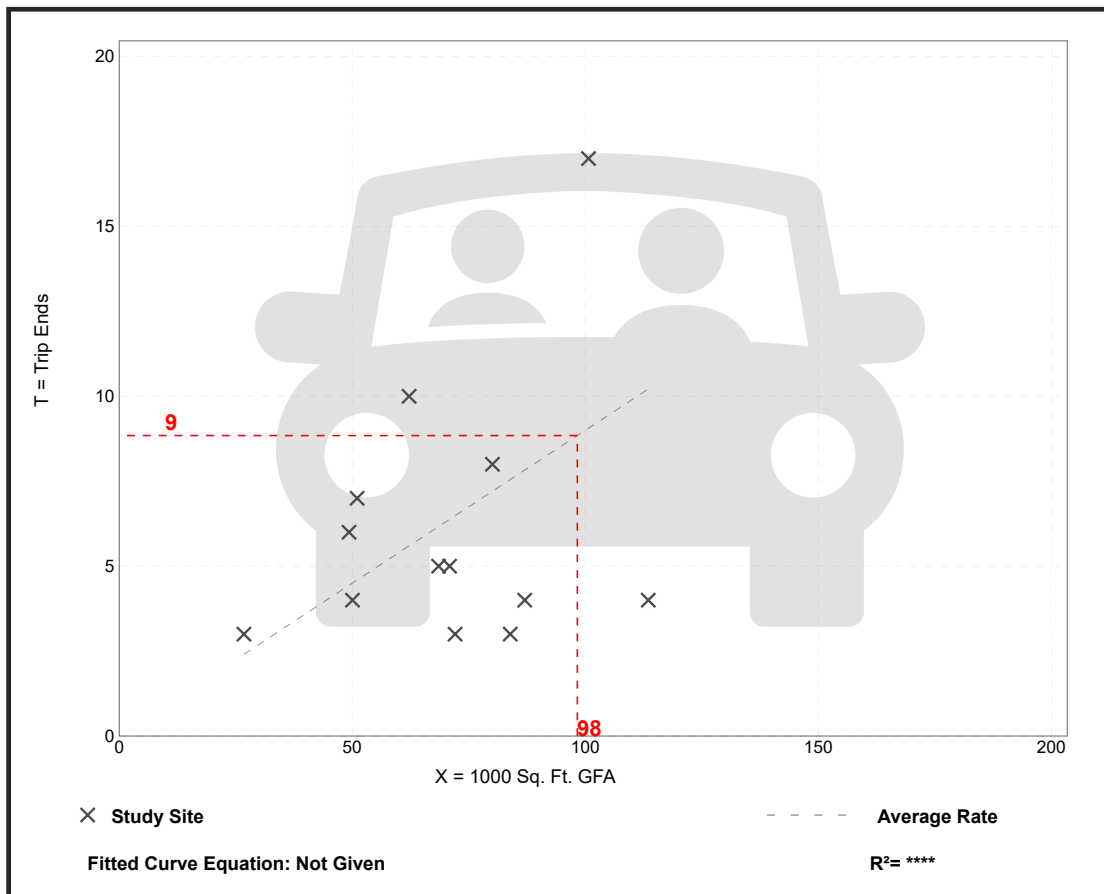
Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 13
 Avg. 1000 Sq. Ft. GFA: 70
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



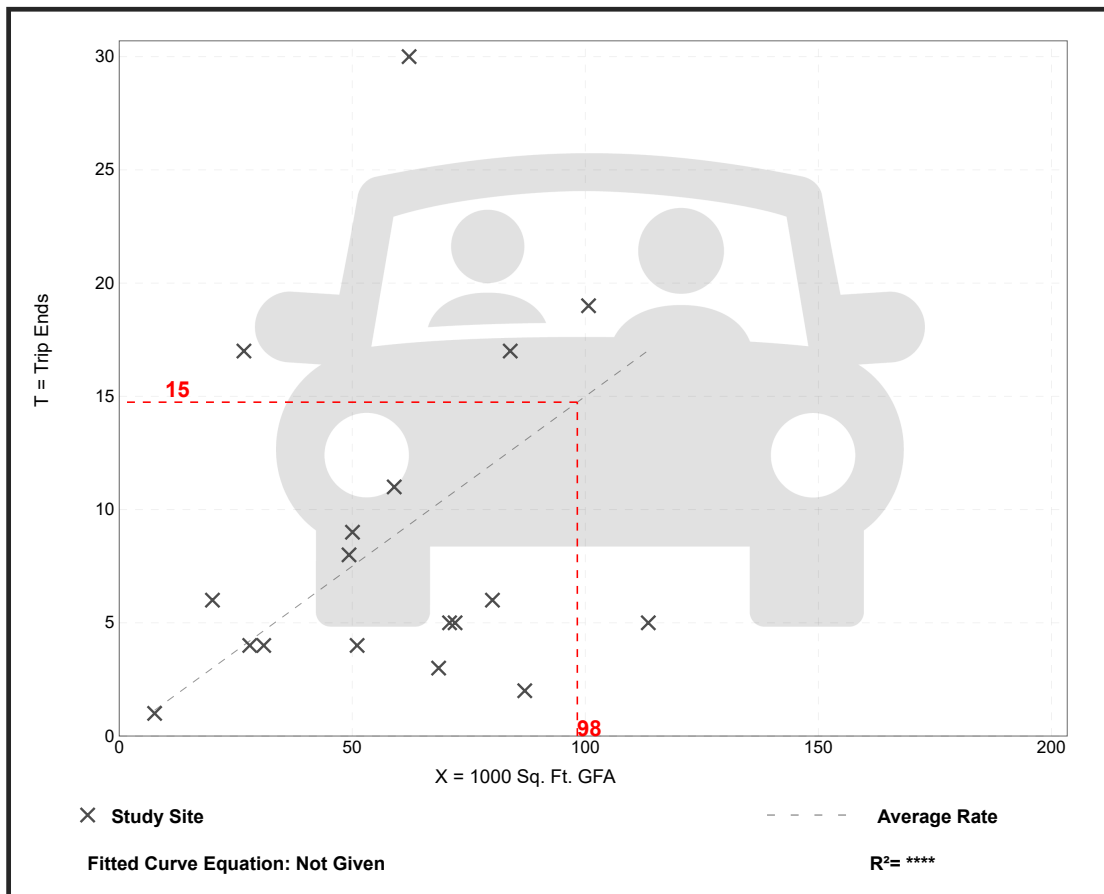
Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 18
 Avg. 1000 Sq. Ft. GFA: 59
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation



Mini-Warehouse (151)

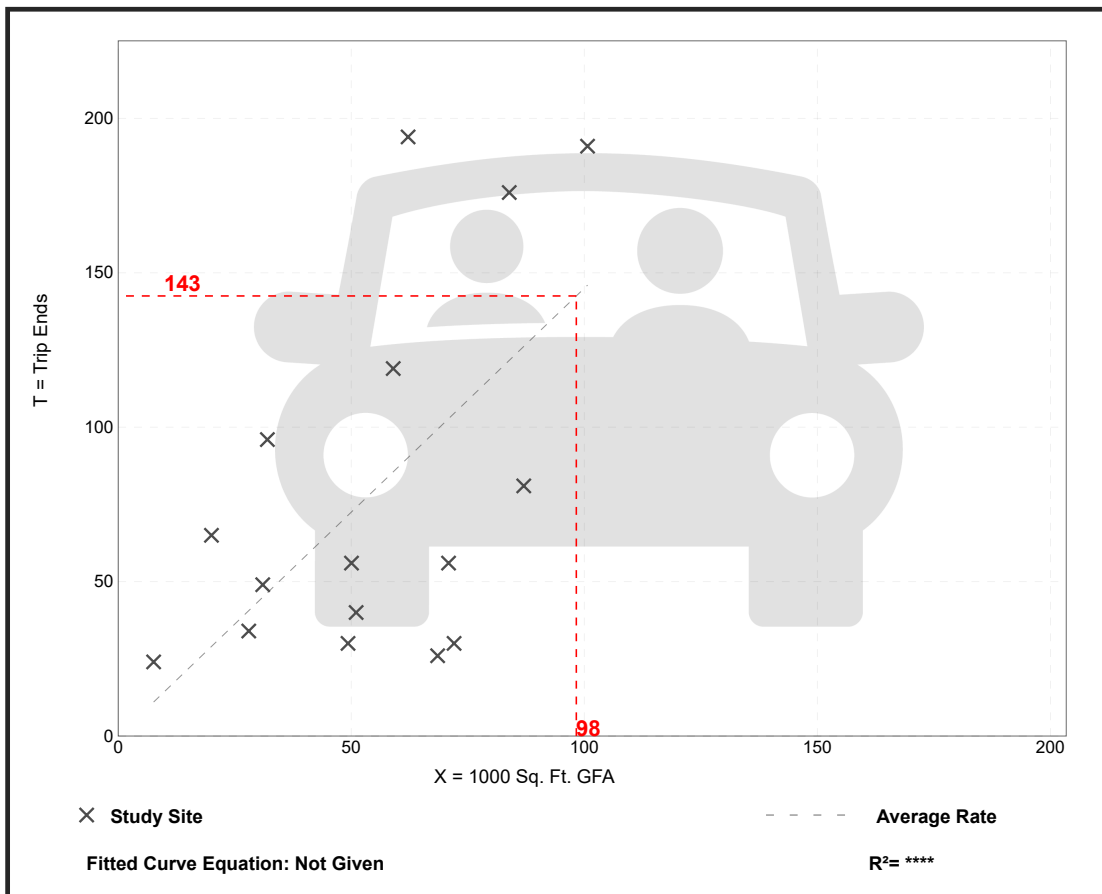
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 55
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92

Data Plot and Equation



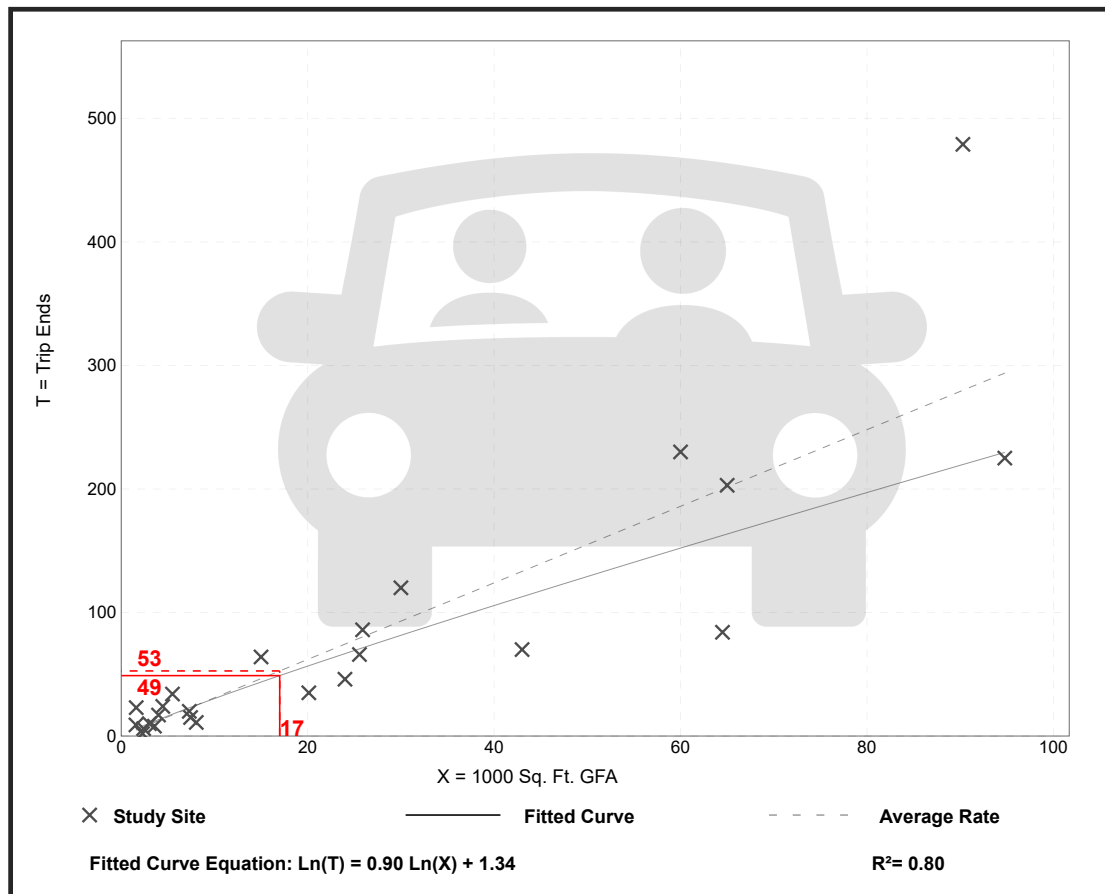
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 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: 24
 Avg. 1000 Sq. Ft. GFA: 25
 Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



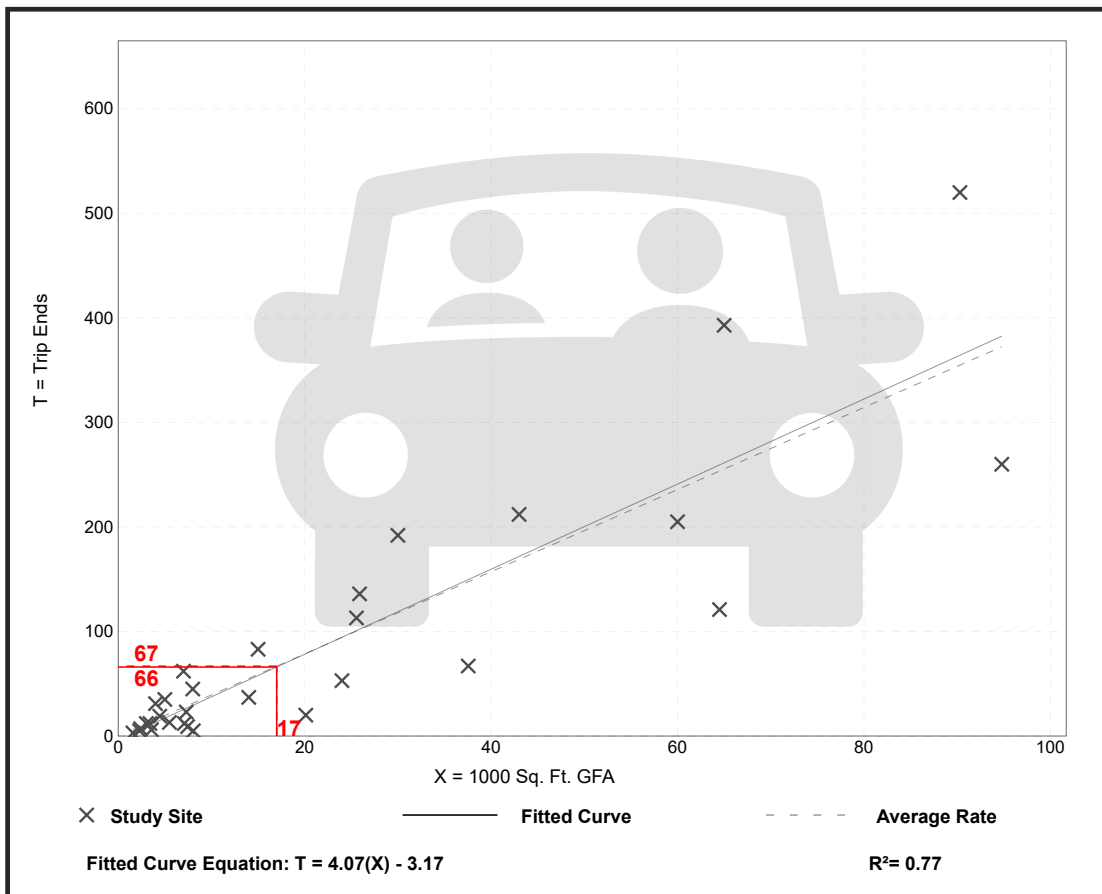
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
 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: 30
 Avg. 1000 Sq. Ft. GFA: 23
 Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Trip Gen Manual, 11th Edition

● Institute of Transportation Engineers

Medical-Dental Office Building - Stand-Alone (720)

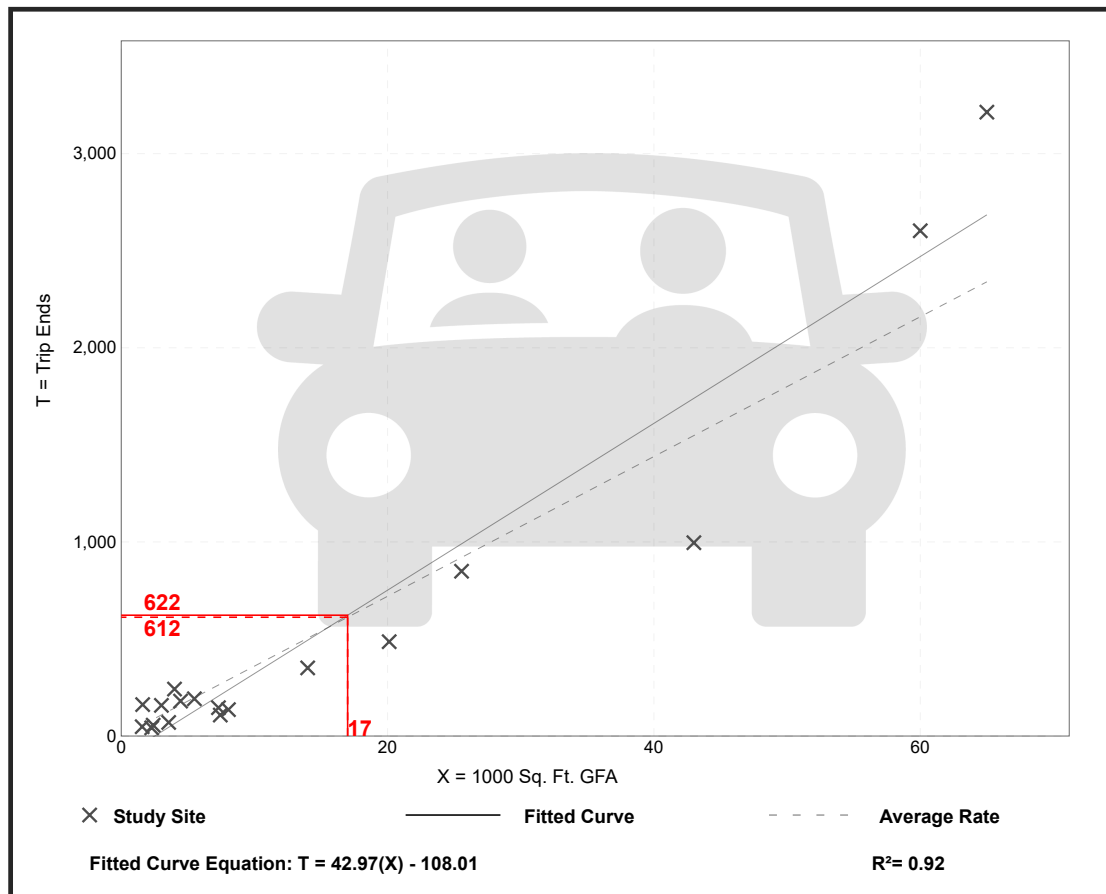
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

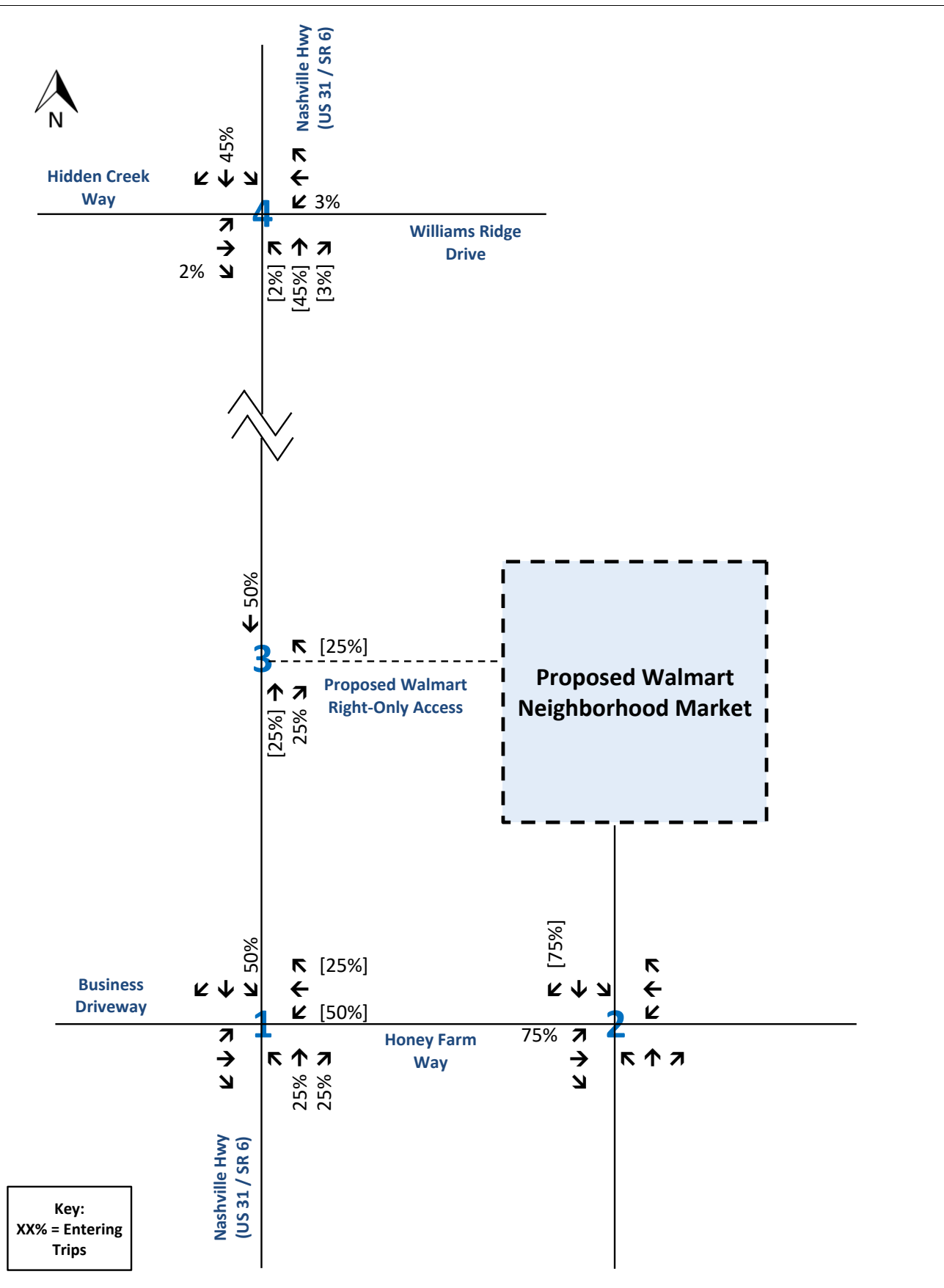
Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



APPENDIX D
TRIP DISTRIBUTION

PRIMARY TRIP DISTRIBUTIONS



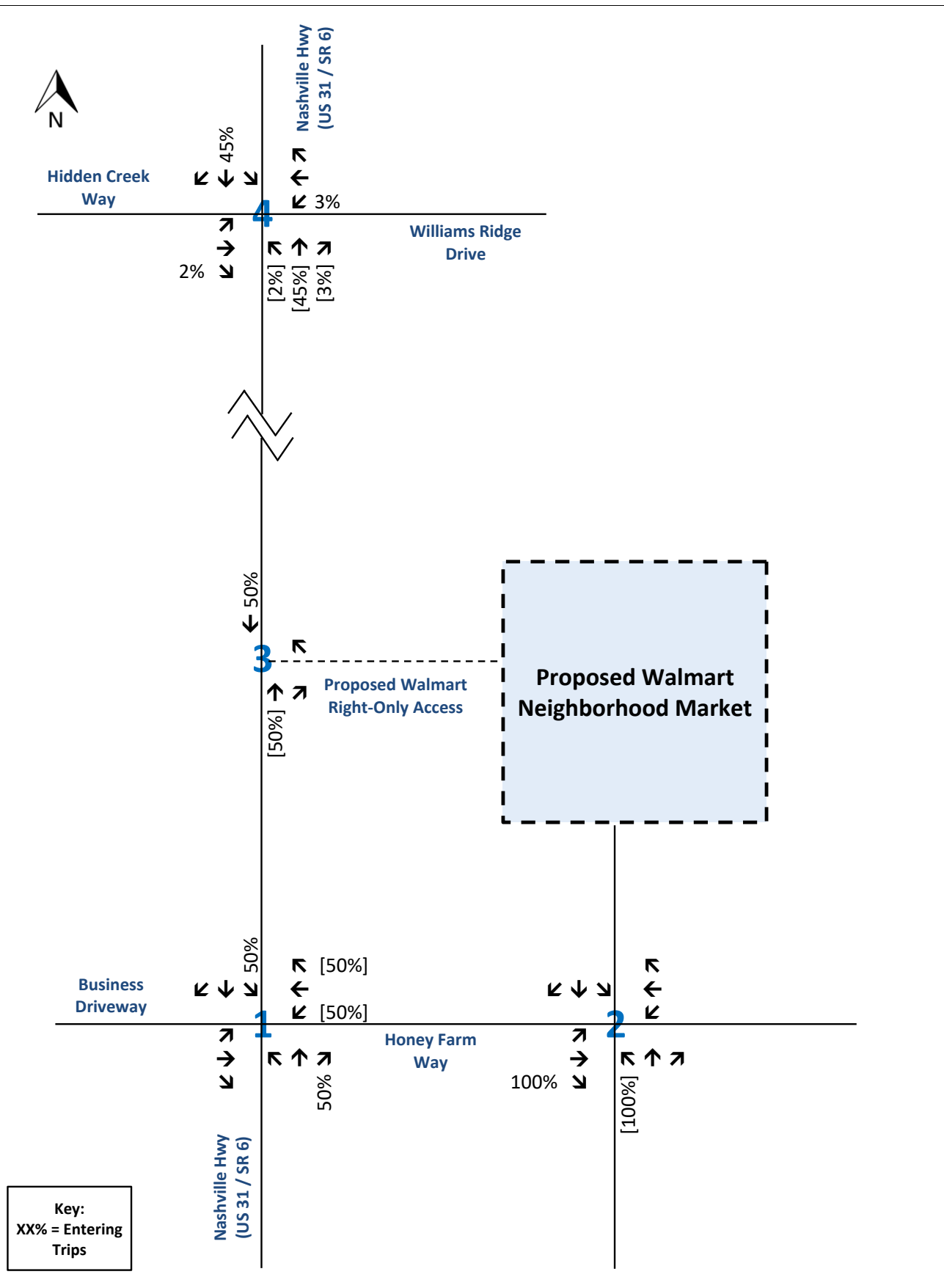
Trip Distribution Worksheet

Primary Trip Distribution - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee

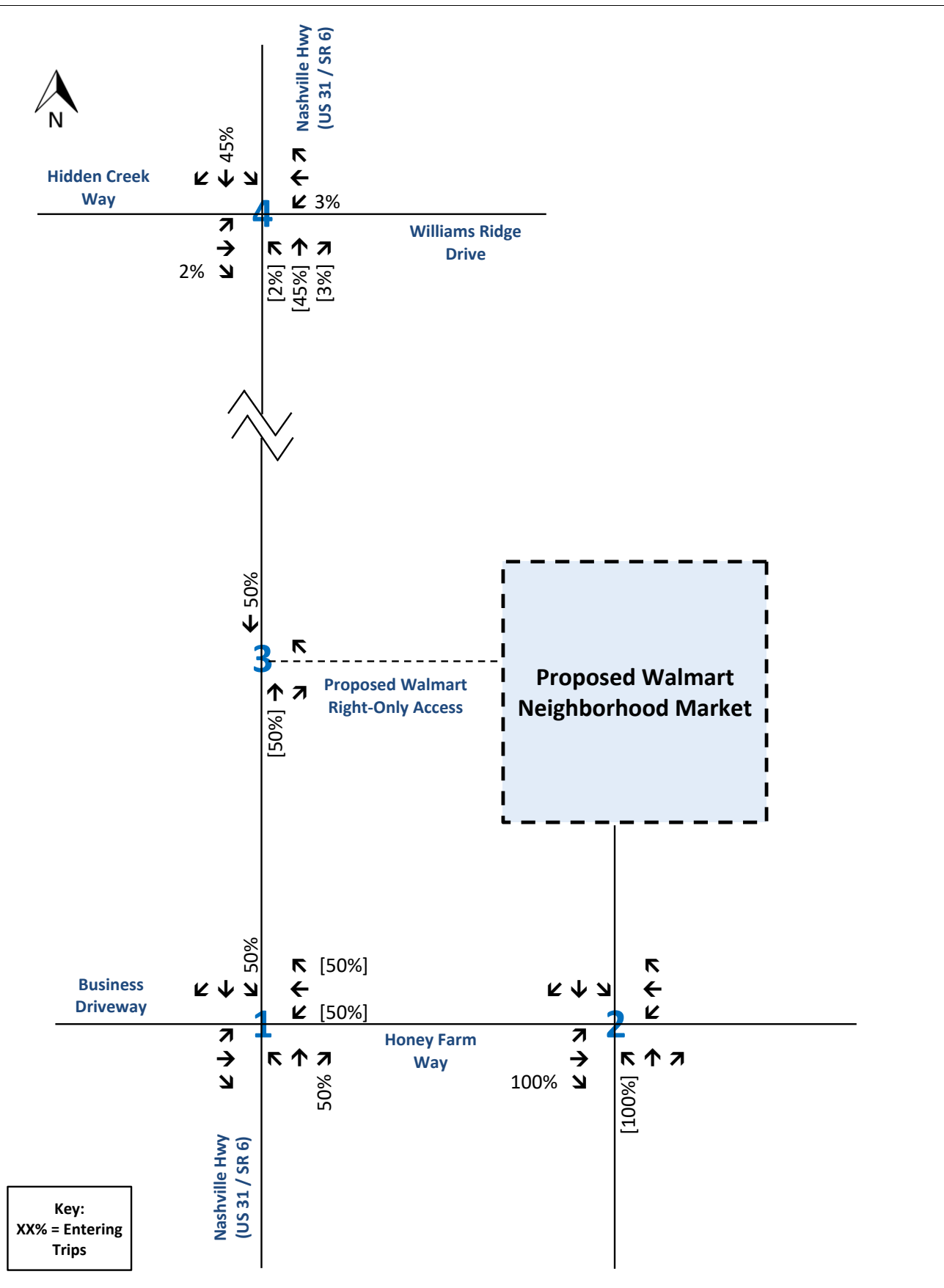




Trip Distribution Worksheet

Primary Trip Distribution - Fast-Food Restaurant with Drive-Through
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





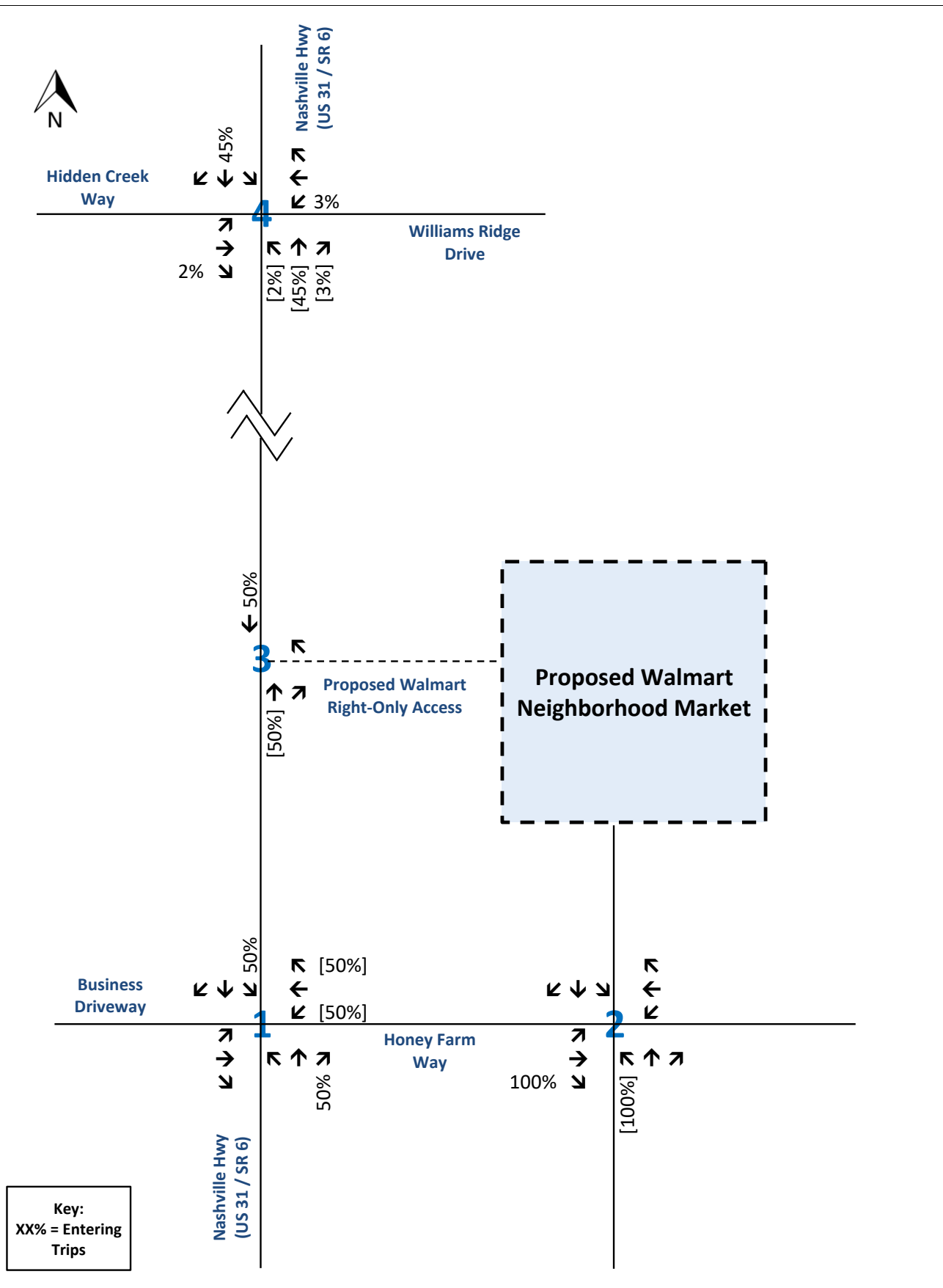
Trip Distribution Worksheet

Primary Trip Distribution - Fast Casual Restaurant

Honey Farm - Walmart Neighborhood Market

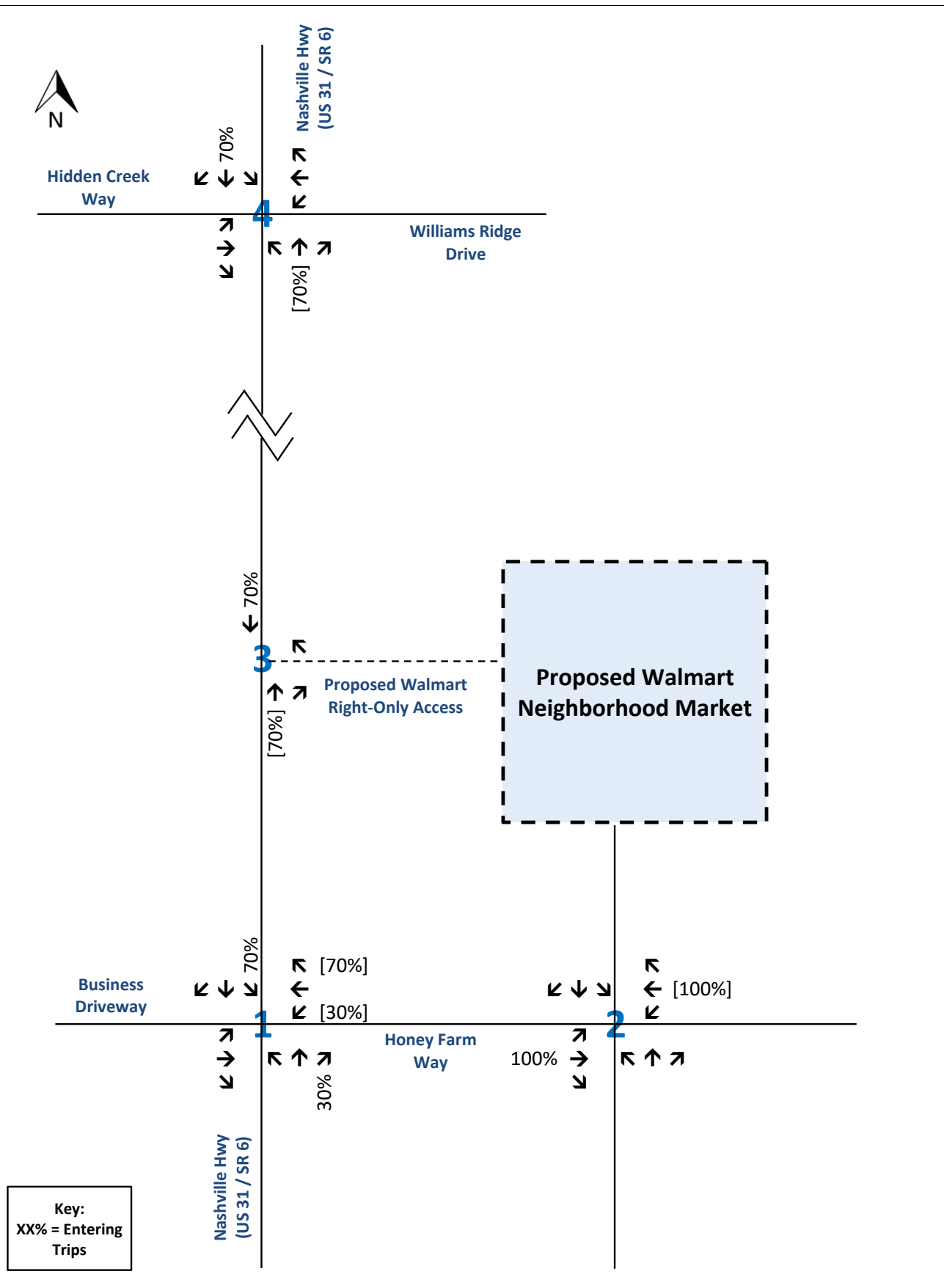
Columbia, Tennessee





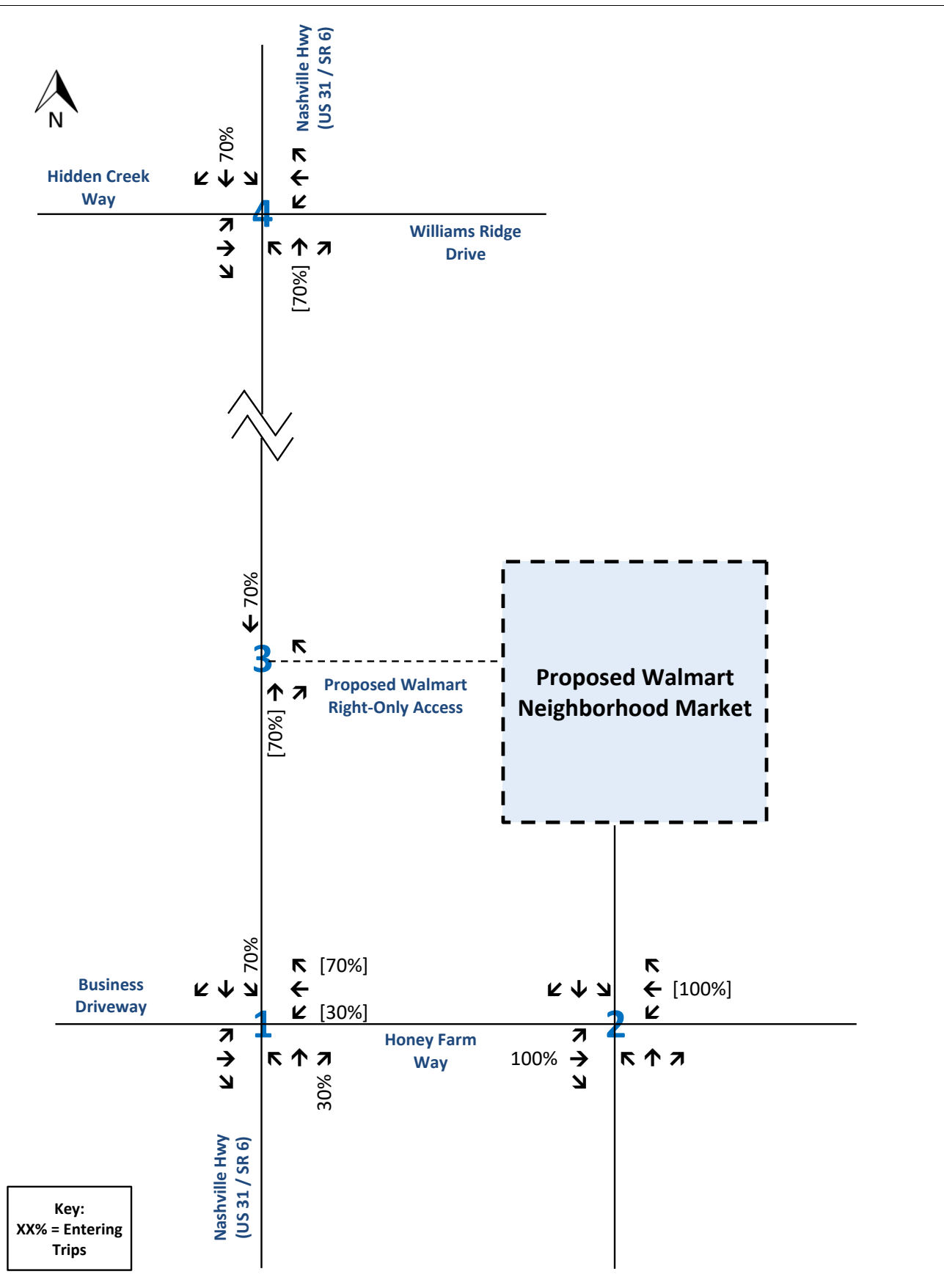
Trip Distribution Worksheet
Primary Trip Distribution - Future Retail
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





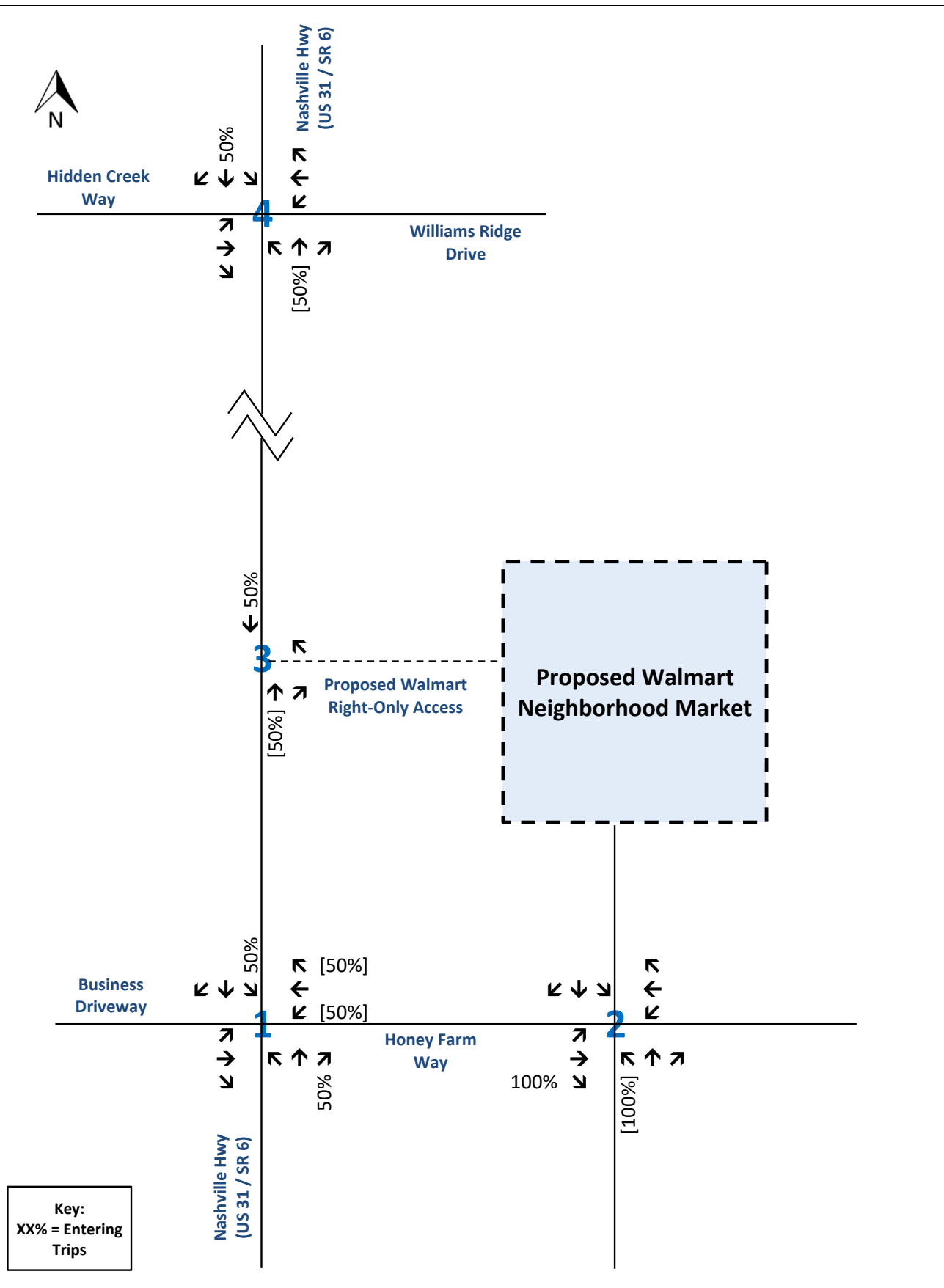
Trip Distribution Worksheet
Primary Trip Distribution - Multifamily Housing (Low-Rise)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





Trip Distribution Worksheet
Primary Trip Distribution - Townhomes
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee

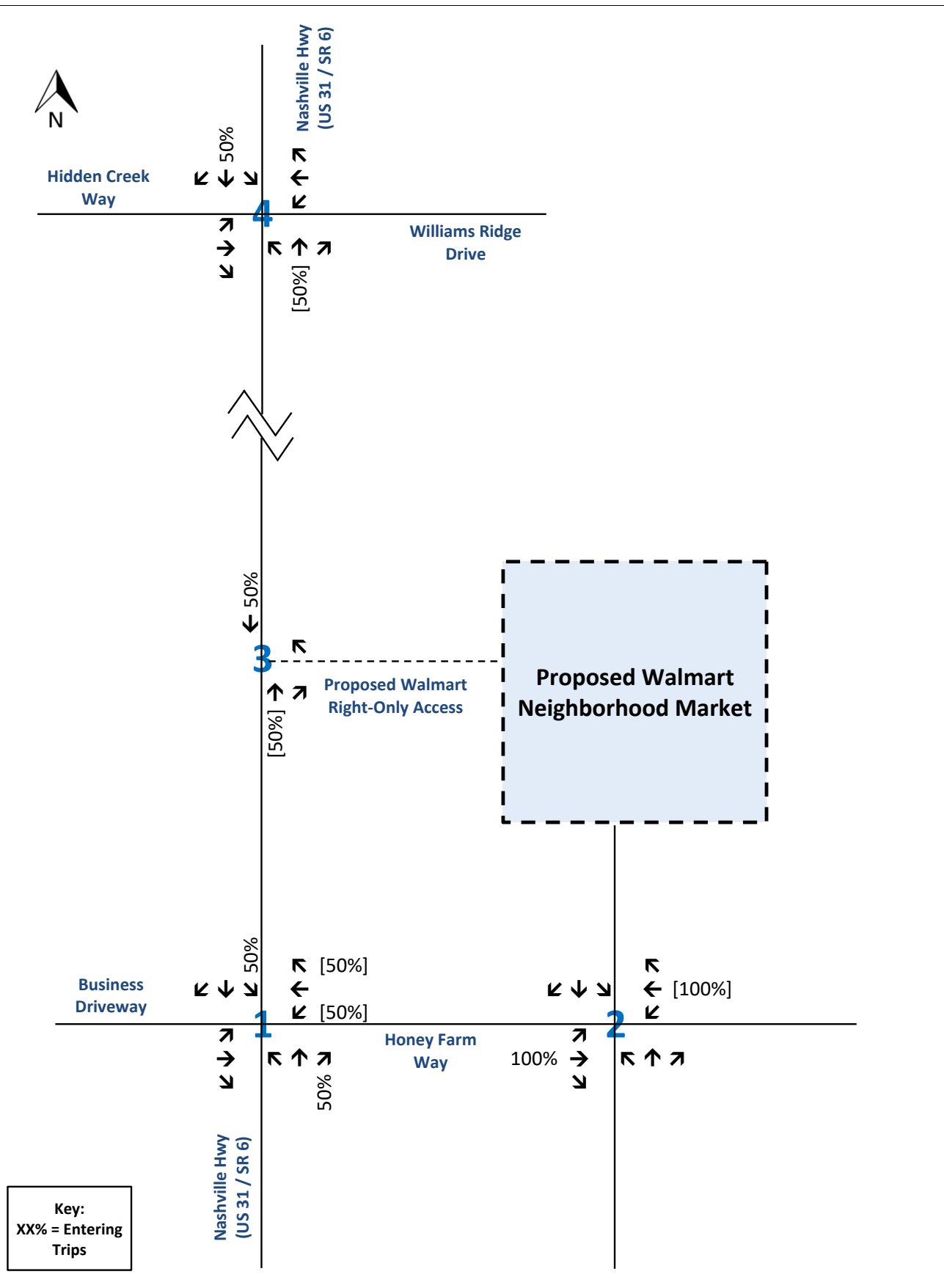




Trip Distribution Worksheet

Primary Trip Distribution - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Trip Distribution Worksheet
Primary Trip Distribution - Health Department
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee



PASS-BY TRIP DISTRIBUTIONS



Hidden Creek
Way

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive

-50% [50%]

3

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

-50%
50%

[25%]
[50%]

Honey Farm
Way

[75%]
75%

2

Nashville Hwy
(US 31 / SR 6)

-25%
25%

Key:
XX% = Entering
Trips

Trip Distribution Worksheet

Pass-by Trip Distribution - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive

-50% [50%]

3

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

-50%
50%

Business
Driveway

[50%]

[50%]

Honey Farm
Way

100%

[100%]

Nashville Hwy
(US 31 / SR 6)

-50%
50%

Key:
XX% = Entering
Trips

Trip Distribution Worksheet

Pass-by Trip Distribution - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive

-50% [50%]

3

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

-50%
50%

Business
Driveway

[50%]

[50%]

Honey Farm
Way

100%

[100%]

Nashville Hwy
(US 31 / SR 6)

-50%
50%

Key:
XX% = Entering
Trips

Trip Distribution Worksheet

Pass-by Trip Distribution - Fast Casual Restaurant

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive

-50% [50%]

3

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

-50% [50%]

Business
Driveway

Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way

100%

[100%]

Key:
XX% = Entering
Trips

Trip Distribution Worksheet

Pass-by Trip Distribution - Future Retail

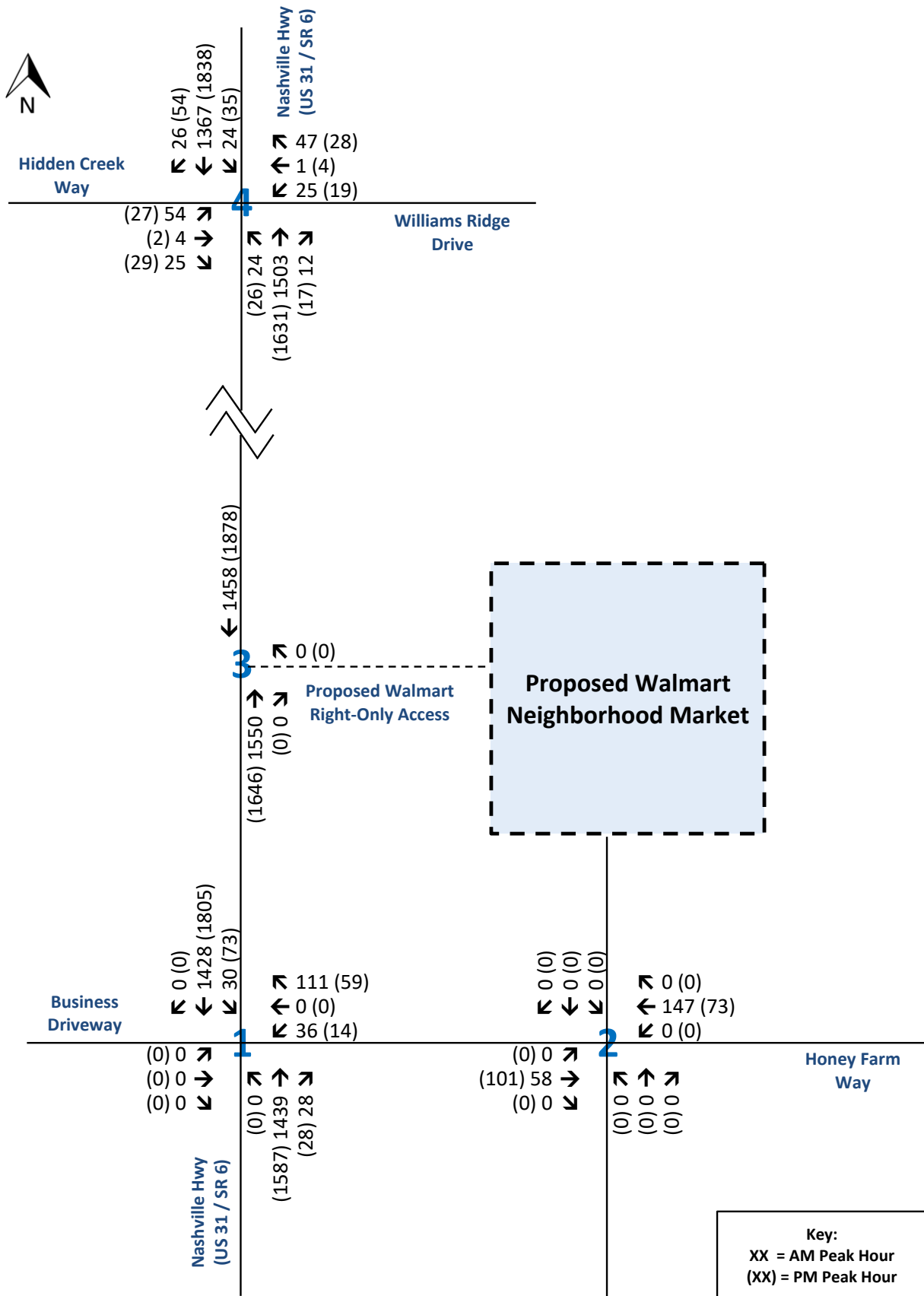
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



APPENDIX E
TRAFFIC ASSIGNMENT

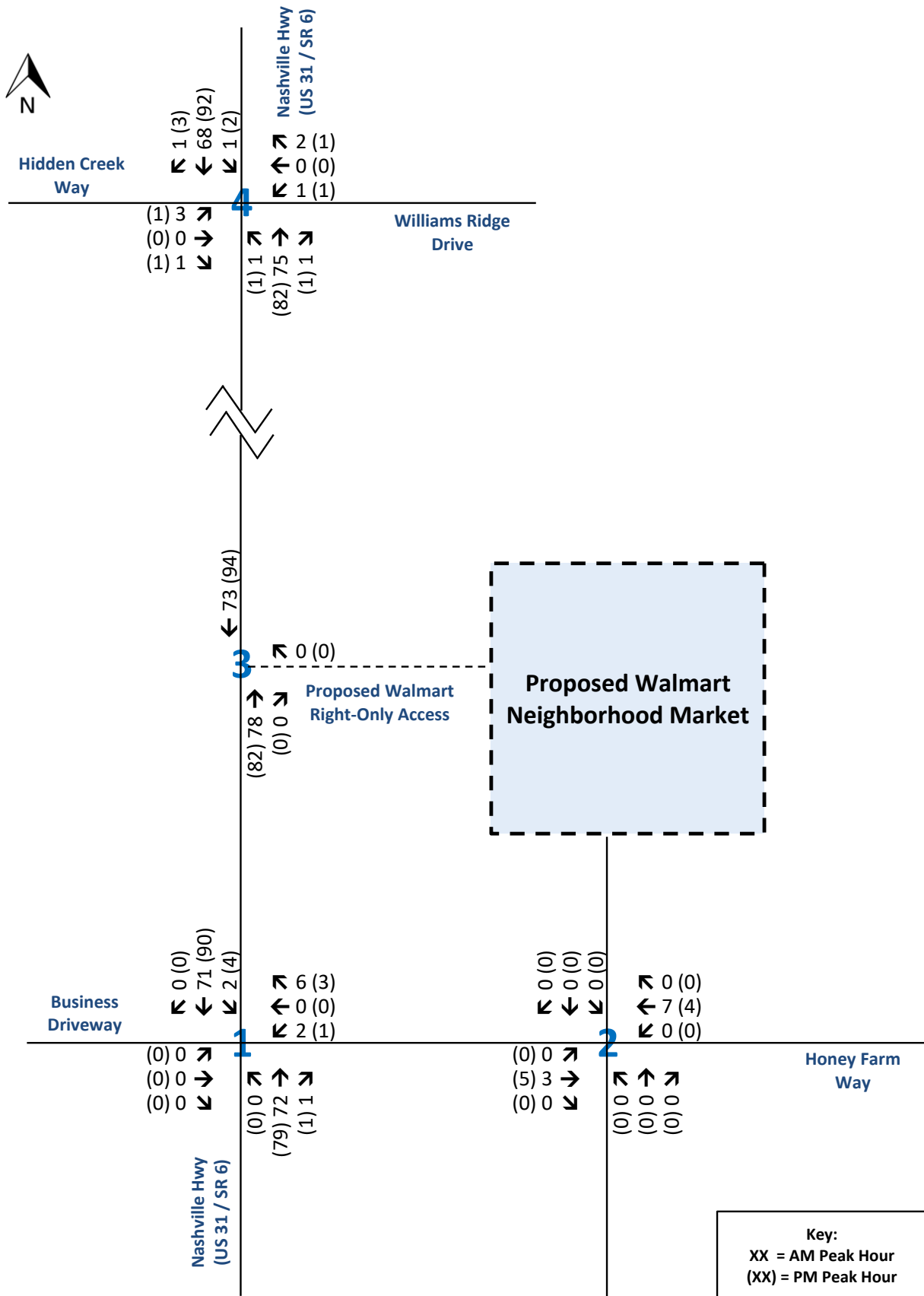
TRAFFIC ASSIGNMENT WORKSHEETS

AM & PM PEAK HOURS



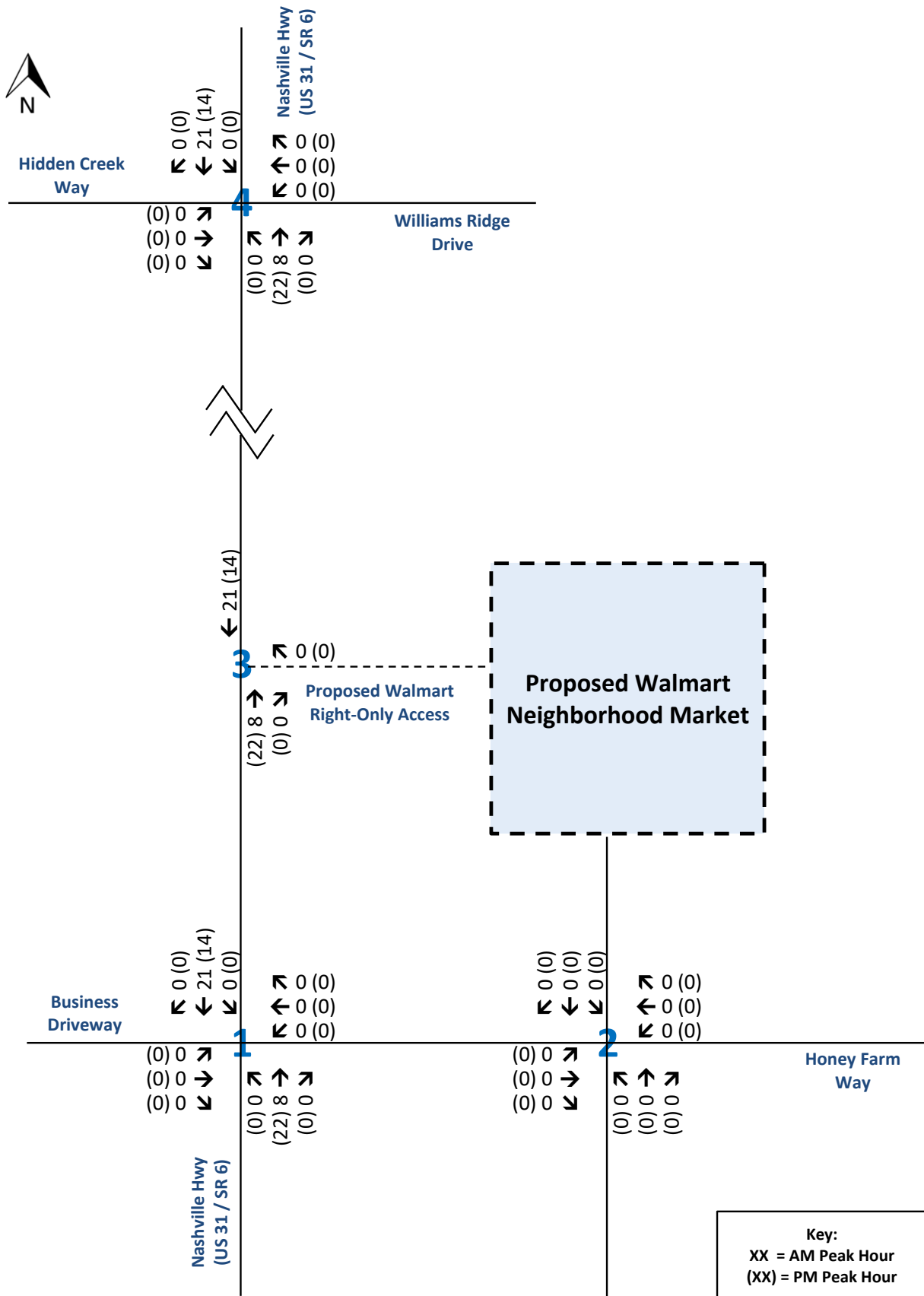
Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





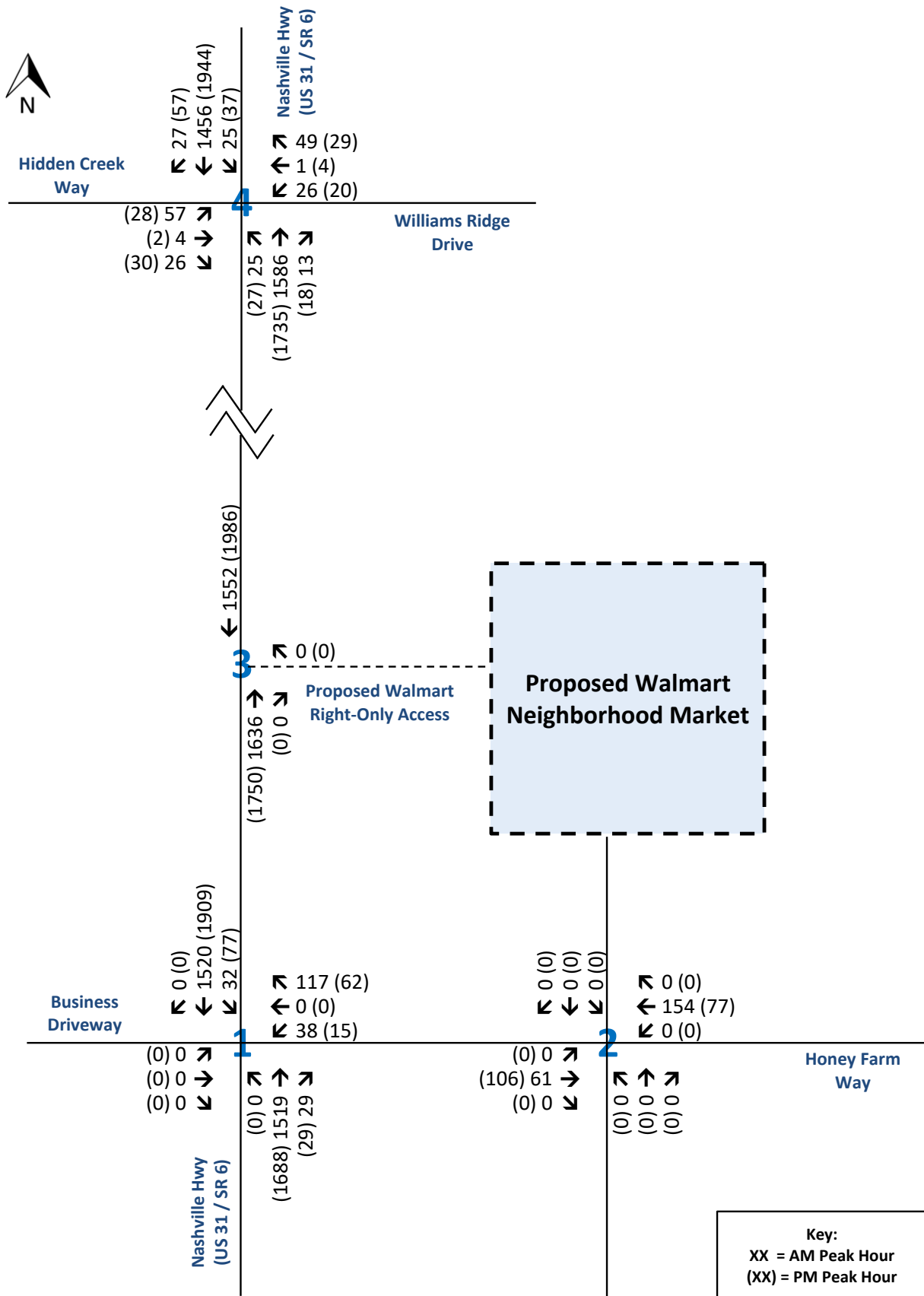
Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





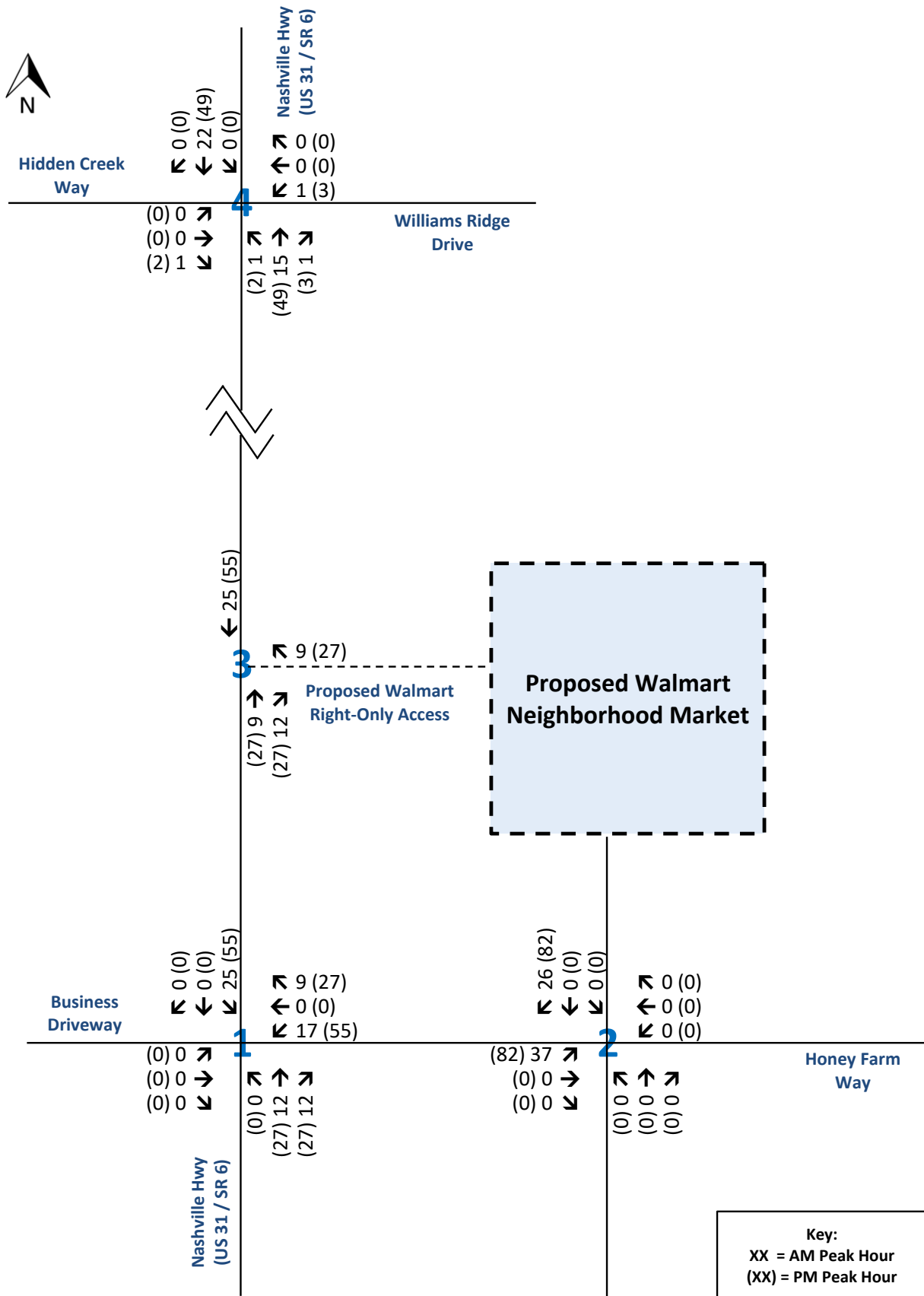
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





Traffic Assignment Worksheet
Background Traffic Volumes (2026)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





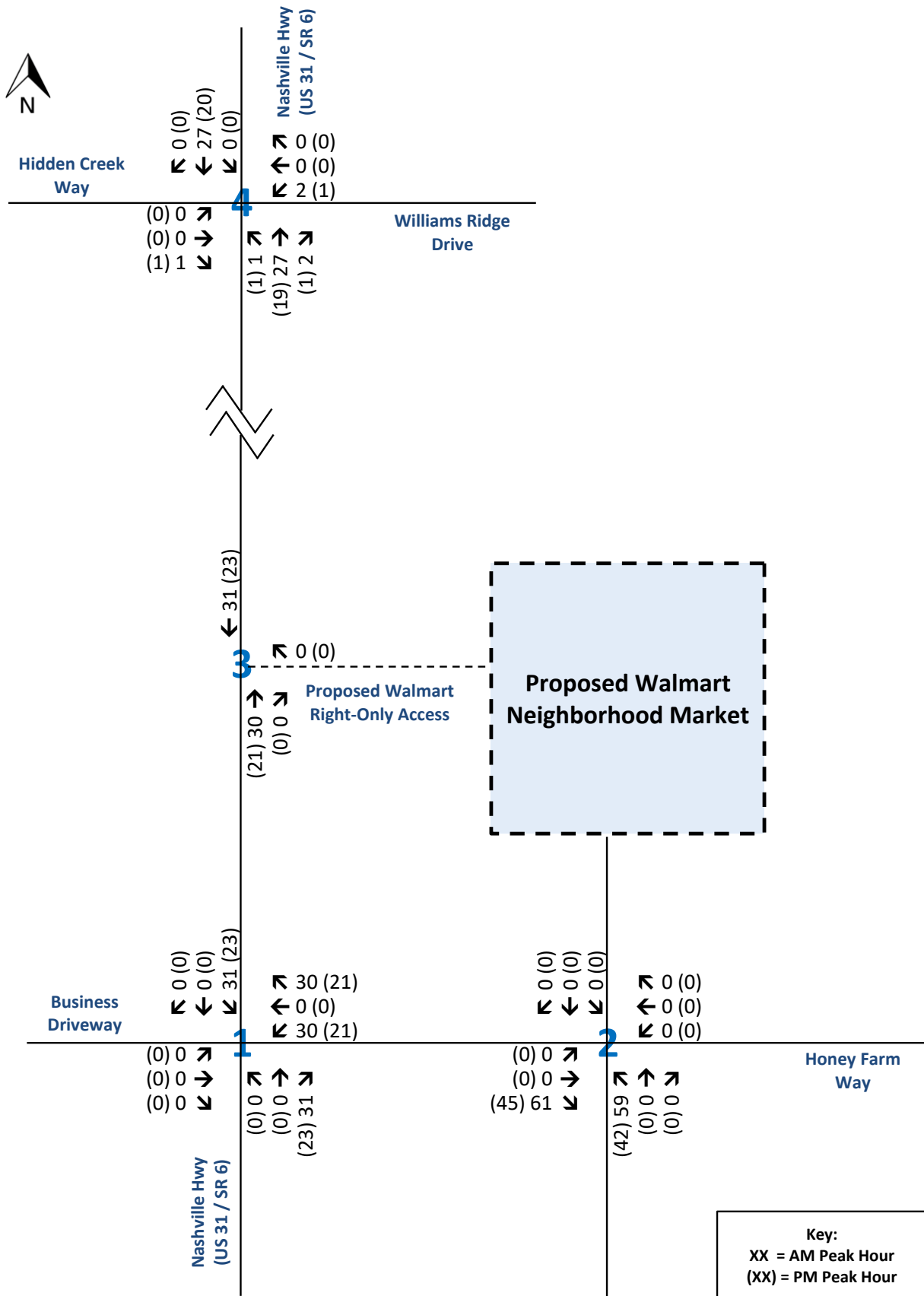
Traffic Assignment Worksheet

Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





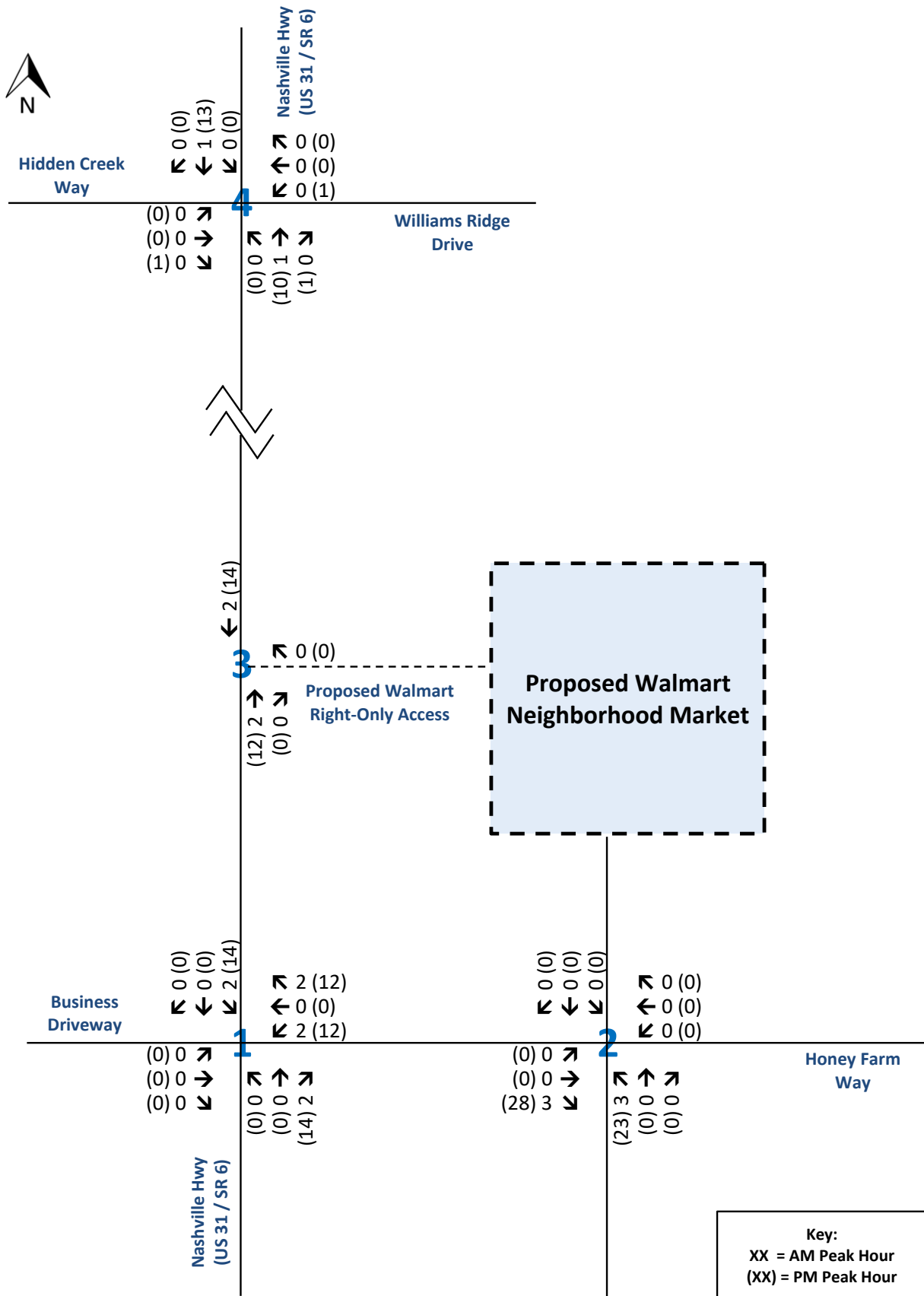
Traffic Assignment Worksheet

Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

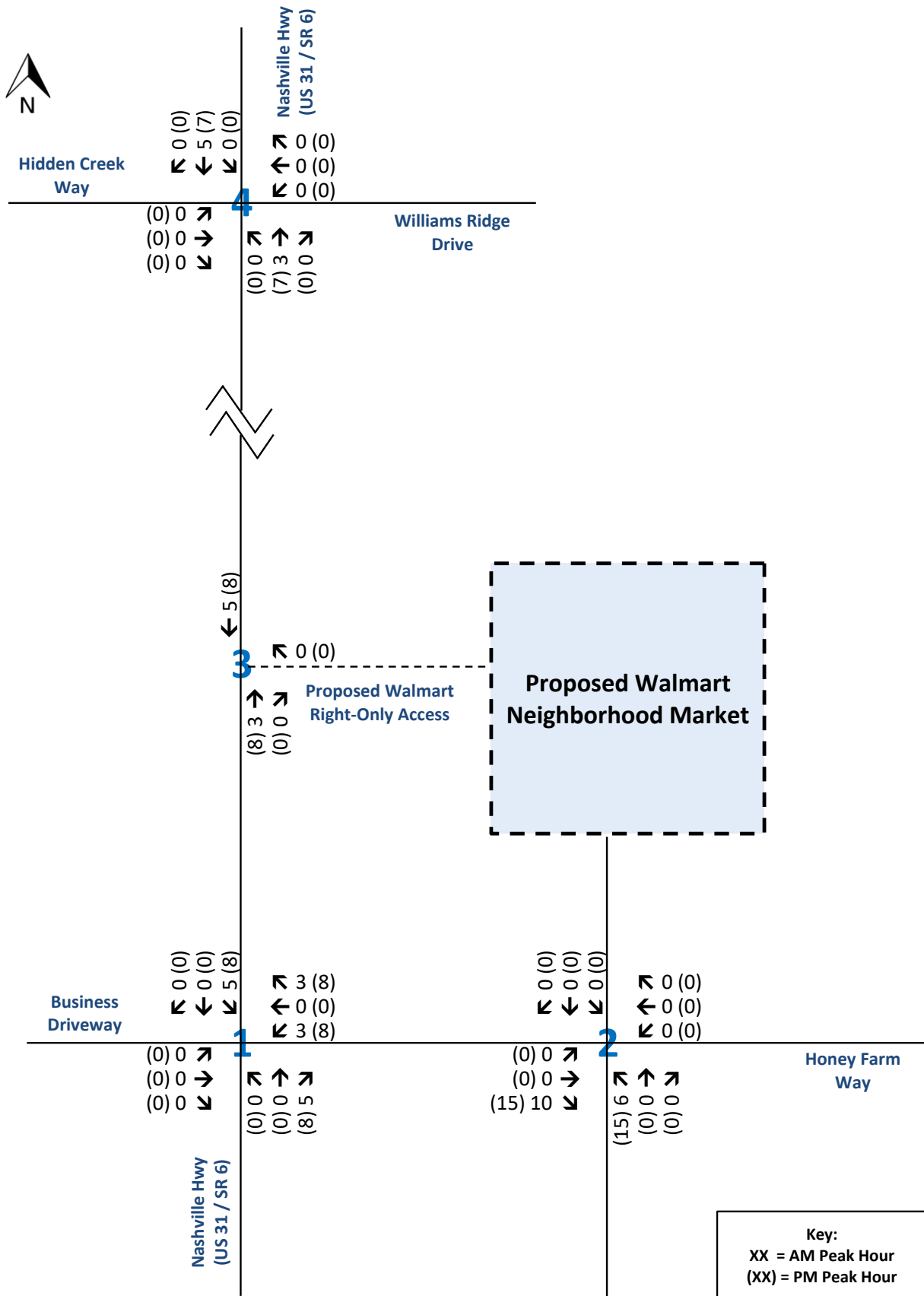
Columbia, Tennessee





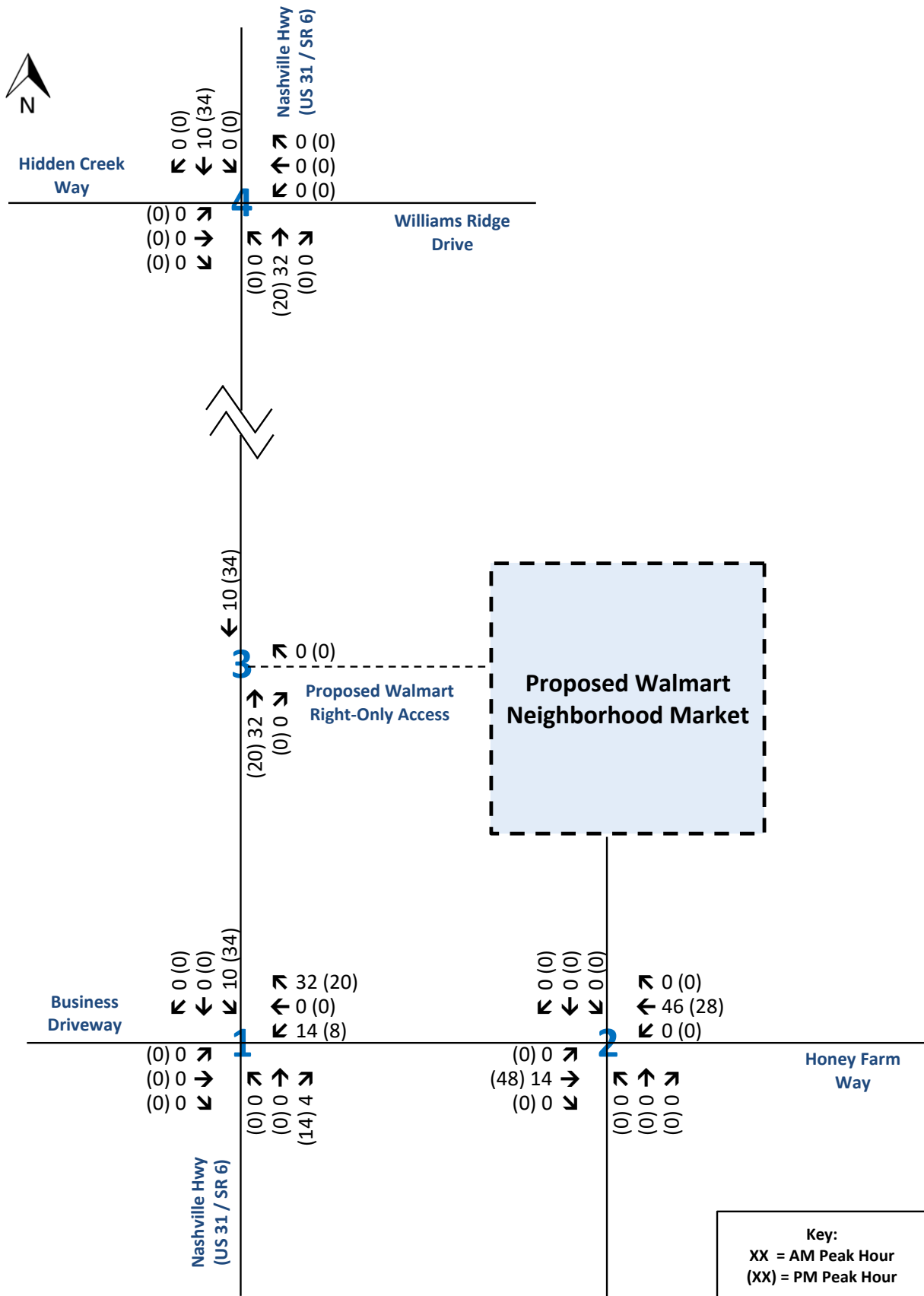
Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





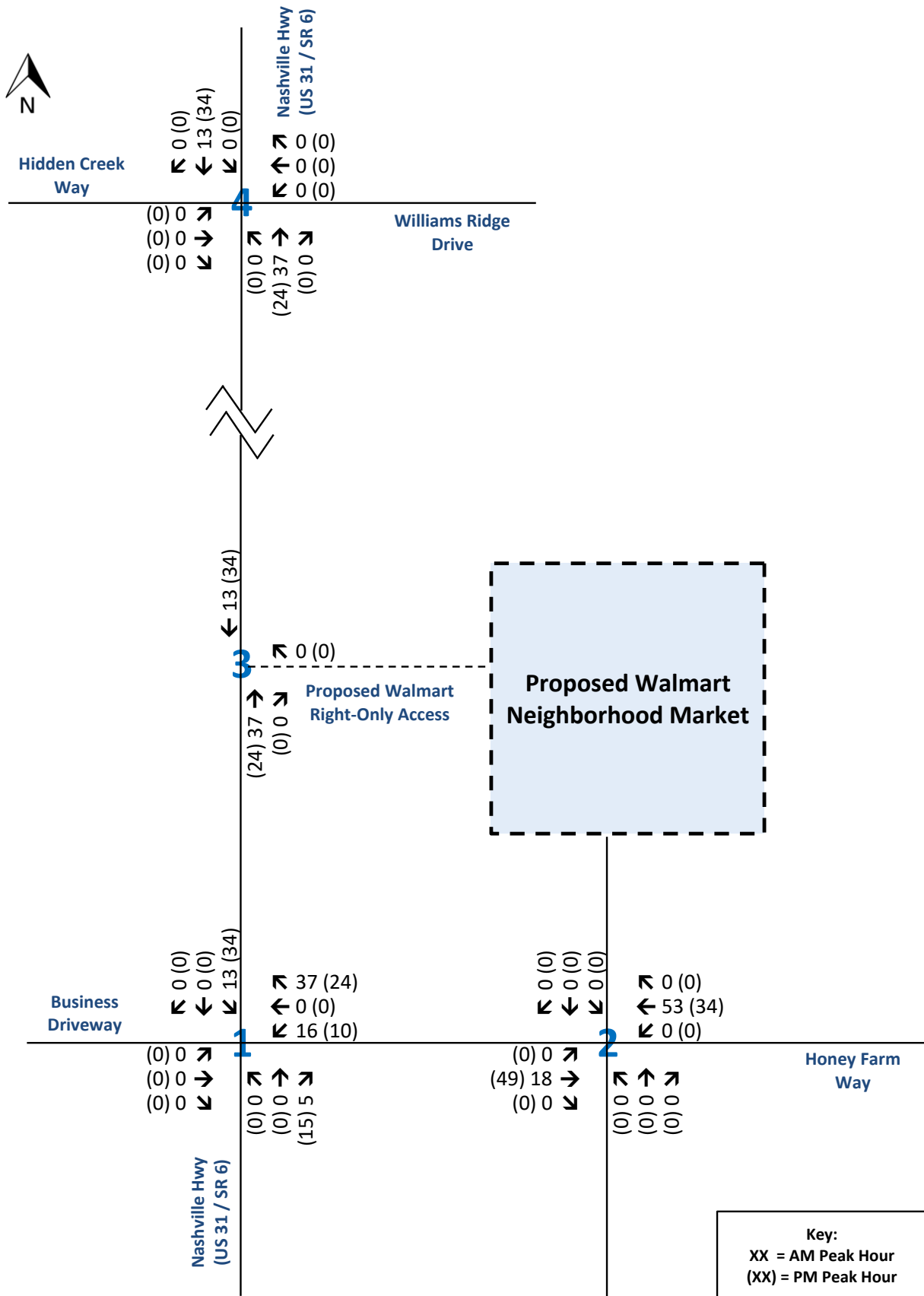
Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





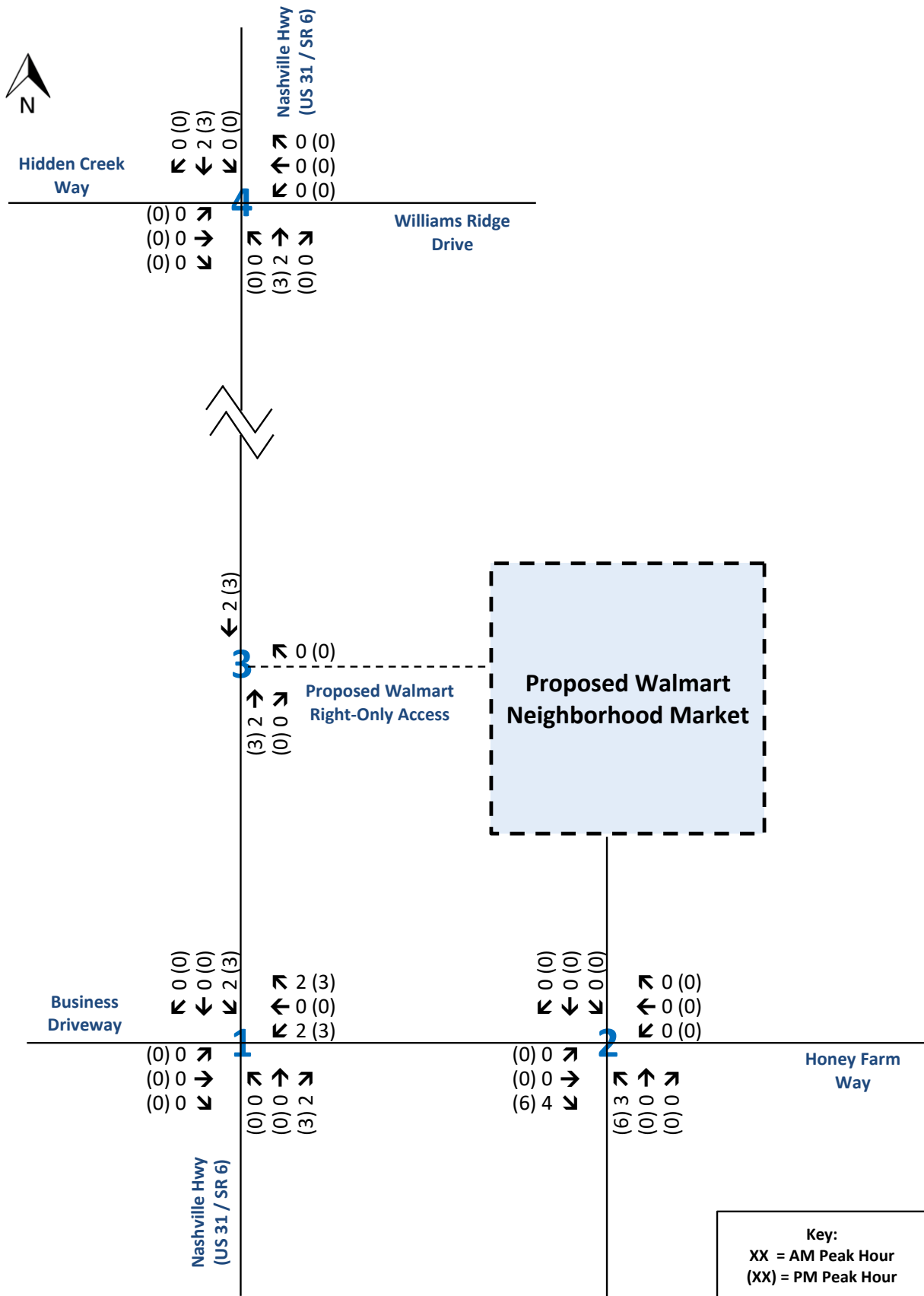
Traffic Assignment Worksheet
Primary Traffic Assignment - Multifamily Housing (Low-Rise)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





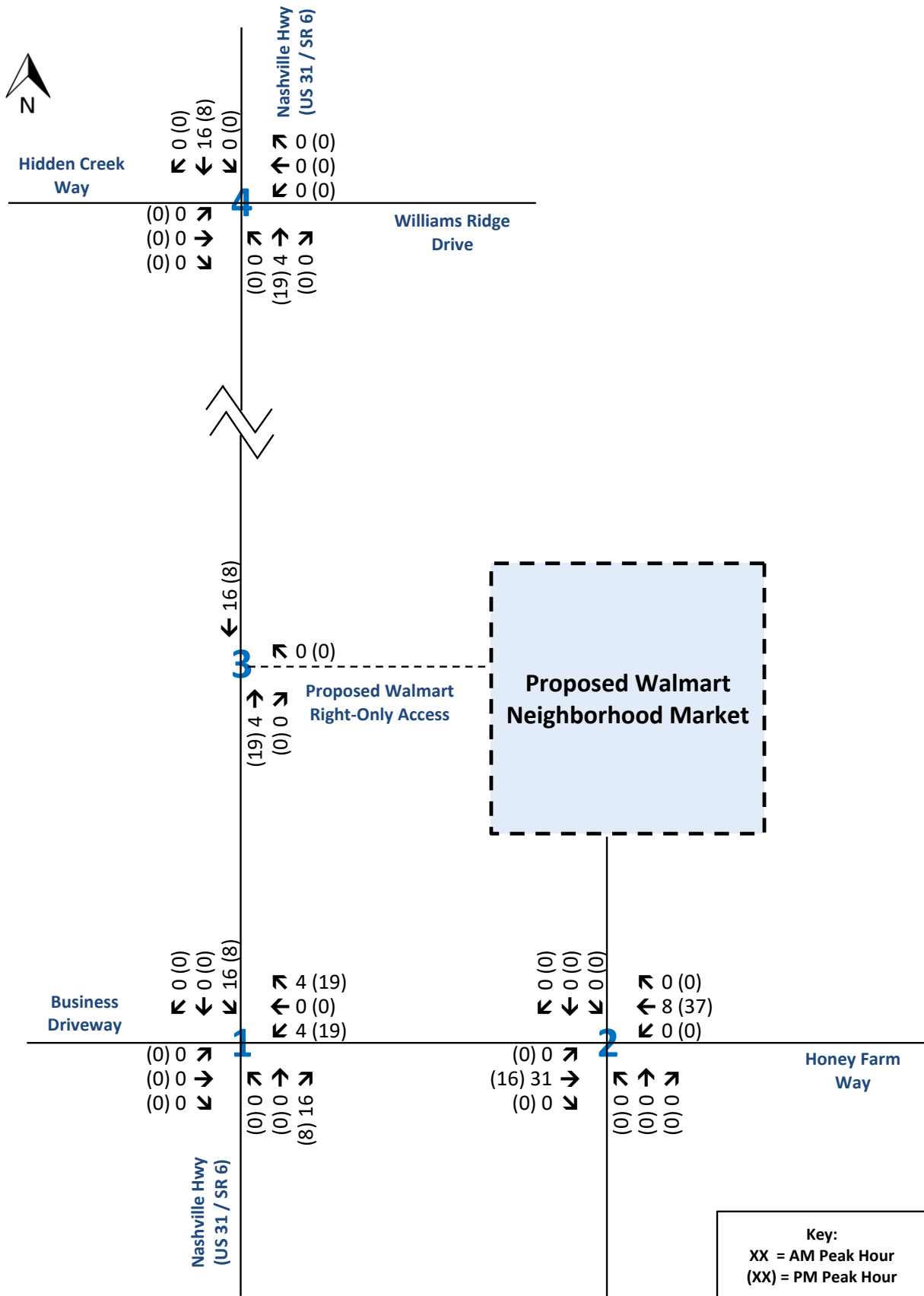
Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





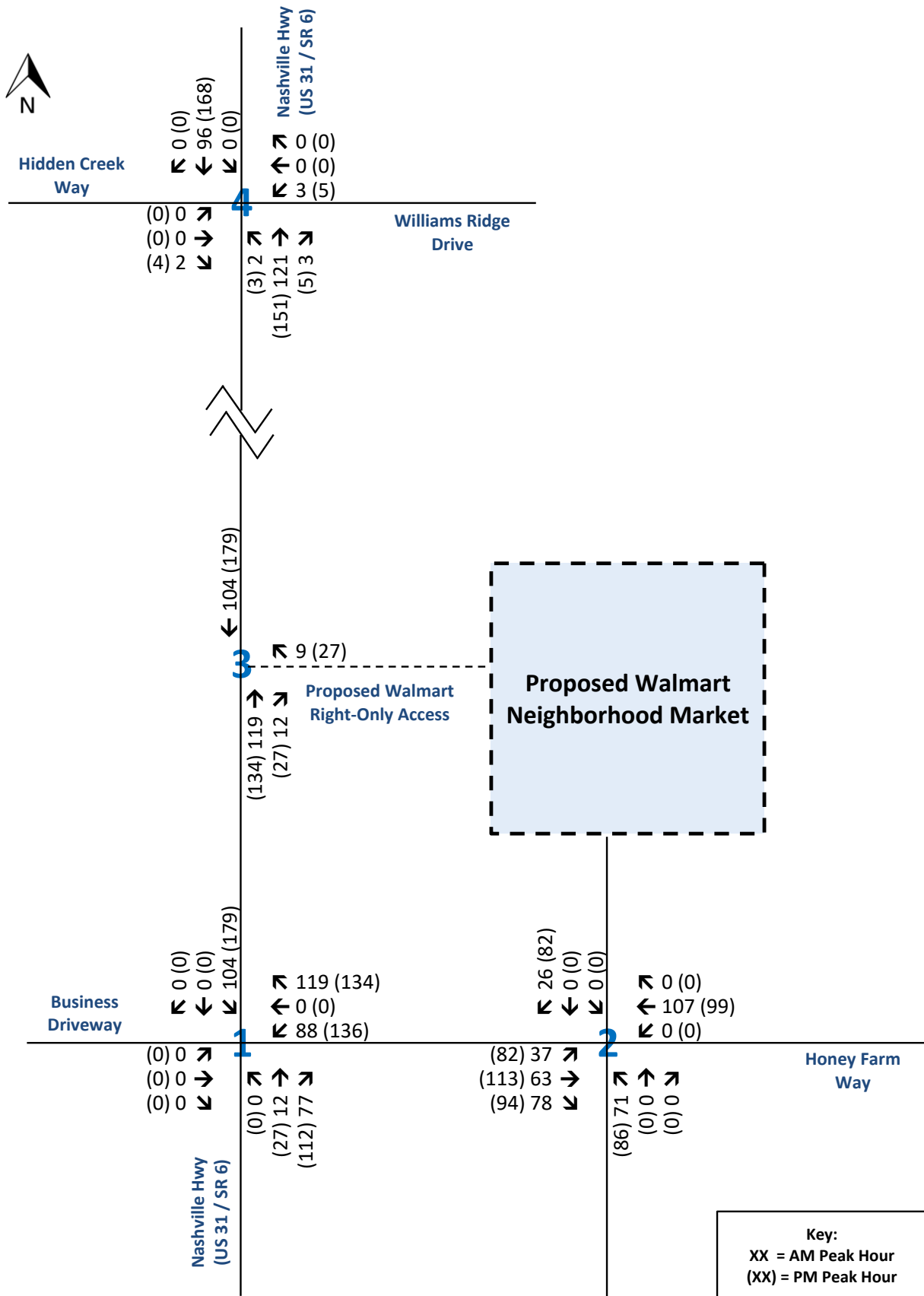
Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





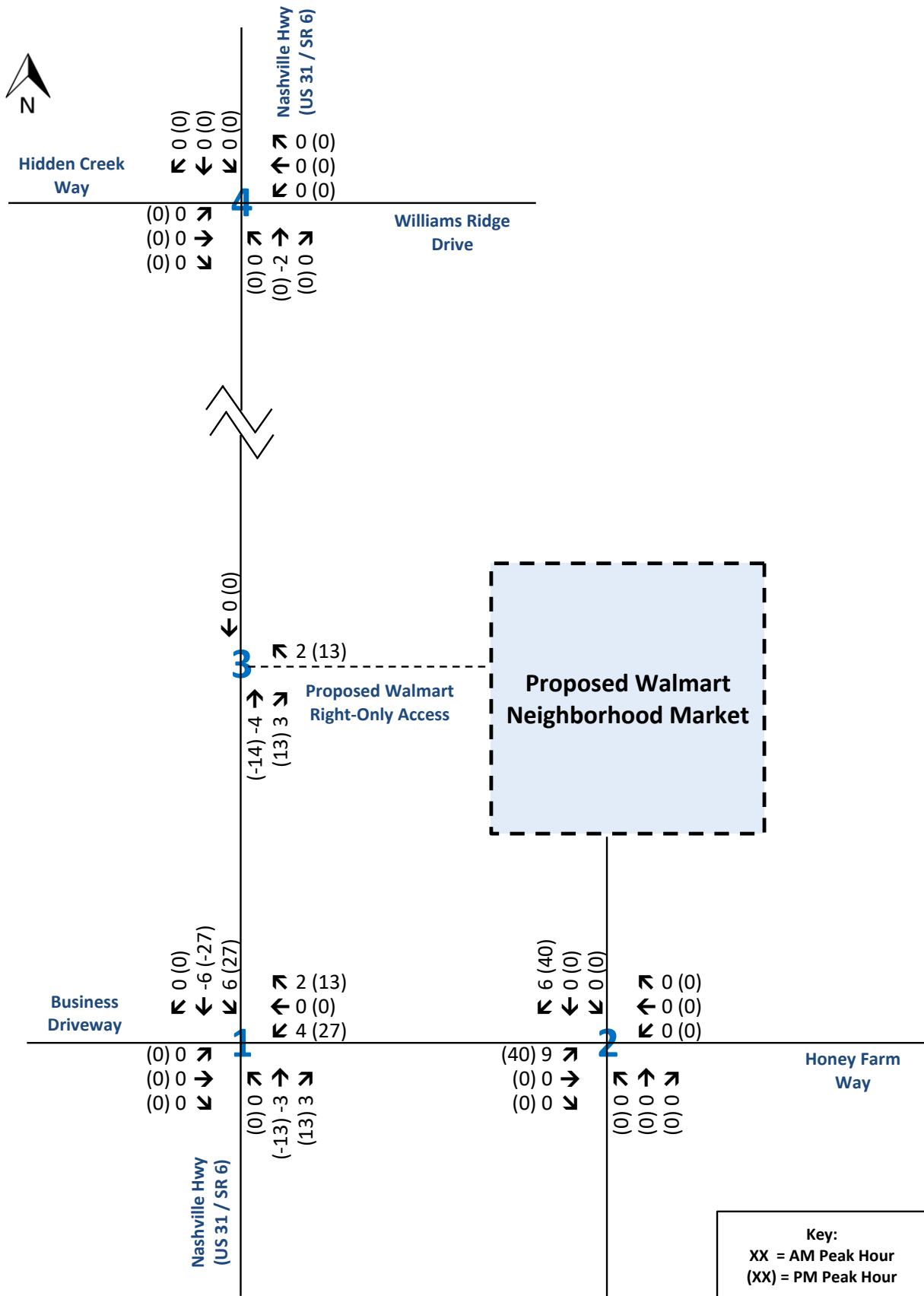
Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





Traffic Assignment Worksheet
Total Primary Traffic Assignment
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





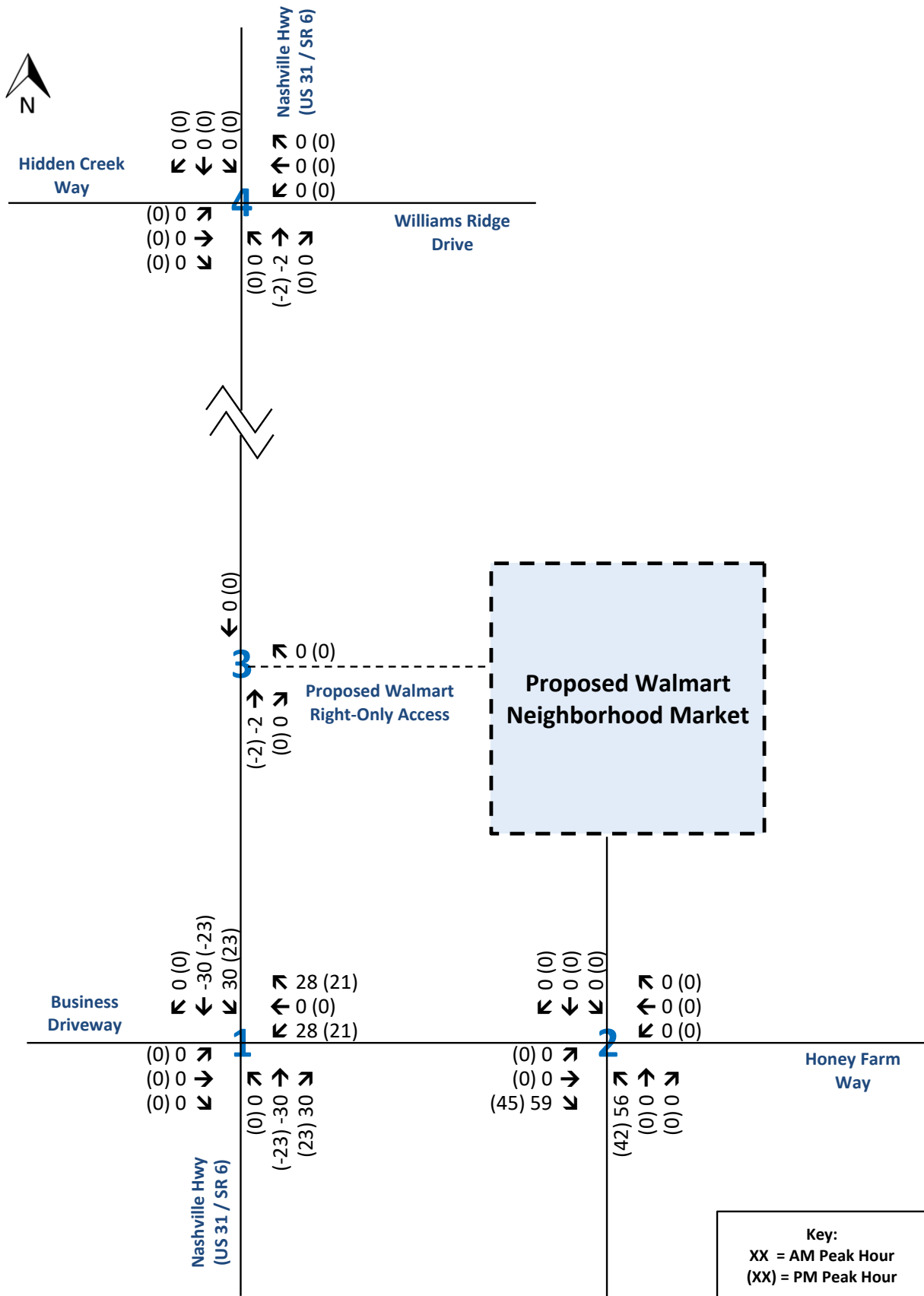
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





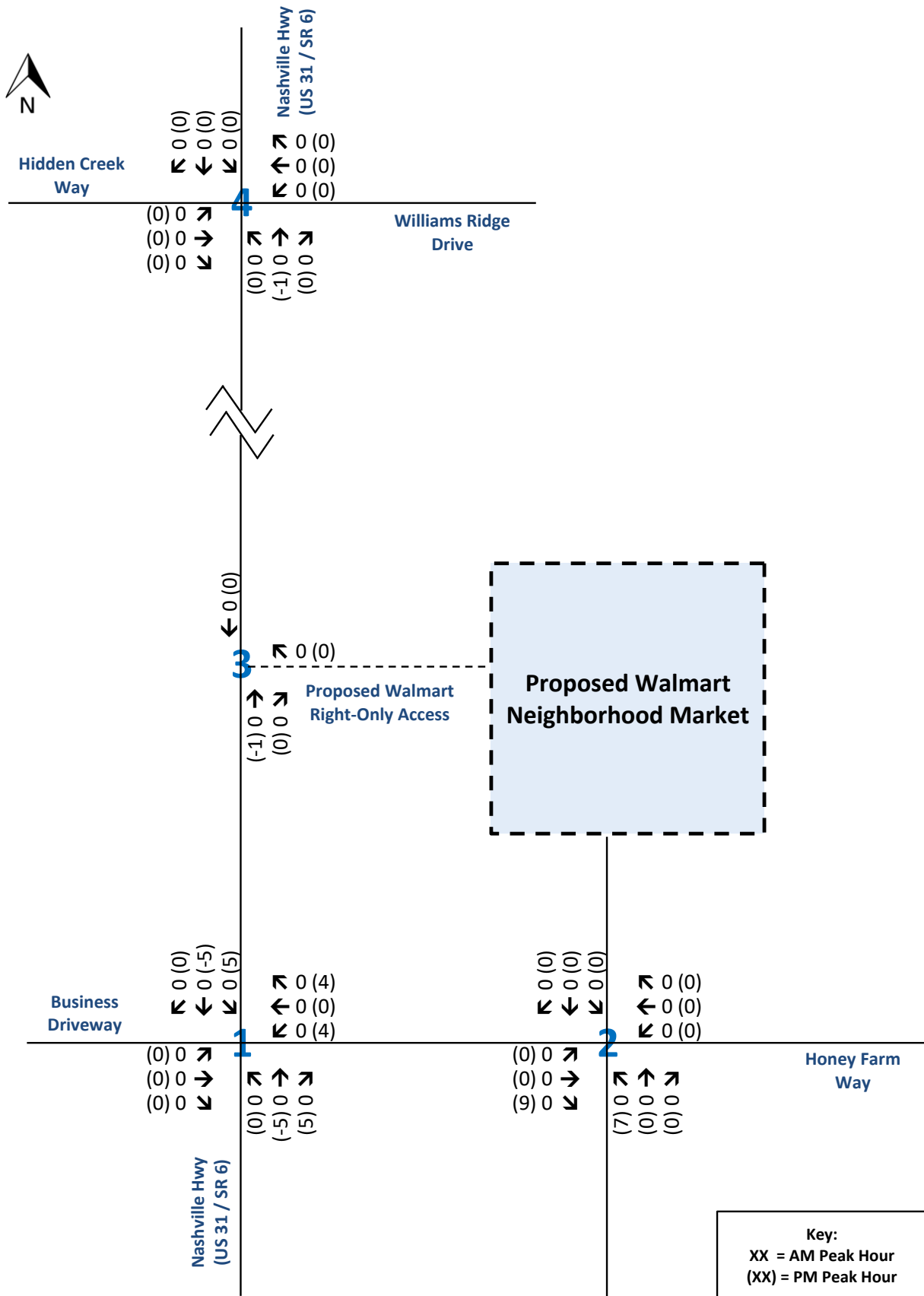
Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

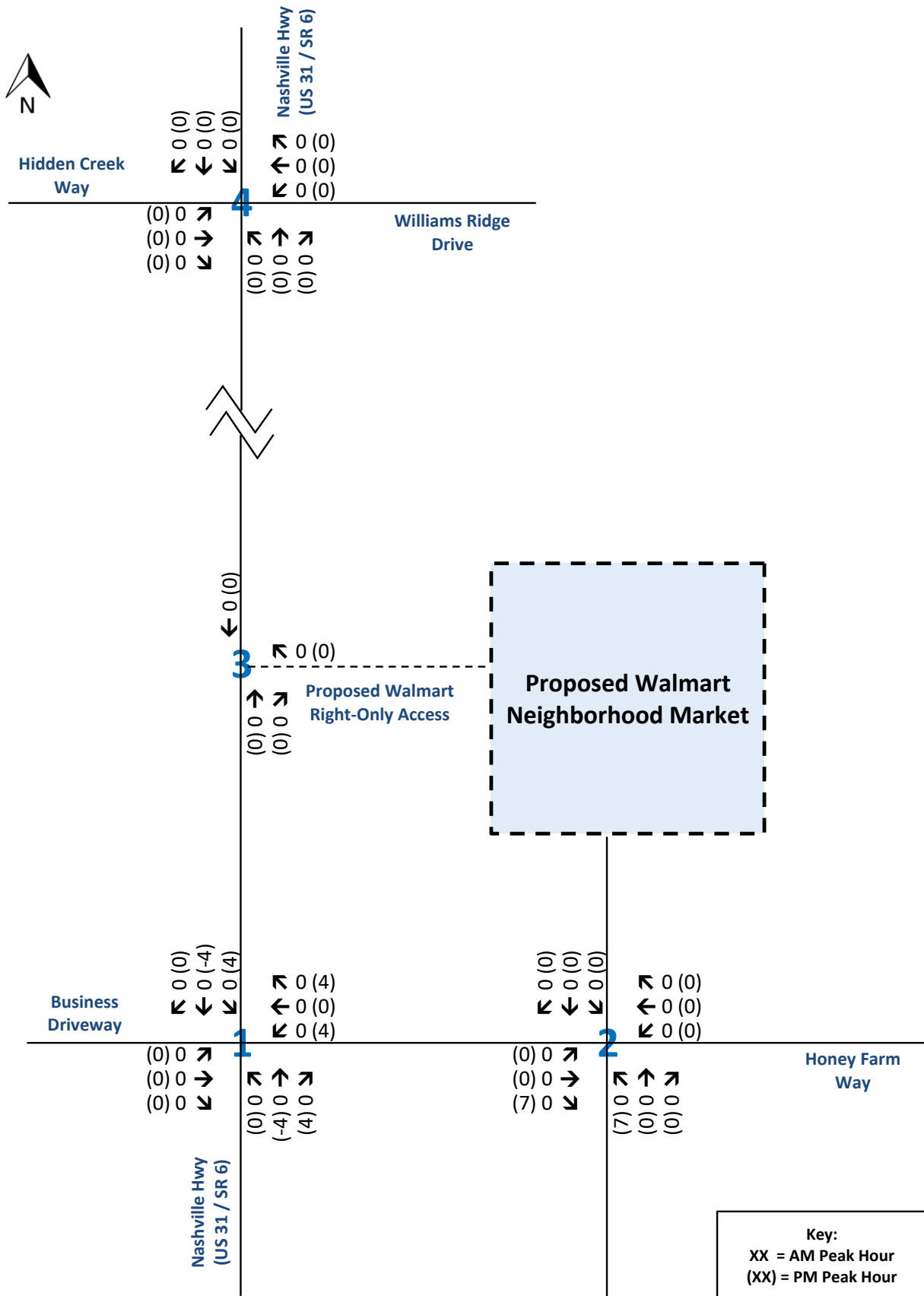
Columbia, Tennessee





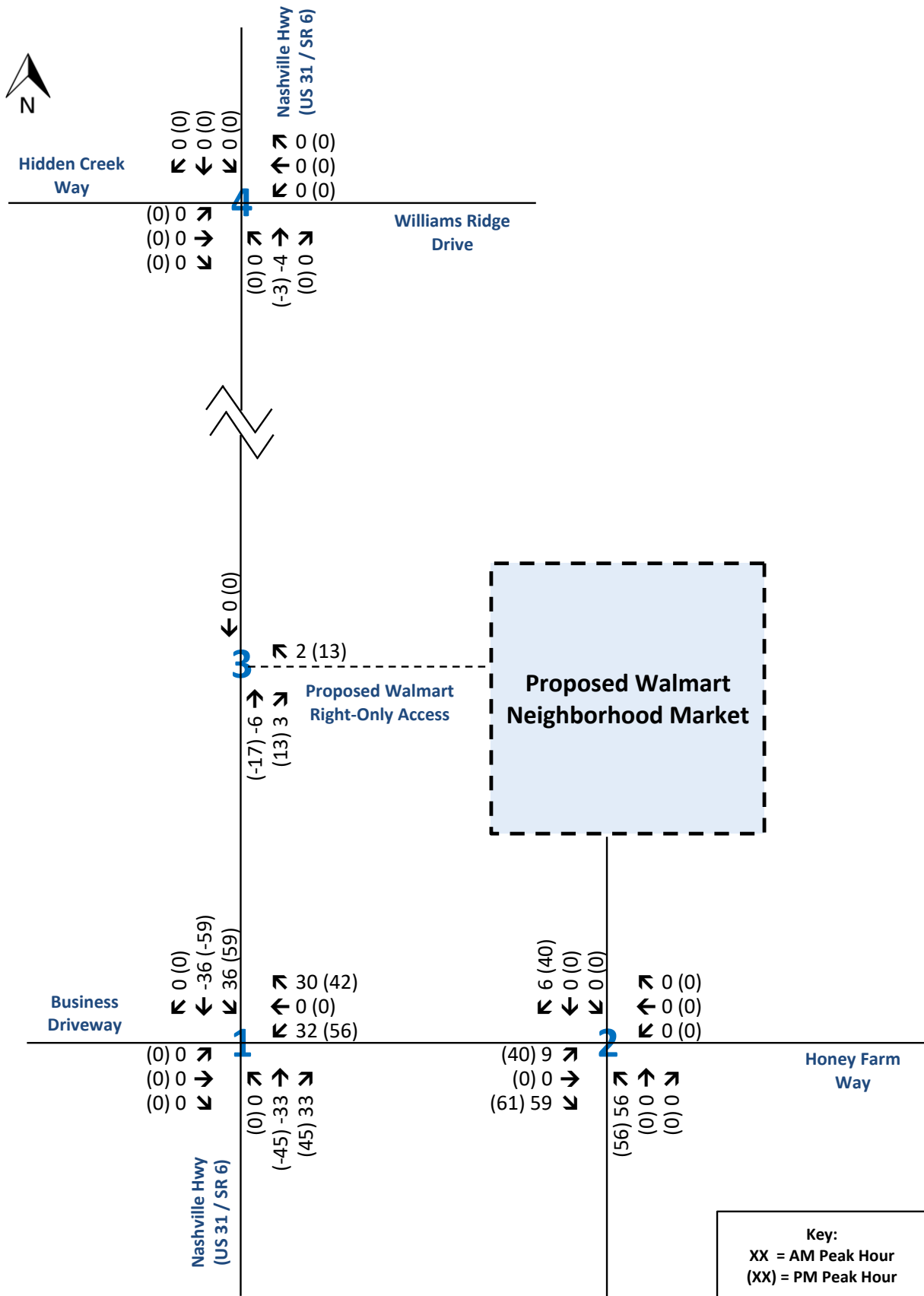
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





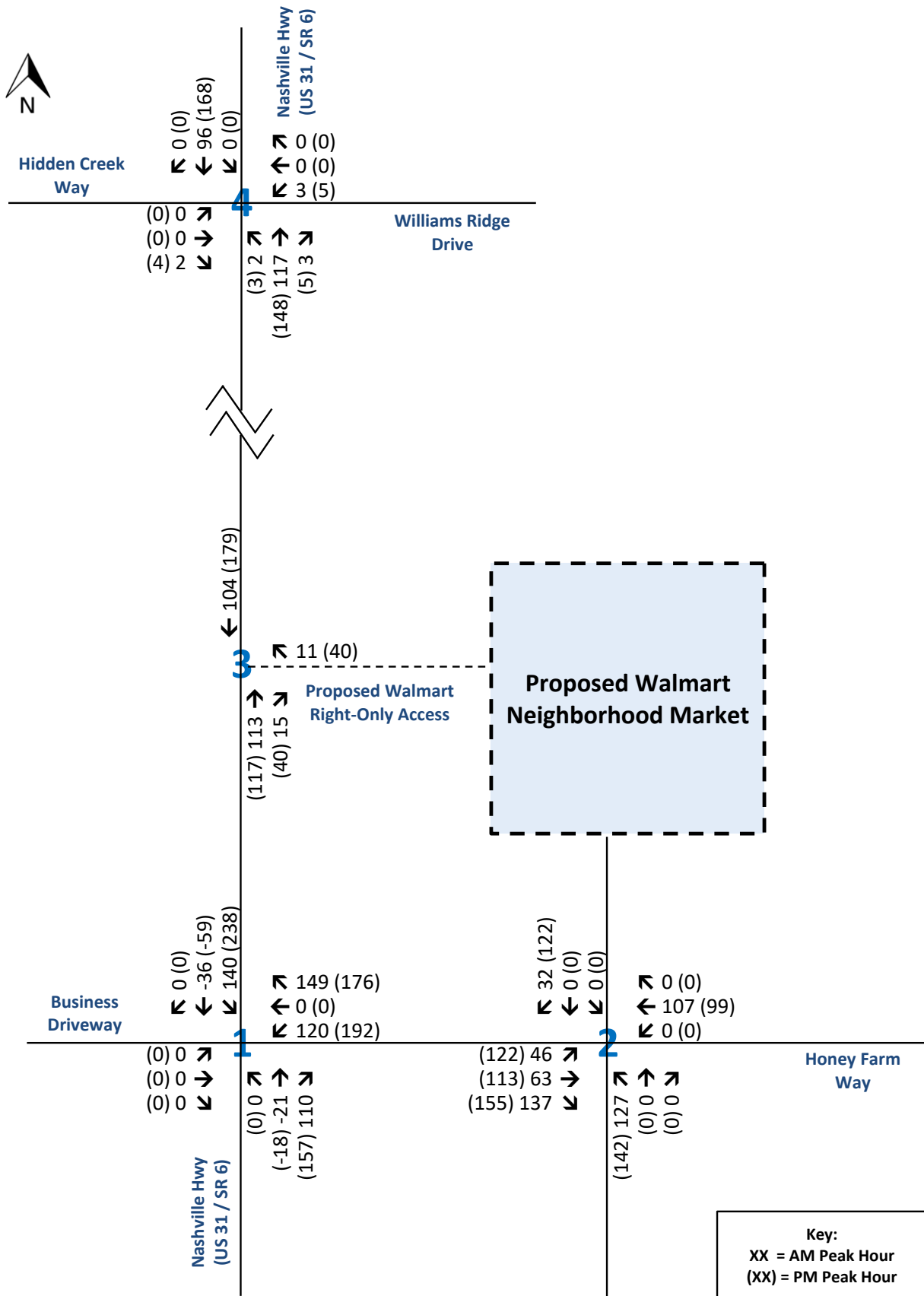
Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





Traffic Assignment Worksheet
Total Passby Traffic Assignment
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee



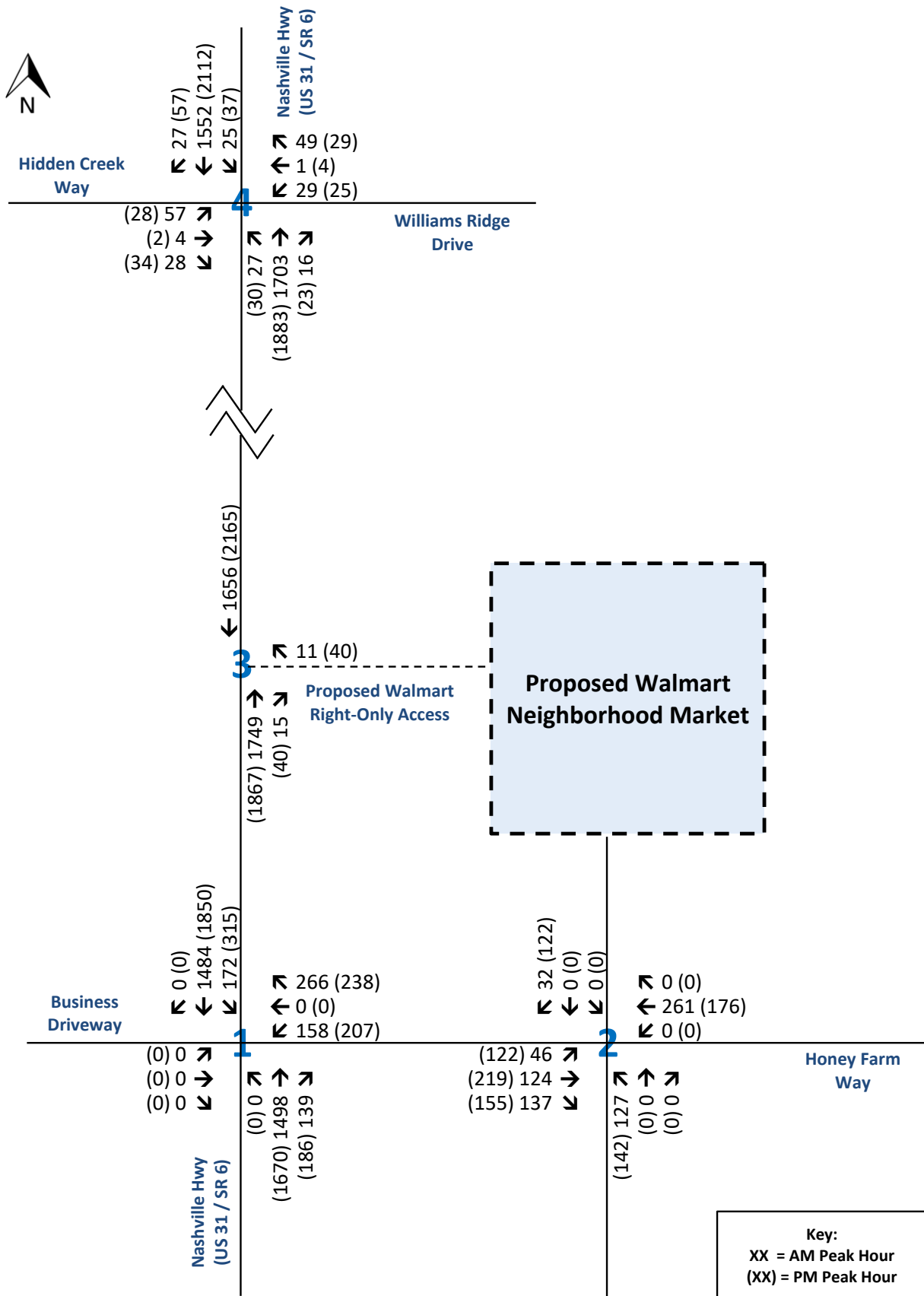


Traffic Assignment Worksheet

Site Generated Traffic

Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee



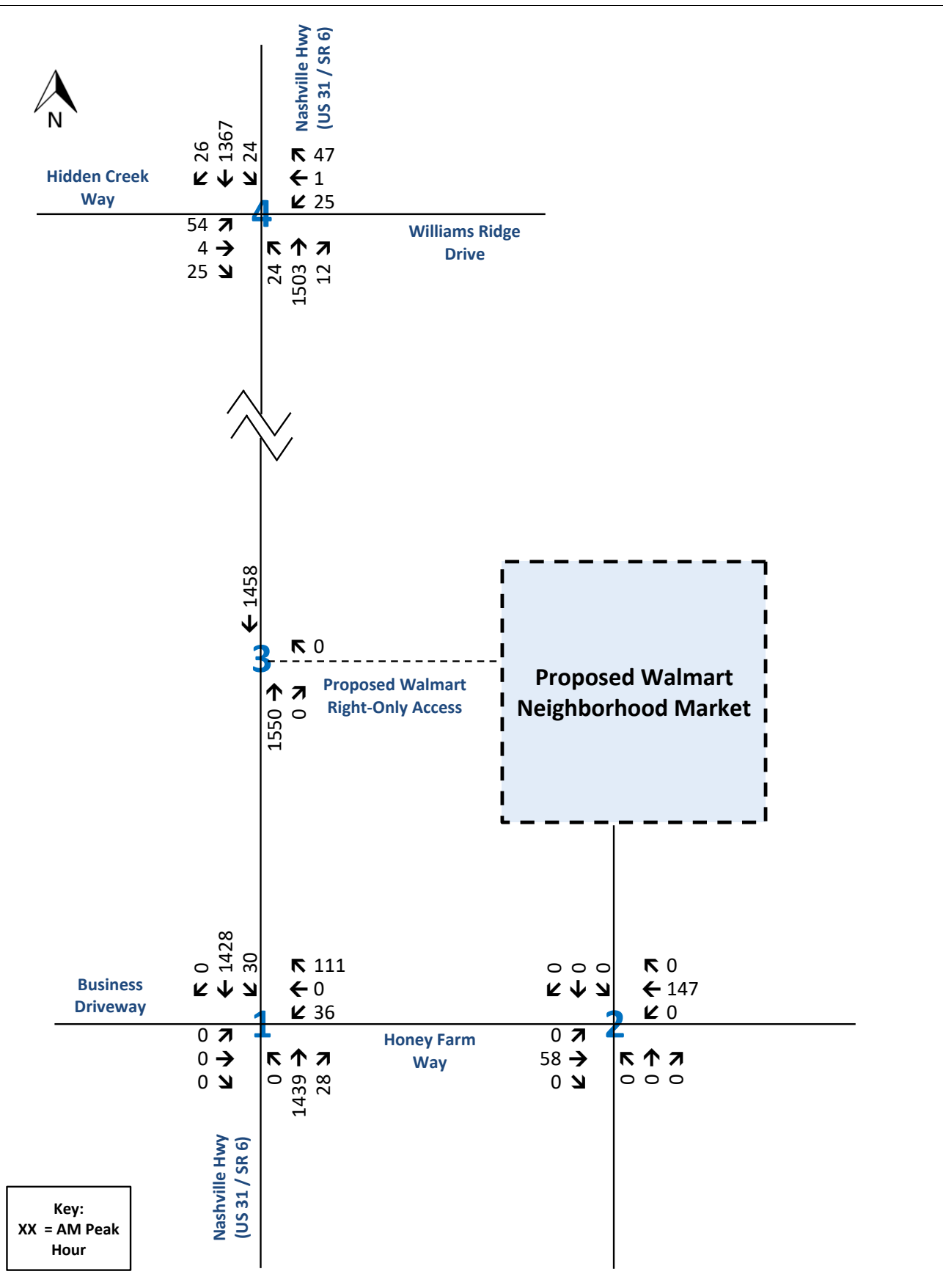


Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee



TRAFFIC ASSIGNMENT WORKSHEETS

AM PEAK HOUR



Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





Hidden Creek
Way

1
0
1

68
→
→

1

Nashville Hwy
(US 31 / SR 6)

2
0
1

→
←
←

Williams Ridge
Drive

1

75
→
→

1

73
←

3

0
→

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

78
→

0
→

Business
Driveway

0
0
0

71
←
→

2

6
0
2

→
←
←

Honey Farm
Way

0

72
→
→

1

Nashville Hwy
(US 31 / SR 6)

0
0
0

←
←
←

0

0
7
0

→
←
←

0
3
0

→
→
→

2

0
0
0

→
→
→

Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Background - Historical Growth Only (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

0 0
0 21
0 0

Nashville Hwy
(US 31 / SR 6)

0 0
0 0
0 0

Williams Ridge
Drive



0 21
0 0

3

0 0

8 0
Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

0 0
0 21
0 0

0 0
0 0
0 0

Nashville Hwy
(US 31 / SR 6)

0 0
0 8
0 0

Honey Farm
Way

0 0
0 0
0 0

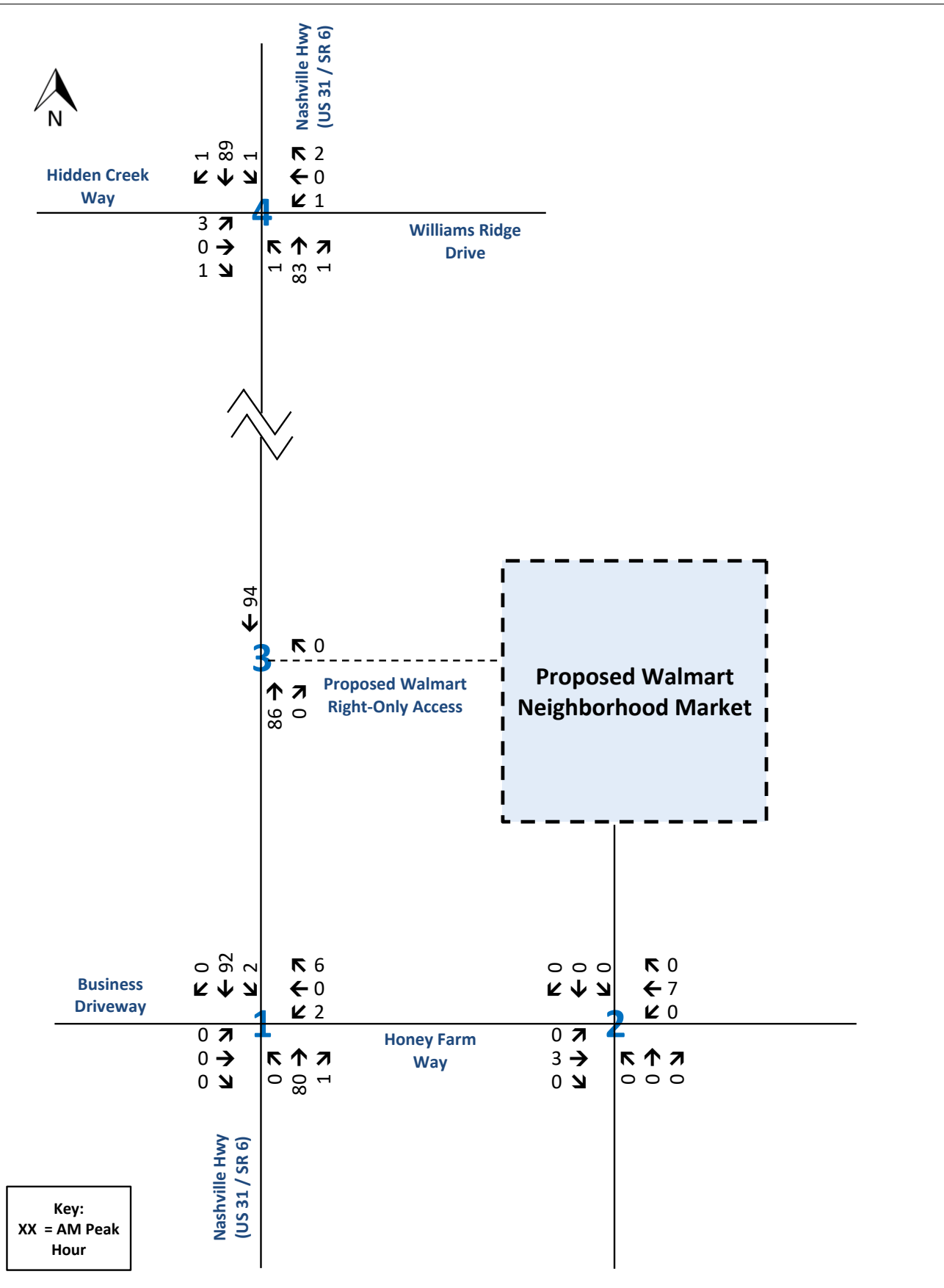
2

0 0
0 0
0 0

Key:
XX = AM Peak
Hour

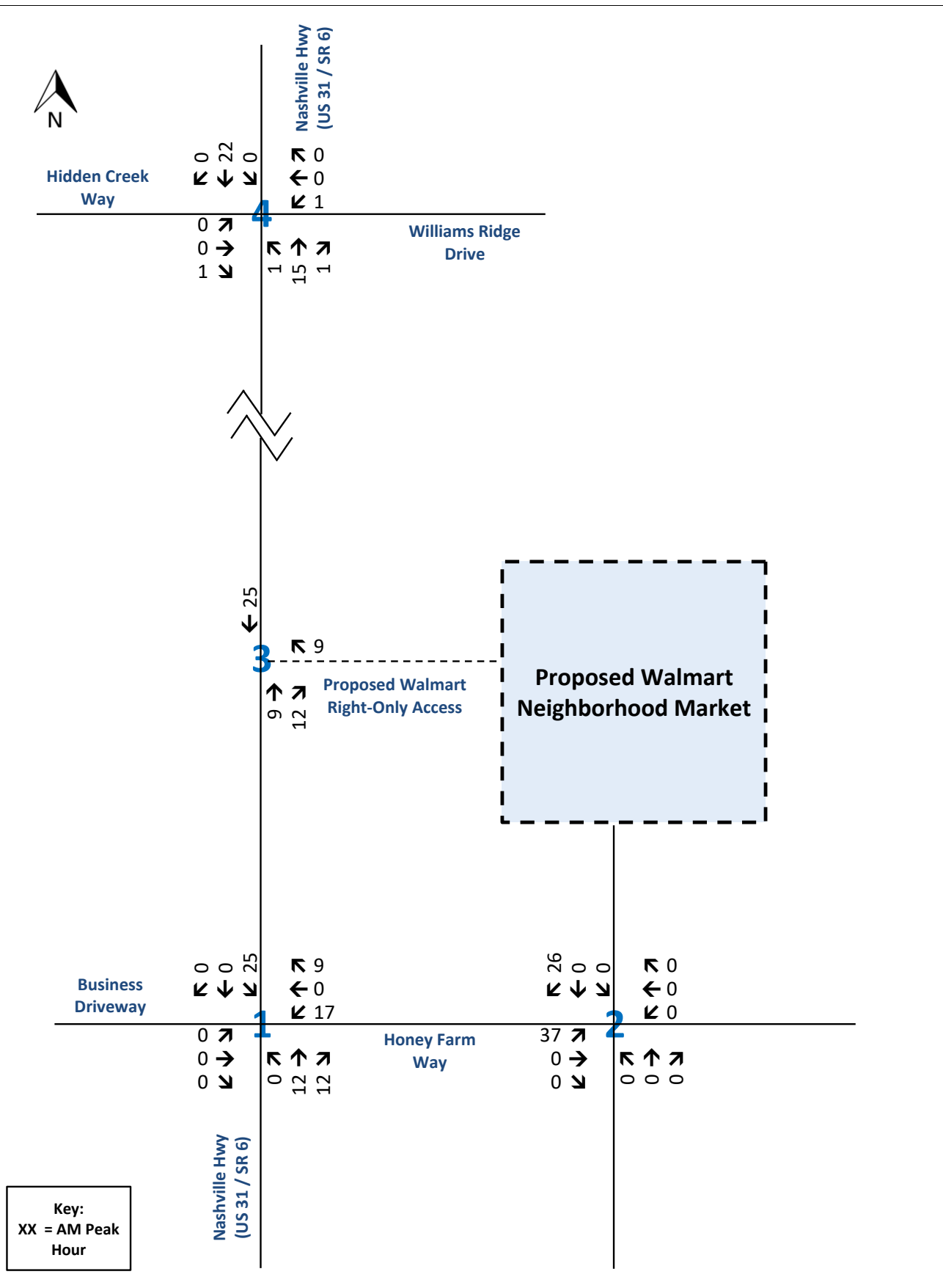
Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Traffic Assignment Worksheet
Background (Growth + Offsite)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





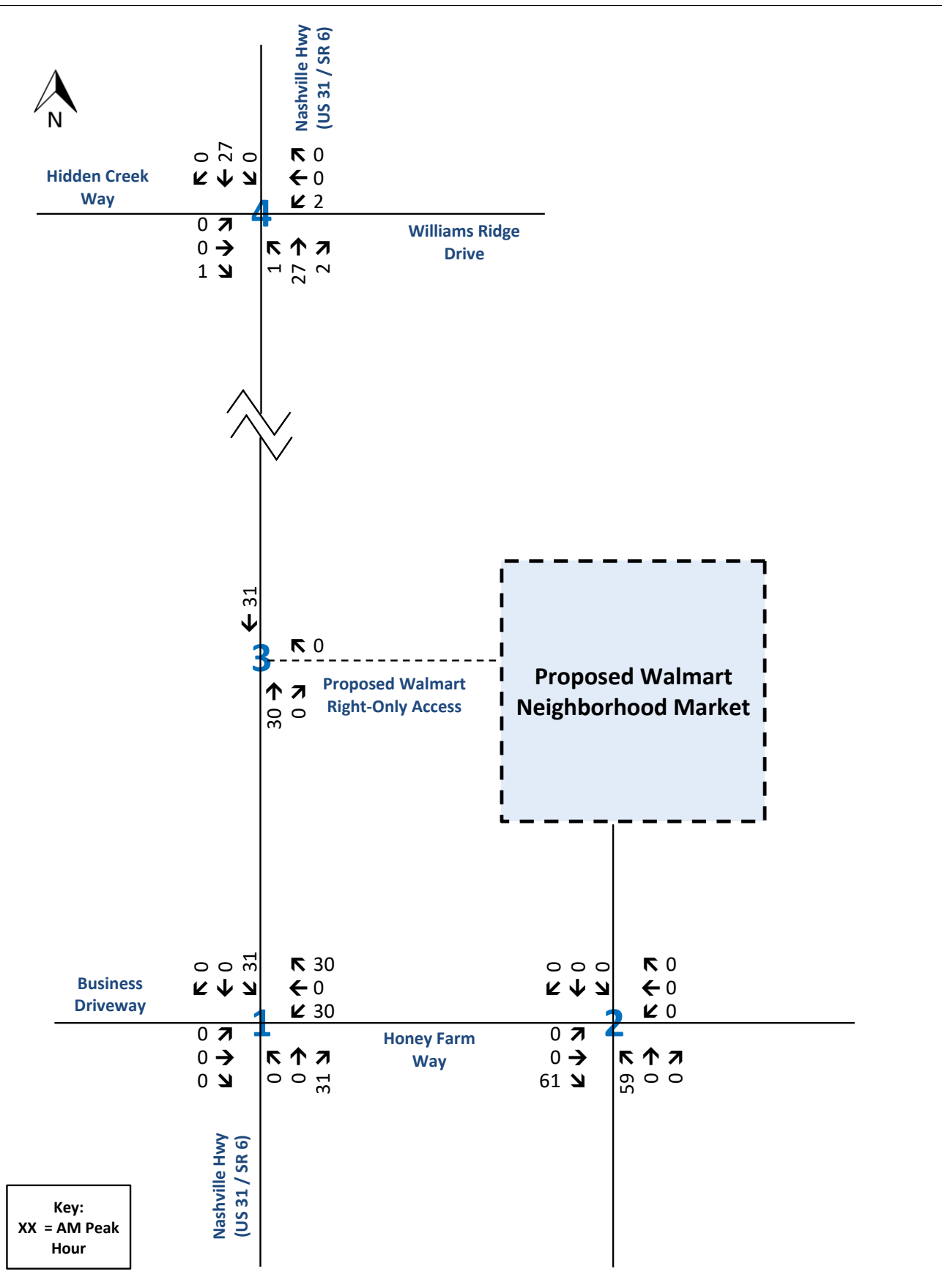
Traffic Assignment Worksheet

Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Traffic Assignment Worksheet
Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





Hidden Creek
Way

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Nashville Hwy
(US 31 / SR 6)

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Williams Ridge
Drive

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Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

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Honey Farm
Way

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Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet

Primary Traffic Assignment - Fast Casual Restaurant

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

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Nashville Hwy
(US 31 / SR 6)

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Williams Ridge
Drive



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Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

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Honey Farm
Way

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Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

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Nashville Hwy
(US 31 / SR 6)

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Williams Ridge
Drive



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Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

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Honey Farm
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Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet

Primary Traffic Assignment - Multifamily Housing (Low-Rise)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

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Nashville Hwy
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Williams Ridge
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Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

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Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

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Nashville Hwy
(US 31 / SR 6)

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Williams Ridge
Drive



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Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

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Honey Farm
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Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

0 0
0 16
0 0

Nashville Hwy
(US 31 / SR 6)

0 0
0 0
0 0

Williams Ridge
Drive



0 16
3

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

0 0
0 0
0 16

Nashville Hwy
(US 31 / SR 6)

0 4
0 0
0 4

Honey Farm
Way

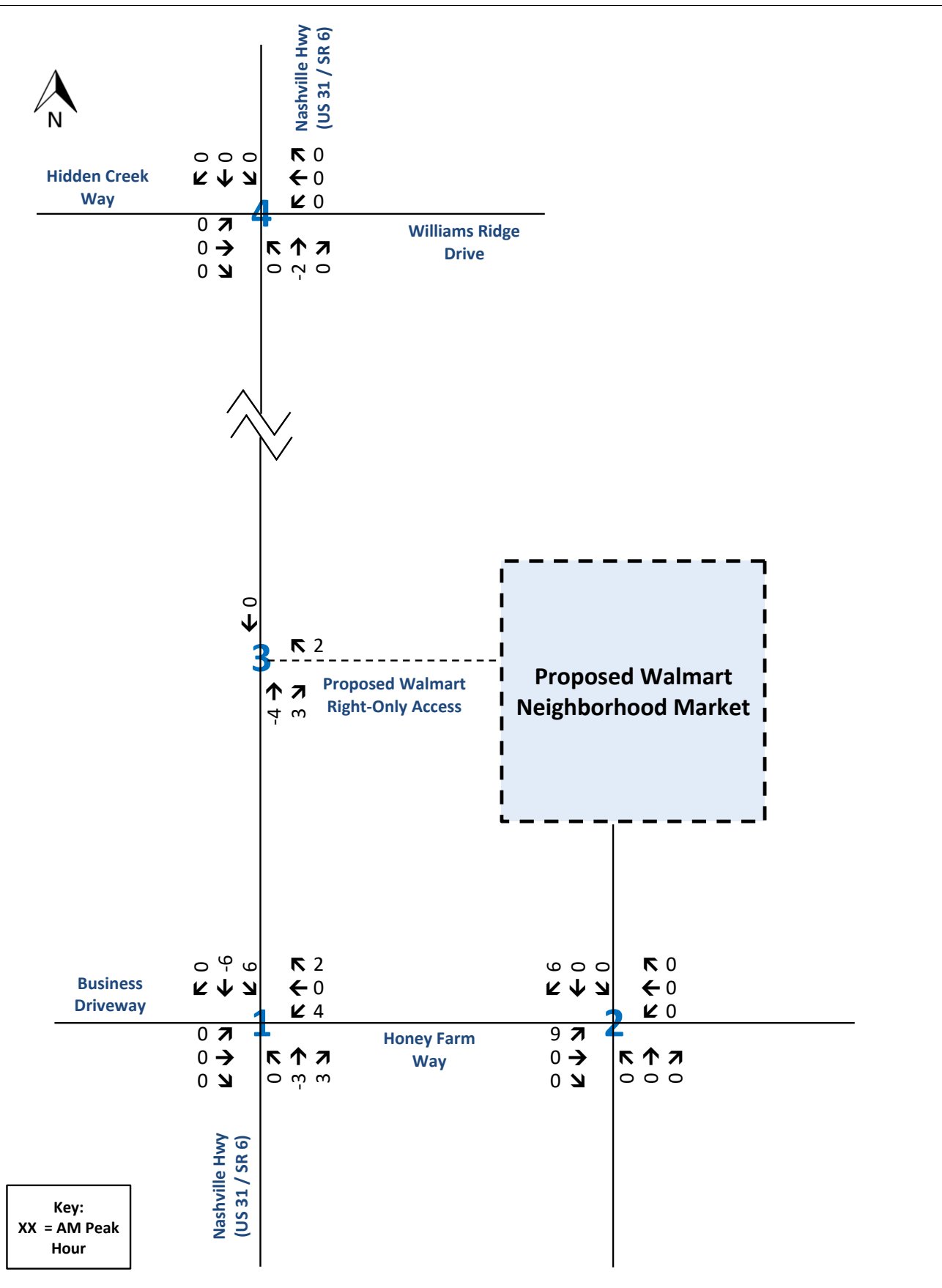
0 0 0
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31 0 0

2

Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

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Nashville Hwy
(US 31 / SR 6)

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-2
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Williams Ridge
Drive



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Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

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Nashville Hwy
(US 31 / SR 6)

0
-30
30

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-30
30

Honey Farm
Way

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59

2

56
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Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

0 0 0
← ↓ →

Nashville Hwy
(US 31 / SR 6)

↗ 0
← 0
← 0

Williams Ridge
Drive

0 ↗
0 →
0 ↘

4

↖ 0
↑ 0
↗ 0



← 0

3

↖ 0

Proposed Walmart
Right-Only Access

↑ 0
↗ 0

Proposed Walmart
Neighborhood Market

Business
Driveway

0 0 0
← ↓ →

↗ 0
← 0
← 0

Honey Farm
Way

0 ↗
0 →
0 ↘

↖ 0
↑ 0
↗ 0

Nashville Hwy
(US 31 / SR 6)

1

0 0 0
← ↓ →

↗ 0
← 0
← 0

2

0 ↗
0 →
0 ↘

↖ 0
↑ 0
↗ 0

Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

0 0 0
← ↓ →

Nashville Hwy
(US 31 / SR 6)

↗ 0
← 0
← 0

Williams Ridge
Drive

0 ↗
0 →
0 ↘

4

↖ 0
↑ 0
↗ 0



← 0

3

↖ 0

Proposed Walmart
Right-Only Access

↑ 0
↗ 0

Proposed Walmart
Neighborhood Market

Business
Driveway

0 0 0
← ↓ →

↗ 0
← 0
← 0

Honey Farm
Way

0 ↗
0 →
0 ↘

1

↖ 0
↑ 0
↗ 0

0 0 0
← ↓ →

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2

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0 →
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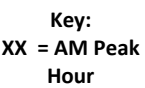
↖ 0
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Nashville Hwy
(US 31 / SR 6)

Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



Hidden Creek
Way

27
1552
25
49
1
29
57
4
28
27
1703
16

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive

1656

11

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

0
1484
172
266
0
158
0
1498
139

Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way

32
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261
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46
124
137
127
0
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Key:
XX = AM Peak
Hour

Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



TRAFFIC ASSIGNMENT WORKSHEETS

PM PEAK HOUR



Hidden Creek
Way

(54)
(1838)
(35)

Nashville Hwy
(US 31 / SR 6)

(28)
(4)
(19)

Williams Ridge
Drive

(26)
(1631)
(17)



(1878)

3

(0)

Proposed Walmart
Right-Only Access

(1646)
(0)

Proposed Walmart
Neighborhood Market

Business
Driveway

(0)
(1805)
(73)

(59)
(0)
(14)

(0)
(0)
(0)

Nashville Hwy
(US 31 / SR 6)

(0)
(1587)
(28)

Honey Farm
Way

(0)
(0)
(0)

2

(101)
(0)

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Existing Traffic Volumes (2024)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

(3) ↖
(92) ←
(2) ↓
(1) ↗
(0) →
(1) ↘

Nashville Hwy
(US 31 / SR 6)

↗ (1)
← (0)
↖ (1)

Williams Ridge
Drive

↗ (1)
↘ (82)
↗ (1)



← (94)

↗ (0)
↗ (82)
↗ (0)

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) ↖
(90) ←
(4) ↓
(0) ↗
(0) →
(0) ↘
(0) ↗
(79) ↑
(1) ↗

Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way

↖ (0)
↖ (0)
↖ (0)
(0) ↗
(5) →
(0) ↘
↖ (0)
↖ (4)
↖ (0)

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet

Background - Historical Growth Only (2026)

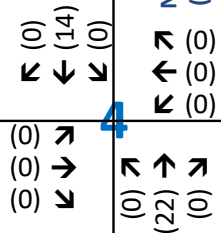
Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee



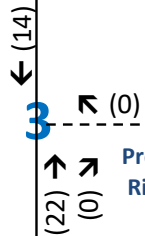


Hidden Creek
Way



Nashville Hwy
(US 31 / SR 6)

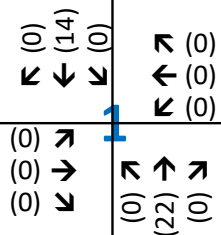
Williams Ridge
Drive



Proposed Walmart
Right-Only Access

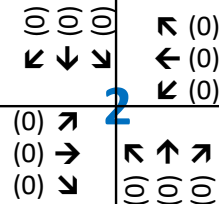
Proposed Walmart
Neighborhood Market

Business
Driveway



Nashville Hwy
(US 31 / SR 6)

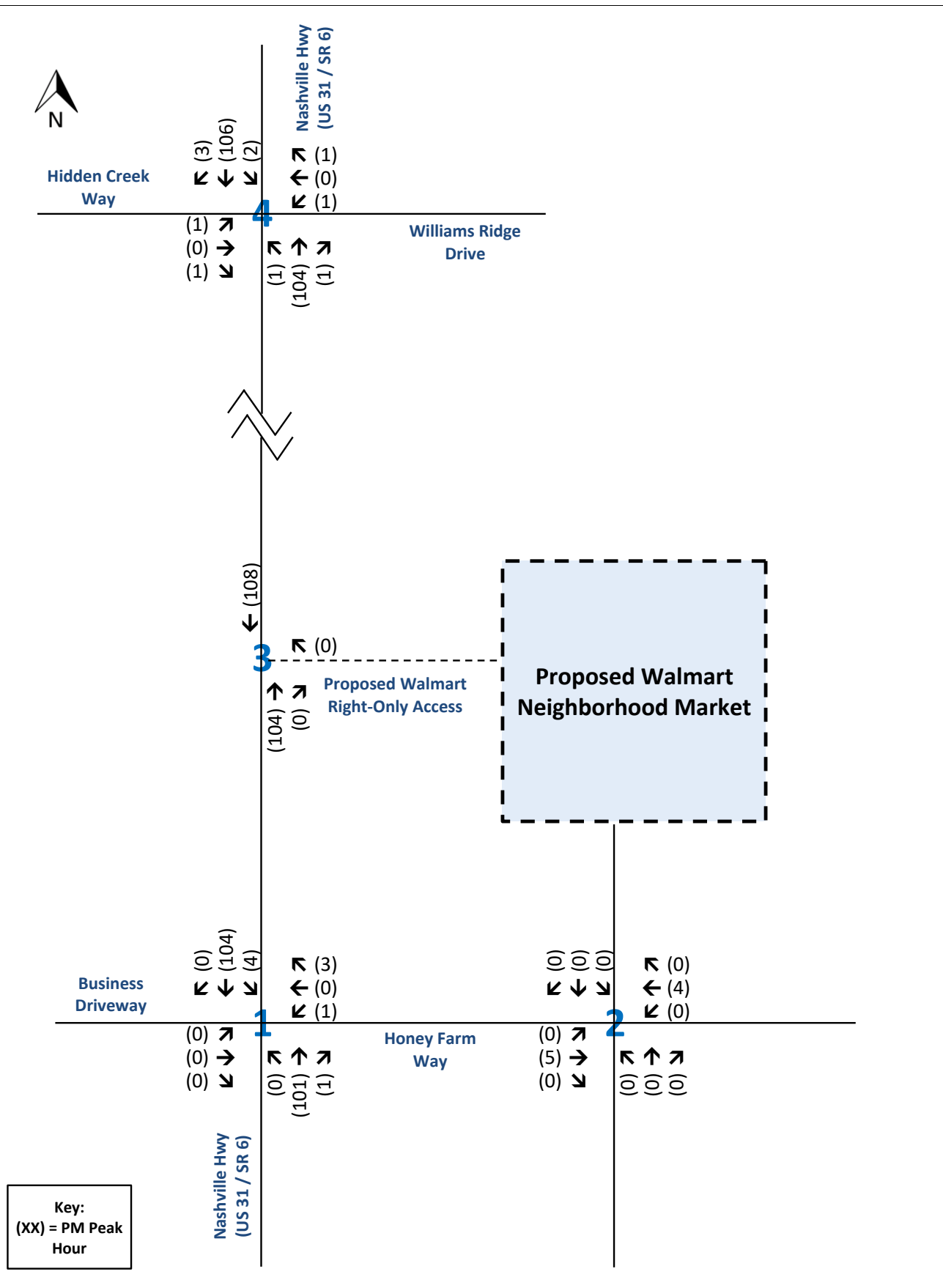
Honey Farm
Way



Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Off-Site Traffic Assignment - 2558 Nashville Highway
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Traffic Assignment Worksheet
Background (Growth + Offsite)
 Honey Farm - Walmart Neighborhood Market
 Columbia, Tennessee





Hidden Creek
Way

(57)
(1944)
(37)

Nashville Hwy
(US 31 / SR 6)

(29)
(4)
(20)

Williams Ridge
Drive

(27)
(1735)
(18)



(1986)

(0)
(1750)
(0)

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

(0)
(1909)
(77)

(62)
(0)
(15)

(0)
(0)
(0)

Honey Farm
Way

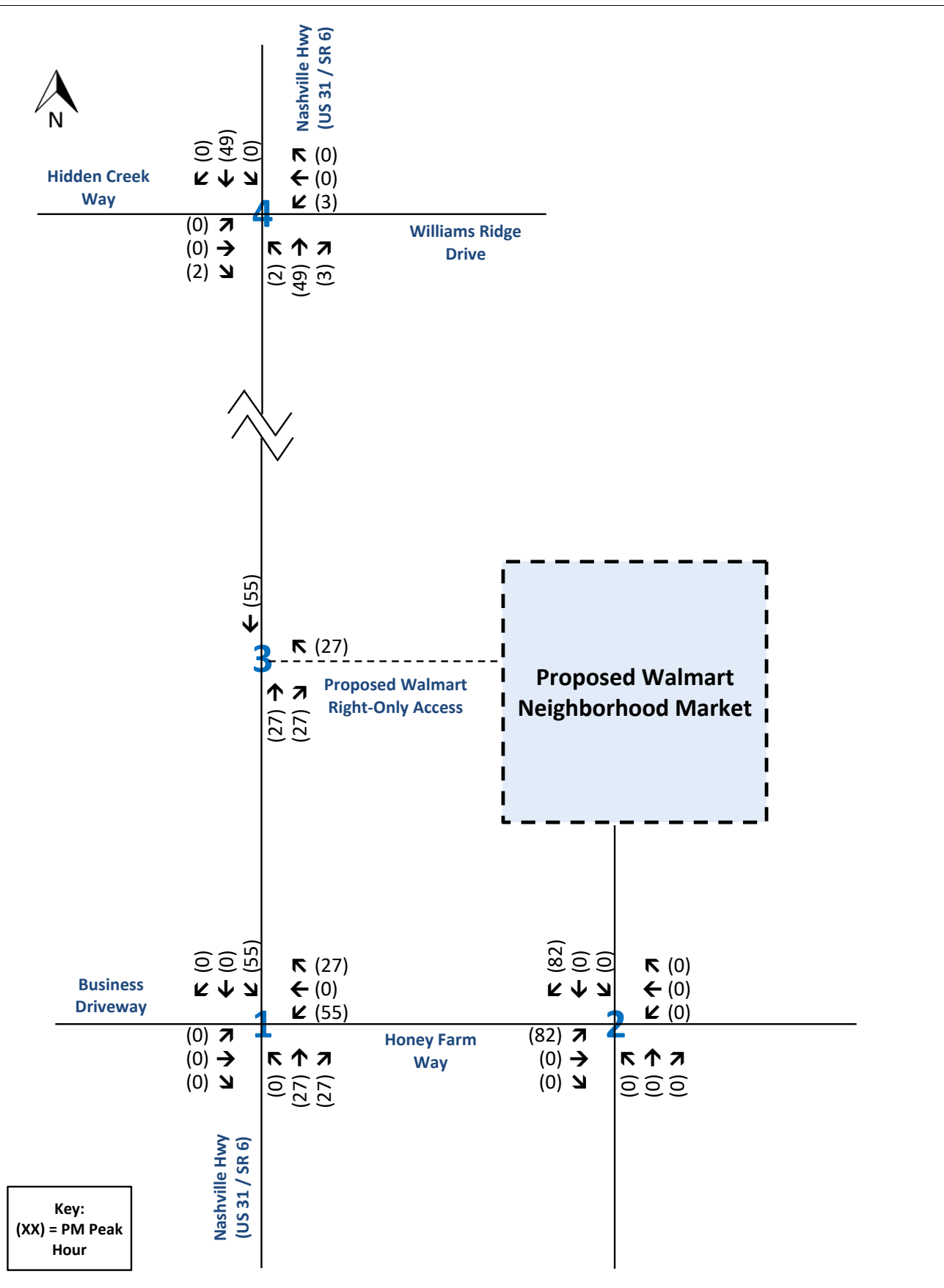
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(106)
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Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Background Traffic Volumes (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Traffic Assignment Worksheet

Primary Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

(0) (0) (0)
← ↓ ↘
(0) (20) (0)
↘ ↓ ↘
(1) (0) (0)

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive

(1) (19) (1)
↘ ↘ ↘



← (23)
3

Proposed Walmart
Right-Only Access



Business
Driveway

(0) (0) (23)
← ↓ ↘
(0) (0) (21)
↘ ↓ ↘
(0) (0) (23)
↘ ↘ ↘

Honey Farm
Way

(0) (0) (0)
← ↓ ↘
(0) (0) (0)
↘ ↘ ↘
(45) (0) (0)
↘ ↘ ↘

Nashville Hwy
(US 31 / SR 6)

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet

Primary Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

(0) ↖
(0) ←
(13) ↓
(0) ↘
(0) ↗
(0) →
(1) ↙

Nashville Hwy
(US 31 / SR 6)

↗ (0)
← (0)
↖ (1)

Williams Ridge
Drive

↖ (0)
↗ (10)
↘ (1)



← (14)
↗ (0)
↘ (12)
↗ (0)

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) ↖
(0) ←
(0) ↓
(14) ↘
(0) ↗
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(0) ↖
(0) ↗
(14) ↘

Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way

(0) ↖
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(0) ↓
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(23) ↖
(0) ↗
(0) ↘

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

(0) (0) (0)
← ↓ ↘
(0) (7) (0)
↙ → ↘
(0) (0) (0)

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive



← (8)
3

↖ (0)

Proposed Walmart
Right-Only Access

↑ (8)
↗ (0)

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) (0) (8)
← ↓ ↘
(0) (0) (8)
↙ → ↘
(0) (0) (8)

Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way

(0) (0) (0)
← ↓ ↘
(0) (0) (0)
↙ → ↘
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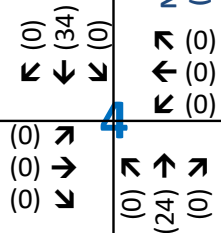
Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

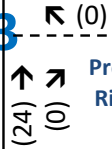


Williams Ridge
Drive



← (34)

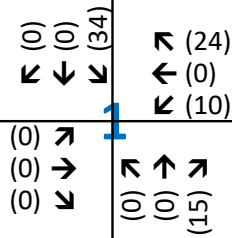
3



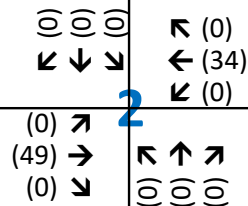
Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway



Honey Farm
Way



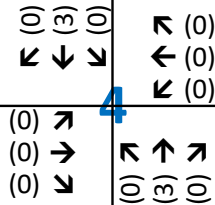
Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Townhomes
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



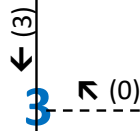


Hidden Creek
Way



Nashville Hwy
(US 31 / SR 6)

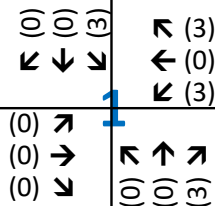
Williams Ridge
Drive



Proposed Walmart
Right-Only Access

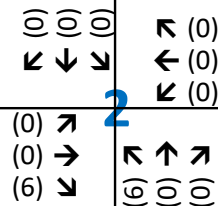


Business
Driveway



Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way



Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Mini-Warehouse
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

(0) (0) (0)
← ↓ ↘
(0) (8) (0)

Nashville Hwy
(US 31 / SR 6)

↗ (0)
← (0)
← (0)

Williams Ridge
Drive

(0) ↗
(0) →
(0) ↘
(0) (19) (0)



← (8)
3

↗ (0)

↑ (19)
↗ (0)

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) (0) (8)
← ↓ ↘
(0) (0) (19)

(0) ↗
(0) →
(0) ↘
(0) (0) (8)

Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way

(0) (0) (0)
← ↓ ↘
(0) (37) (0)

(0) ↗
(16) →
(0) ↘
(0) (0) (0)

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Primary Traffic Assignment - Health Department
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

(0) (0) (0)
← (168) ↓ (0)
↑ (0) ← (0) ← (5)
↑ (3) ↑ (151) ↑ (5)

Nashville Hwy
(US 31 / SR 6)

Williams Ridge
Drive



← (179) ↑ (27)
↑ (134) ↑ (27)

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) (0) (0)
← (0) ← (0) ↓ (179)
↑ (0) ↑ (27) ↑ (112)
↑ (134) ← (0) ← (136)

Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way

(82) (0) (0)
← (0) ← (99) ← (0)
↑ (82) ↑ (113) ↑ (94)
↓ (86) ↓ (0) ↓ (0)

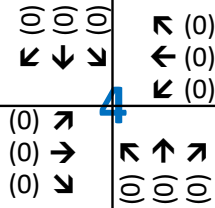
Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Total Primary Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



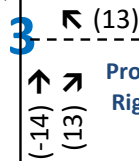


Hidden Creek
Way



Nashville Hwy
(US 31 / SR 6)

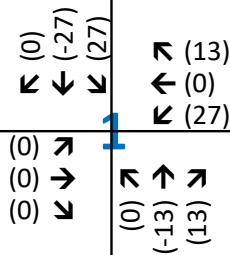
Williams Ridge
Drive



Proposed Walmart
Right-Only Access

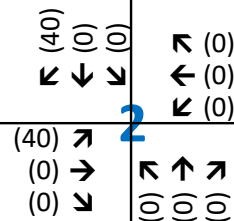
Proposed Walmart
Neighborhood Market

Business
Driveway



Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way



Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet

Pass-by Traffic Assignment - Grocery Store (Walmart Neighborhood Market)

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

(0) (0) (0)
← ↓ →
4

Nashville Hwy
(US 31 / SR 6)
↑ (0)
← (0)
← (0)

Williams Ridge
Drive

(0) →
(0) →
(0) ↓
(0) ←
(-2) ↑
(0) →



← (0)
3
↑ (-2)
↑ (0)

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) (0)
← (-23) ↓ (23)
1

↑ (21)
← (0)
← (21)

Honey Farm
Way

(0) →
(0) →
(0) ↓
(0) ←
(-23) ↑
(23) →

Nashville Hwy
(US 31 / SR 6)

(0) (0) (0)
← ↓ →
2

(0) →
(0) →
(45) ↓
(42) ←
(0) ↑
(0) →

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet

Pass-by Traffic Assignment - Fast-Food Restaurant with Drive-Through

Honey Farm - Walmart Neighborhood Market

Columbia, Tennessee





Hidden Creek
Way

(0) (0) (0)
← ↓ ↘
(0) →
(0) →
(0) ↘

Nashville Hwy
(US 31 / SR 6)

↗ (0)
← (0)
← (0)

Williams Ridge
Drive

↖ (0) ↗ (0)
↑ (-1)
↑ (0)



← (0)
↖ (0)

3

↑ (-1) ↗ (0)

Proposed Walmart
Right-Only Access

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) (-5) (5)
← ↓ ↘
(0) →
(0) →
(0) ↘

Nashville Hwy
(US 31 / SR 6)

↗ (4)
← (0)
← (4)

↖ (0) ↗ (5)
↑ (-5)
↑ (5)

Honey Farm
Way

(0) (0) (0)
← ↓ ↘
(0) →
(0) →
(9) ↘

2

↖ (7) ↗ (0)
↑ (0)
↑ (0)

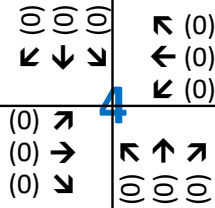
Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Pass-by Traffic Assignment - Fast Casual Restaurant
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



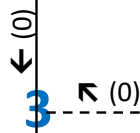


Hidden Creek
Way



Nashville Hwy
(US 31 / SR 6)

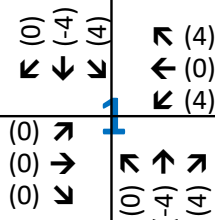
Williams Ridge
Drive



Proposed Walmart
Right-Only Access

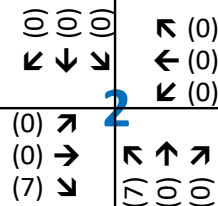
Proposed Walmart
Neighborhood Market

Business
Driveway



Nashville Hwy
(US 31 / SR 6)

Honey Farm
Way



Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Pass-by Traffic Assignment - Future Retail
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

(0) (0) (0)
← ↓ ↘
4

Nashville Hwy
(US 31 / SR 6)
↗ (0)
← (0)
← (0)

Williams Ridge
Drive

(0) ↗
(0) →
(0) ↘
(0) ↗
(-3) ↗
(0) ↗



← (0)

3

↗ (13)

Proposed Walmart
Right-Only Access

(-17) ↗
(13) ↗

Proposed Walmart
Neighborhood Market

Business
Driveway

(0) (0) (-59)
← ← ↓
1

↗ (42)
← (0)
← (56)

(0) ↗
(0) →
(0) ↘
(0) ↗
(-45) ↗
(45) ↗

Honey Farm
Way

(40) (0) (0)
← ↓ ↘
2

(40) ↗
(0) →
(61) ↘
(56) ↗
(0) ↗
(0) ↗

Nashville Hwy
(US 31 / SR 6)

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Total Passby Traffic Assignment
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

← (0)
← (168)
↓ (0)

Nashville Hwy
(US 31 / SR 6)
↑ (0)
← (0)
← (5)

Williams Ridge
Drive

(0) ↑
(0) →
(4) ↓

(3) ↑
(148) →
(5) ↓



← (179)

3

↑ (40)

Proposed Walmart
Right-Only Access

(117) ↑
(40) →

Proposed Walmart
Neighborhood Market

Business
Driveway

← (0)
← (-59)
↓ (238)

↑ (176)
← (0)
← (192)

(0) ↑
(0) →
(0) ↓

(0) ↑
(-18) →
(157) ↓

Honey Farm
Way

(122) ↑
(113) →
(155) ↓

↑ (0)
← (99)
← (0)

(142) ↑
(0) →
(0) ↓

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet

Site Generated Traffic

Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee





Hidden Creek
Way

(57)
(2112)
(37)

Nashville Hwy
(US 31 / SR 6)

(29)
(4)
(25)

Williams Ridge
Drive

(28)
(2)
(34)

(30)
(1883)
(23)



(2165)

(40)

Proposed Walmart
Right-Only Access

(1867)
(40)

Proposed Walmart
Neighborhood Market

Business
Driveway

(0)
(1850)
(315)

(238)
(0)
(207)

(0)
(0)
(0)

(0)
(1670)
(186)

Honey Farm
Way

(122)
(0)
(0)

(0)
(176)
(0)

(122)
(219)
(155)

(142)
(0)
(0)

Key:
(XX) = PM Peak
Hour

Traffic Assignment Worksheet
Total Projected Traffic at Buildout (2026)
Honey Farm - Walmart Neighborhood Market
Columbia, Tennessee



APPENDIX F
TURN LANE
EVALUATIONS

RIGHT TURN LANE
EVALUATIONS

RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT: **Proposed Walmart Neighborhood Market - Honey Farm Crossing**

LOCATION: **#2 - Honey Farm Way & Walmart Access / Commercial Access**

SECENARIO: **2026 Projected Traffic Volumes**

TIME PERIOD: **AM Peak Hour**

DIRECTION: **Westbound**

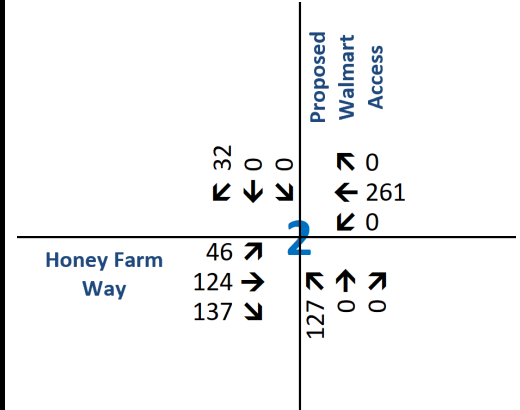


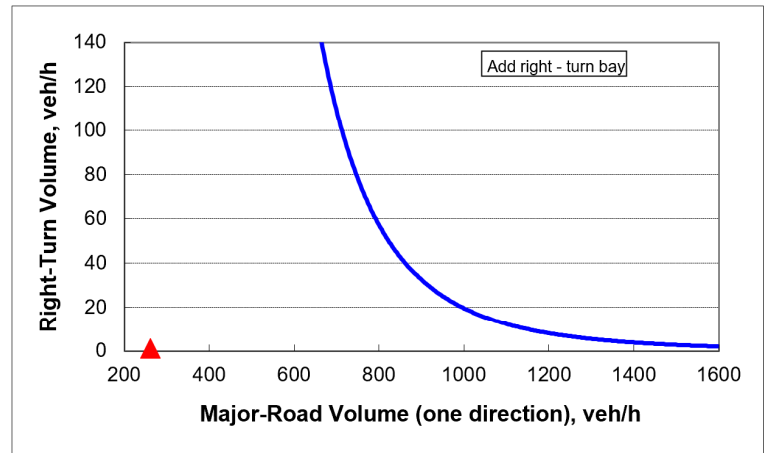
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	261
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	12651
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT: **Proposed Walmart Neighborhood Market - Honey Farm Crossing**

LOCATION: **#2 - Honey Farm Way & Walmart Access / Commercial Access**

SECENARIO: **2026 Projected Traffic Volumes**

TIME PERIOD: **PM Peak Hour**

DIRECTION: **Westbound**

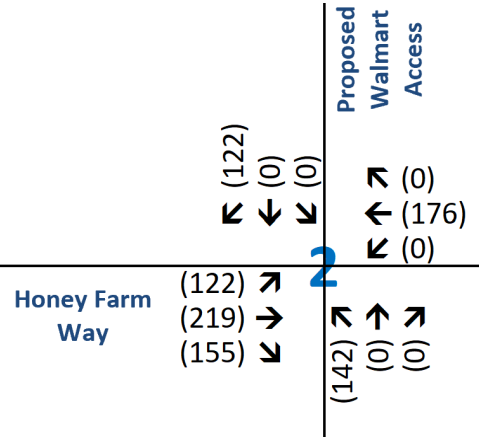


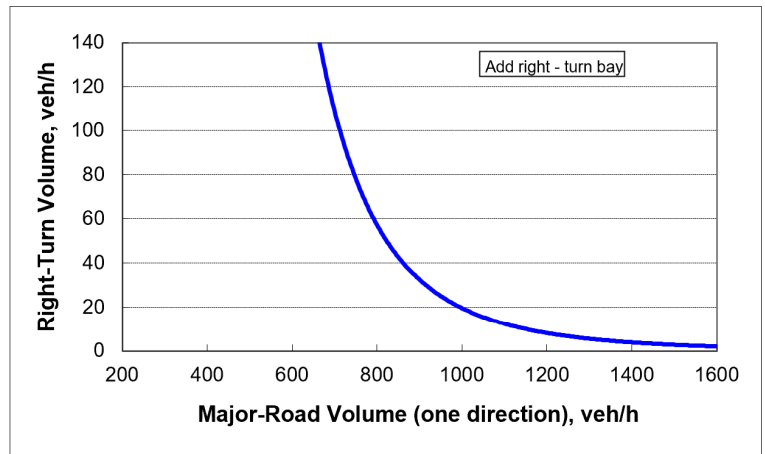
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway
Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	176
Right-turn volume, veh/h:	1

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	84486
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT: **Proposed Walmart Neighborhood Market - Honey Farm Crossing**

LOCATION: **#3 - Nashville Hwy & Proposed Walmart Right-Only Access**

SECENARIO: **2026 Projected Traffic Volumes**

TIME PERIOD: **AM Peak Hour**

DIRECTION: **Northbound**

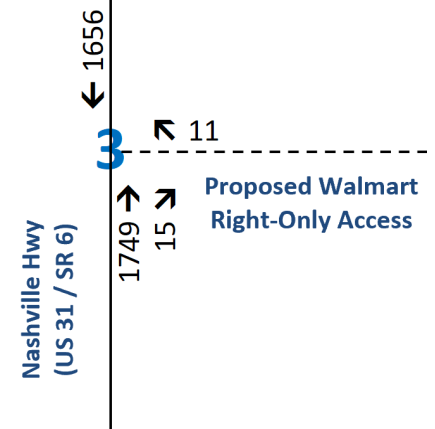


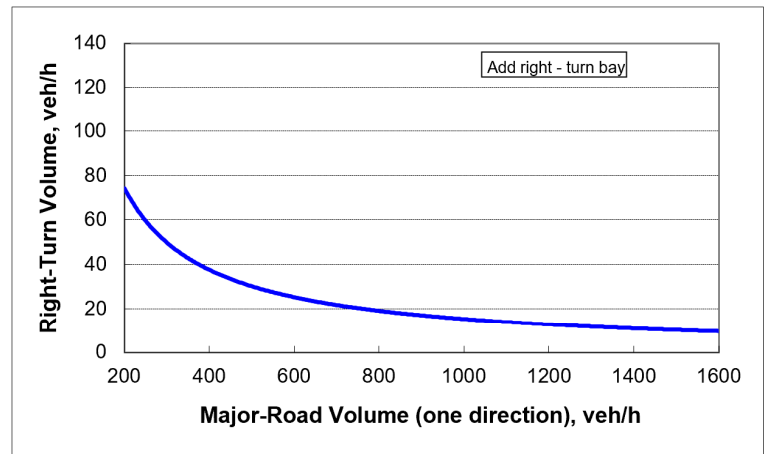
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1764
Right-turn volume, veh/h:	15

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	9
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



RIGHT TURN LANE EVALUATION

Based on NCHRP 457

PROJECT: **Proposed Walmart Neighborhood Market - Honey Farm Crossing**

LOCATION: **#3 - Nashville Hwy & Proposed Walmart Right-Only Access**

SECENARIO: **2026 Projected Traffic Volumes**

TIME PERIOD: **PM Peak Hour**

DIRECTION: **Northbound**

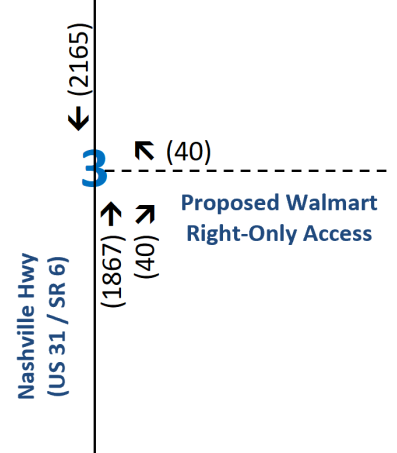


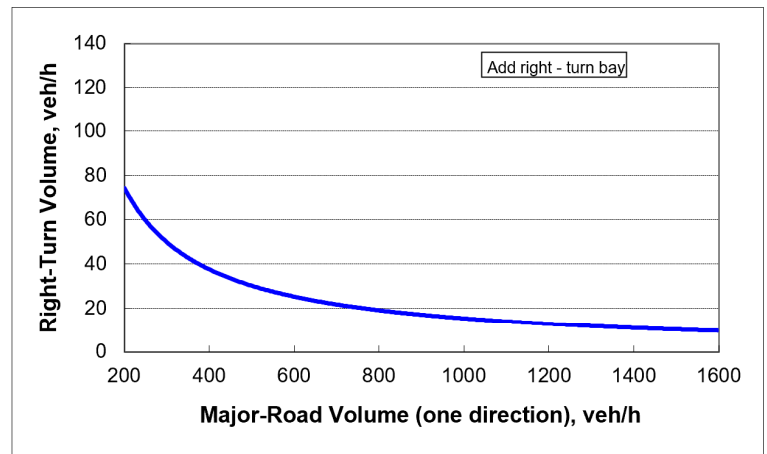
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1907
Right-turn volume, veh/h:	40

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	8
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	





December 18, 2024

Ms. Olivia DuPuy
Carlson Consulting Engineers, Inc
7068 Ledgestone Commons
Bartlett, TN 38133
Sent via email: OliviaDuPuy@carlsonconsulting.net

RE: Water Availability Letter

Honey Farm Walmart Neighborhood Market
2248 Nashville Hwy
Tax Map 51, Parcel 58
Columbia, Maury County, TN

Dear Ms. DuPuy:

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 is 45,000 square foot grocery store. CPWS has evaluated the projected water demands for the proposed development in the water system hydraulic model and is able to provide domestic and fire protection service, including a minimum of 1,350 gpm, while maintaining state standards for 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:

- The above request translates to a 25.5 Single Family Unit (SFU) flow demand equivalent.
- A new 12-inch water main will be extended in an easement from the existing stubout at the West corner of the property through the Nashville Highway frontage of the lot.

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

infrastructure shall be initiated until final construction plans have been approved by CPWS (including, if necessary, TDEC approval).

This Water Availability Letter will expire in one-hundred twenty (120) days unless vested by payment of water service fees and impact fees for the proposed project. Any request for water availability after the expiration date of this letter will be considered a new application.

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

- Remit to CPWS new water service fees for plan review/design development, TDEC coordination (if necessary), and inspection as follows:

\$1,500 + \$370 per SFU equivalent

- Applicant will prepare design drawings for review and approval by CPWS for construction of the proposed water system improvements.
 - Provide design drawings in AutoCAD and .pdf format for CPWS review of proposed development. Include design drawings for grading, drainage, roadway improvements, buried (wet and dry) utilities, water systems, and surface improvements.
 - If necessary, CPWS will provide hydraulic calculations and a letter of approval to support your submittal to TDEC for review and approval.
 - Once comments received from TDEC have been addressed and approved, CPWS will approve the Construction Drawings for the proposed water system improvements.
- As an option, the applicant may request CPWS design the water infrastructure to support the proposed development project. Under this option, the applicant will:
 - 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.
 - CPWS will then develop design drawings for the water system improvements and submit to TDEC for review and approval.
- Current water service fees due prior to CPWS review or development of design plans are listed in the table below. *Note that payment of Water Service Fees will extend the expiration of this Water Availability Letter for one year, while the applicant is working with CPWS on design and review of the improvement drawings.*

Water Service Fees	SFUs	Total
\$1,500 + 370 per SFU	25.5	\$10,935.00

- Upon Construction Drawing approval by CPWS, applicant may then pay Impact Fees and schedule the pre-construction meeting. Pre-construction meeting will be canceled and re-scheduled unless all impact fees are paid at least 48 hours prior, or surety is provided in lieu of full payment.

- Water meters will be ordered by CPWS once meter fees are paid by the Applicant.
 - Meter fees are subject to change based on final design and the prevailing Board-approved rates at time of payment.
 - Meters are not ordered until fees are paid and may result in extended lead-times.
 - Note that meter fees are charged at time of purchase, based on price of meter at that time.
- Applicants will be charged Impact Fees and Meter Fees in effect at time of payment. Please see CPWS website for schedule of impact fees and timing of planned fee escalations. Anticipated meter costs and impact fees for this project are according to the following table:

Impact Fees and Meter Costs	Number	\$ / Unit	Total
6" Fire Meter Cost	1	Current Price	Deferred
2" Service Meter Cost	1	Current Price	Deferred
¾" Irrigation Meter Cost	1	\$540	Deferred
Current Impact Fee for 2" Service Meter	1	\$27,000	\$27,000
Current Impact Fee for ¾" Irrigation Meter	1	\$5,000	\$5,000
Estimate of Fees Due Prior to Pre-Construction Meeting =			\$32,000

- After the pre-construction meeting, CPWS will then issue a formal Notice to Proceed. No construction of water improvements may take place prior to the Notice to Proceed.
- Applicant is 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. No construction of water improvements may take place without a CPWS inspector present.

Please feel free to contact me at 931-388-4833 x7655 or Matt.Wheeler@cpws.com if you have questions or would like to discuss.

Sincerely,



Matthew J. Wheeler, P.E.
Vice President of Water Resources, CPWS

cc: Bart Anderson, CPWS
Eric King, Inflo Design Group
File 24-077



WASTEWATER DEPARTMENT

12 November 2024

Olivia DuPuy
Carlson Consulting Engineers, Inc.
7068 Ledgestone Commons
Bartlett, TN 38133

RE: 2248 Nashville Hwy, Columbia, TN 38401; Neighborhood Walmart

Olivia,

This letter serves as confirmation that the City of Columbia Wastewater Department has the available capacity to service the 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.

A handwritten signature in blue ink, appearing to read "Donnie Boshers". The signature is fluid and cursive, with the first name "Donnie" being more prominent than the last name "Boshers".

Donnie Boshers, Director
City of Columbia, TN
Wastewater Department



December 16, 2024

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Preliminary PUD Project – Floor Plans
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

The floor plans are not a requirement for a Preliminary PUD submittal. However, if they are needed for review, please let me know and I will get these plans from the architect as promptly as possible.

Thank you for taking the time to review this letter, and if you need any additional information or have any questions, please do not hesitate to contact me.

Thank you,

Olivia DuPuy

Olivia DuPuy, EI
Carlson Consulting Engineers, Inc.



December 16, 2024

City of Columbia
700 N Garden Street
Columbia, TN 38401

Re: Preliminary PUD Project Narrative
#03908-1000 Walmart Neighborhood Market

To Whom It May Concern:

This letter serves as a summary 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.

The proposed project is a Walmart Neighborhood Market at the parcel 051 058, which is located the intersection of Nashville Highway and Honey Farm Way. The parcel is currently zoned PUD-MU (Planned Unit Development – Mixed Use).

The proposed project consists of site clearing, grading, drainage installation, utility installation, paving, and building construction of the Walmart Neighborhood Market.

In accordance with the City of Columbia's Zoning Code, the project's design considered the guidelines and regulations outlined in this document. Due to site constraints and other applicable items, not all design principles were achievable. The applicant will request for relief from the City of Columbia Planning Commission within the submittal package. Any additional relief request not captured in this initial list will be coordinated with the Planning staff.

Thank you for taking the time to review this letter, and if you need any additional information or have any questions, please do not hesitate to contact me.

Thank you,

A handwritten signature in cursive script that reads 'Olivia DuPuy'.

Olivia DuPuy, EI
Carlson Consulting Engineers, Inc.



Preliminary Plat, Site Development Plan, and PUD Checklist

Development: #03908-1000 Walmart Neighborhood Market

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
- ☒ Traffic Impact Study, as required.
- ☒ The substance of all existing and proposed covenants, easements, or other restrictions. **AS SHOWN ON ALTA**

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
- N/A 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.



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
- N/A 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.
- 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
- ☒ 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.
- 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.
- ☒ 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.

THE WATER AVAILABILITY LETTER HAS BEEN REQUESTED, BUT
HAS NOT BEEN RECEIVED AT THIS TIME.



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:

Olivia DuPuy

Print Name

Olivia DuPuy

Signature

Digitally signed by Olivia
DuPuy
Date: 2024.12.16 10:10:35
-06'00'

12/16/2024

Date



**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 \(onlana.com\)](http://City of Columbia | Permitting (onlana.com))

ADDRESS/LOCATION	2248 Nashville Hwy, Columbia, TN 38401		
	TAX MAP: 051	GROUP:	PARCEL: 058
SUMMARY OF NATURE OF REQUEST AND WORK	Project construction will consist primarily of site clearing, grading, drainage installation, utility installation, paving, and building construction of the Walmart Neighborhood Market #03908-1000.		

DATE OF PRE-APPLICATION CONFERENCE	7/24/2024	<i>Pre-application meetings are scheduled for Wednesdays.</i>
------------------------------------	-----------	---

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: <i>*File naming nomenclature examples:</i> <i>Freedom Point Site Plan</i> <i>Freedom Point Master Plan</i> <i>Freedom Point Final Plat</i>	<u>Annexations:</u> ☐ Annexation Permission Form <u>Annexations/Rezoning/Plan Amendments:</u> ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan <u>Preliminary Plats/Site Development Plans:</u> ☐ Plans and/or Plats conforming to City standards with signed and completed check list <u>All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:</u> ☒ 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) #03908-1000 Walmart Neighborhood Market
	N/A Total Number of Lots/Residential Units
	☒ Square Footage of Non-Residential Floor Space 45,002 SF
	☒ Total acreage 7.49 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. 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	Olivia DuPuy	PHONE	901-384-0404
ADDRESS	7068 Ledgestone Commons, Bartlett, TN 38133	EMAIL	OliviaDuPuy@carlsonconsulting.net

PROPERTY OWNER NAME	EMG Honey Farm LLC (Drew Smith)	PHONE	469-585-7913
ADDRESS	6148 Lee Highway, Suite 300, Chattanooga, TN 37421	EMAIL	drew.smith@equitasmg.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.

Olivia DuPuy

APPLICANT NAME

Olivia DuPuy

APPLICANT SIGNATURE

11/26/2024

DATE

Drew Smith

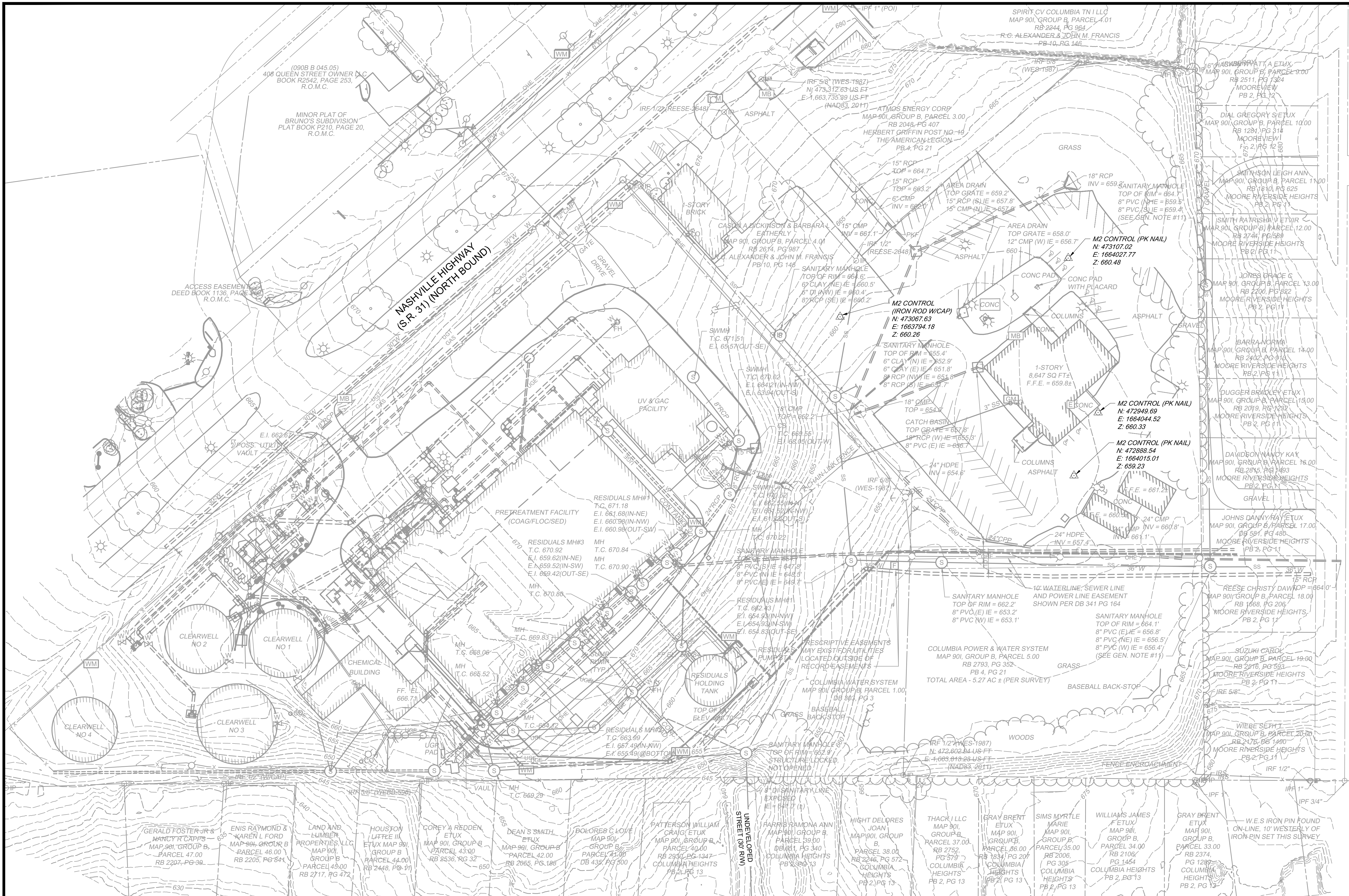
PROPERTY OWNER NAME

Drew Smith

PROPERTY OWNER SIGNATURE

11-26-24

DATE



SURVEY GENERAL NOTES:

- BEARINGS ARE BASED ON THE TENNESSEE STATE PLANE COORDINATE SYSTEM (NAD83, 2011).
- ELEVATIONS ARE BASED UPON A PREVIOUS SURVEY (DATED 6-18-21) BY BARGE DESIGN SOLUTIONS, WHICH IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88, GEOID03). CONTOURS ARE SHOWN HEREON AT 1-FOOT INTERVALS. WHEN REVIEWING COLUMBIA WTP DRAWINGS FROM 2014 AND EARLIER, BE AWARE THAT A DIFFERENT DATUM WAS USED IN DETERMINING THOSE ELEVATIONS. THE DATUM CONVERSION IS AS FOLLOWS:
CURRENT PLAN DATUM + 0.31' = 2014 DATUM.
- THE FIELD SURVEY WAS COMPLETED ON AUGUST 22, 2023 BY M2 GROUP.
- THIS SURVEY WAS PREPARED USING THE CURRENT DEEDS AND PLATS OF RECORD.
- ALL DEED BOOK AND PLAT REFERENCES PERTAIN TO THE REGISTER'S OFFICE FOR MAURY COUNTY, TENNESSEE.
- ADJOINING PROPERTY LINES SHOWN WERE PLOTTED FROM INFORMATION TAKEN FROM EITHER DEED DESCRIPTION, RECORD PLATS, OR TAX MAPS.
- PROPERTY CORNERS SET THIS SURVEY ARE 18" #4 REBAR WITH ORANGE PLASTIC CAP STAMPED "M2 GROUP", 18" #5 REBAR WITH YELLOW PLASTIC CAP STAMPED "M2 GROUP, LLC", OR PK NAIL WITH STAINLESS STEEL WASHER STAMPED "M2 GROUP, LLC", UNLESS NOTED OTHERWISE.
- UTILITIES SHOWN HEREON WERE COMPILED FROM VISIBLE STRUCTURES AT THE SITE, INFORMATION FROM PLANS, AND PHYSICAL MARKINGS AND COMBINED TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. IN ADDITION, IN SOME JURISDICTIONS, 811 OR OTHER SIMILAR UTILITY LOCATE REQUESTS FROM SURVEYORS MAY BE IGNORED OR RESULT IN AN INCOMPLETE RESPONSE. THIS SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THIS SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD BE MADE BEFORE CONDUCTING ANY EXCAVATION IN THE VICINITY OF THE UTILITY.
- THE PROPERTY SHOWN HEREON IS LOCATED IN A FLOOD HAZARD ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO F.I.R.M. MAP "MAURY COUNTY, TENNESSEE" PANEL 170 OF 440, MAP NUMBER 47119C0170E, REVISED APRIL 16, 2007.
- NO TITLE REPORT WAS PROVIDED TO THIS SURVEYOR REGARDING THE SUBJECT PROPERTIES, THEREFORE, THIS SURVEY IS SUBJECT TO THE FINDINGS OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH AND REPORT MAY DISCLOSE.
- SANITARY SEWER DEPTHS THAT REFERENCE THIS NOTE HAVE BEEN TAKEN FROM A PREVIOUS SURVEY (DATED 6-18-21) BY BARGE DESIGN SOLUTIONS.

				PROJECT ENGINEER:	S. ALPERT
				DESIGNED BY:	A. ATCHLEY
				DRAWN BY:	M. SEEBOLD
				CHECKED BY:	M. ORR
1	REGULATORY APPROVAL	07/2024	SA	IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE 	
REV	ISSUED FOR	DATE	BY		

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

PLAN
SCALE: 1" = 50'

Hazen

HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

CIVIL EXISTING CONDITIONS SITE SURVEY

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	

C100

STRUCTURE TABLE

- 100 EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125 NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150 MEMBRANE FEED PUMP STATION
175 PRETREATMENT ELECTRICAL BUILDING
200 MEMBRANE GAC BUILDING
250 MEMBRANE BACKWASH DIVERSION STRUCTURE
300 EX FILTERS
350 EX UV & GAC FACILITY
400 CLEARWELLS
500 EX HIGH SERVICE PUMP STATION
550 NEW HIGH SERVICE PUMP STATION
600 EX RESIDUALS PUMP STATION
625 BACKWASH RECYCLE TANK
700 EX CHEMICAL BUILDING
750 NEW CHEMICAL BUILDING
800 STORAGE BUILDING

NOTES:

1. TRUCK TURNING RADIUS FOR THE PROPOSED SITE IS BASED ON A WB-67 INTERSTATE SEMI TRAILER WITH A TOTAL LENGTH OF 73' FROM END OF TRAILER TO BUMPER.

TREE LINE STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	472617.09	1663634.97	TREE LINE
2	472656.15	1663637.81	TREE LINE
3	472659.72	1663650.44	TREE LINE
4	472634.38	1663657.22	TREE LINE
5	472616.04	1663656.90	TREE LINE
6	472614.40	1663680.52	TREE LINE
7	472624.95	1663716.52	TREE LINE
8	472629.93	1663769.08	TREE LINE
9	472624.23	1663791.55	TREE LINE
10	472614.68	1663812.65	TREE LINE
11	472608.15	1663846.66	TREE LINE
12	472606.50	1663899.68	TREE LINE
13	472602.85	1663914.77	TREE LINE
14	472589.07	1663979.16	TREE LINE
15	472585.28	1664006.00	TREE LINE
16	472599.00	1664025.71	TREE LINE
17	472646.63	1664042.05	TREE LINE
18	472851.88	1664139.98	TREE LINE
19	472917.62	1664095.32	TREE LINE
20	472968.05	1664131.10	TREE LINE
21	472984.73	1664112.97	TREE LINE
22	473016.95	1664132.21	TREE LINE
23	473037.71	1664142.72	TREE LINE
24	473095.87	1664112.53	TREE LINE
25	473127.94	1664106.59	TREE LINE
26	473125.76	1664138.81	TREE LINE
27	473148.93	1664145.07	TREE LINE
28	473157.64	1664152.94	TREE LINE
29	473183.99	1664155.68	TREE LINE
30	473199.80	1664148.47	TREE LINE
31	473245.15	1664155.60	TREE LINE
32	473275.25	1664164.44	TREE LINE

PLAN
SCALE: 1" = 50'

1	REGULATORY APPROVAL	07/2024	SA		
REV	ISSUED FOR	DATE	BY		

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	
0 1/2" 1"	

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HAZEN AND SAWYER
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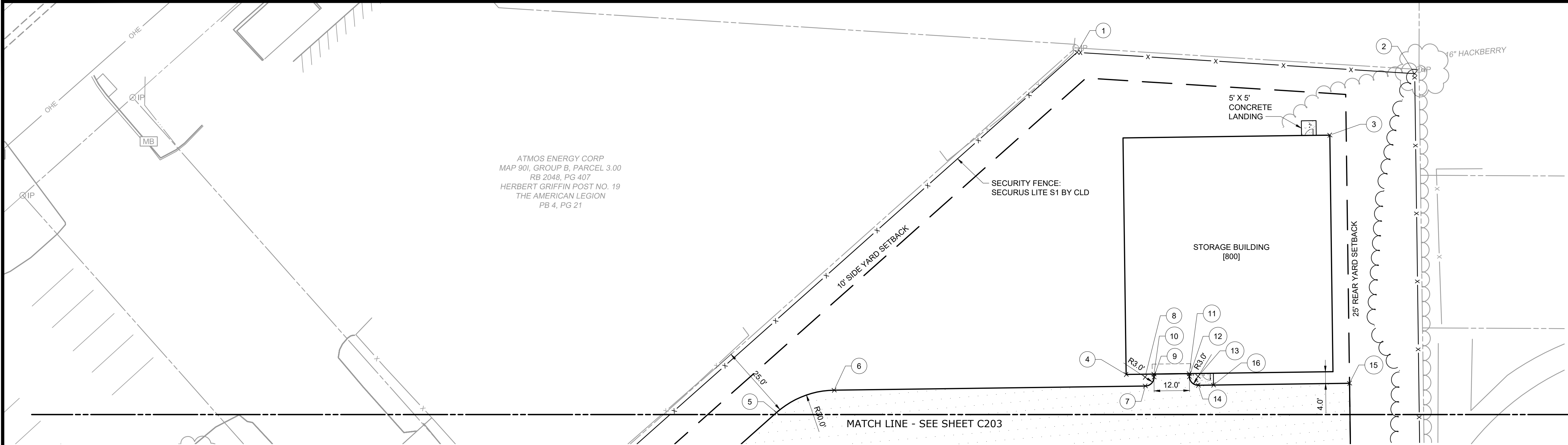
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - OVERALL

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C200

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PLOT DATE: 11/15/2024 9:35 AM BY: MSEEBOLD



STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	473300.65	1664055.93	FENCE
2	473283.77	1664169.43	FENCE
3	473265.44	1664138.96	BLDG
4	473190.49	1664063.25	BLDG
5	473187.69	1663944.00	EOP
6	473193.58	1663964.10	EOP
7	473186.04	1664069.39	EOP
8	473189.03	1664069.58	3' RAD
9	473188.82	1664072.57	EOP
10	473189.82	1664072.64	EOP
11	473188.97	1664084.61	EOP
12	473187.96	1664084.54	EOP
13	473187.75	1664087.53	3' RAD
14	473184.76	1664087.32	EOP
15	473181.09	1664138.52	EOP
16	473184.39	1664092.47	CONC

1	REGULATORY APPROVAL	07/2024	SA		
REV	ISSUED FOR	DATE	BY		

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR
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Hazen

HAZEN AND SAWYER
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NASHVILLE, TENNESSEE 37228

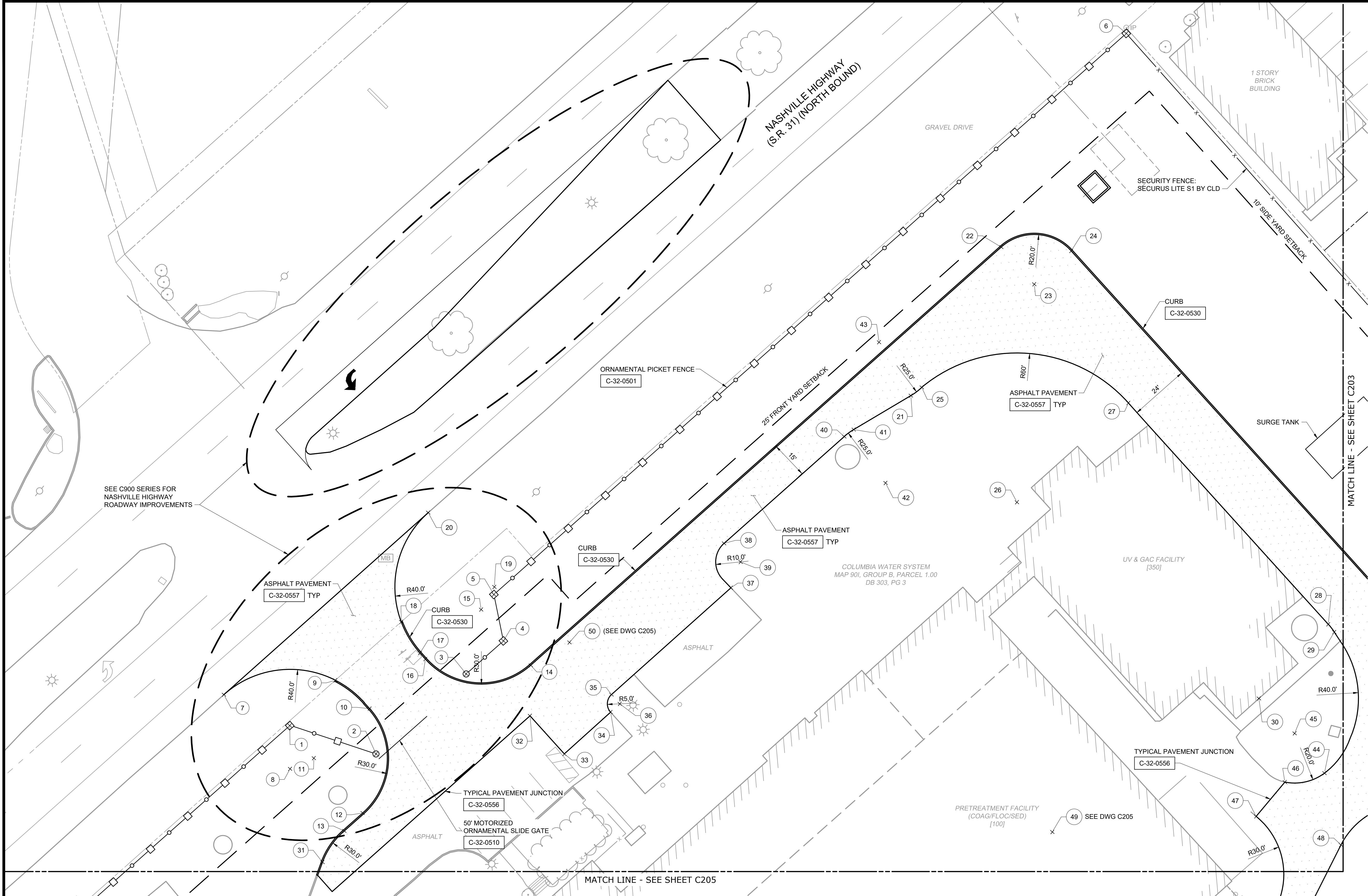
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED
AREA 1

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C201

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PLOT DATE: 11/15/2024 9:37 AM BY: MSEEBOLD



PLAN
SCALE: 1" = 20'

NOTES:

1. ALL UTILITY ACCESS AND ELECTRIC PULLBOXES LOCATED IN THE ROADWAY SHALL BE TRAFFIC RATED H20.
2. REPLACE COVERS ON EXISTING PULLBOXES THAT ARE IN PROPOSED ASPHALT WITH TRAFFIC RATED H20 COVERS.

STAKING TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	472964.13	1663246.40	FENCE
2	472949.86	1663279.98	FENCE
3	472978.84	1663318.84	FENCE
4	472990.81	1663334.88	FENCE
5	473009.73	1663332.65	FENCE
6	473213.04	1663605.17	FENCE
7	472978.80	1663221.06	EOP
8	472946.80	1663245.05	40' RAD
9	472980.75	1663266.20	END CURB
10	472968.22	1663278.98	EOP
11	472950.26	1663254.95	30' RAD
12	472926.63	1663272.61	EOP
13	472920.08	1663264.68	EOP
14	472980.11	1663345.00	EOP
15	473004.14	1663327.04	30' RAD
16	472986.18	1663303.01	EOP
17	472988.79	1663301.05	EOP
18	473001.92	1663294.58	END CURB
19	473012.74	1663333.09	40' RAD
20	473044.78	1663309.15	EOP
21	473075.22	1663506.49	EOP
22	473131.67	1663547.78	EOP
23	473115.65	1663559.75	20' RAD
24	473127.75	1663575.68	EOP
25	473078.16	1663511.15	EOP
26	473028.87	1663545.37	60' RAD
27	473064.83	1663593.41	EOP
28	472969.33	1663665.93	EOP
29	472966.00	1663668.09	EOP
30	472941.97	1663635.62	40' RAD
31	472908.29	1663254.87	EOP
32	472959.88	1663342.98	EOP
33	472943.45	1663355.46	EOP
34	472958.59	1663375.40	EOP
35	472965.61	1663376.38	EOP
36	472961.62	1663379.38	5' RAD
37	473004.32	1663427.85	EOP
38	473022.38	1663426.61	EOP
39	473014.37	1663432.60	10' RAD
40	473061.10	1663478.41	EOP
41	473063.56	1663482.46	EOP
42	473041.07	1663493.38	25' RAD
43	473097.71	1663495.58	25' RAD
44	472909.81	1663659.33	EOP
45	472926.78	1663648.75	20' RAD
46	472907.58	1663643.17	EOP
47	472894.83	1663630.49	EOP
48	472880.48	1663663.51	EOP
49	472895.51	1663548.30	94' RAD
50	472987.97	1663361.30	294' RAD

1	REGULATORY APPROVAL	07/2024	SA	
REV	ISSUED FOR	DATE	BY	

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
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Hazen

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545 MAINSTREAM DRIVE, SUITE 320
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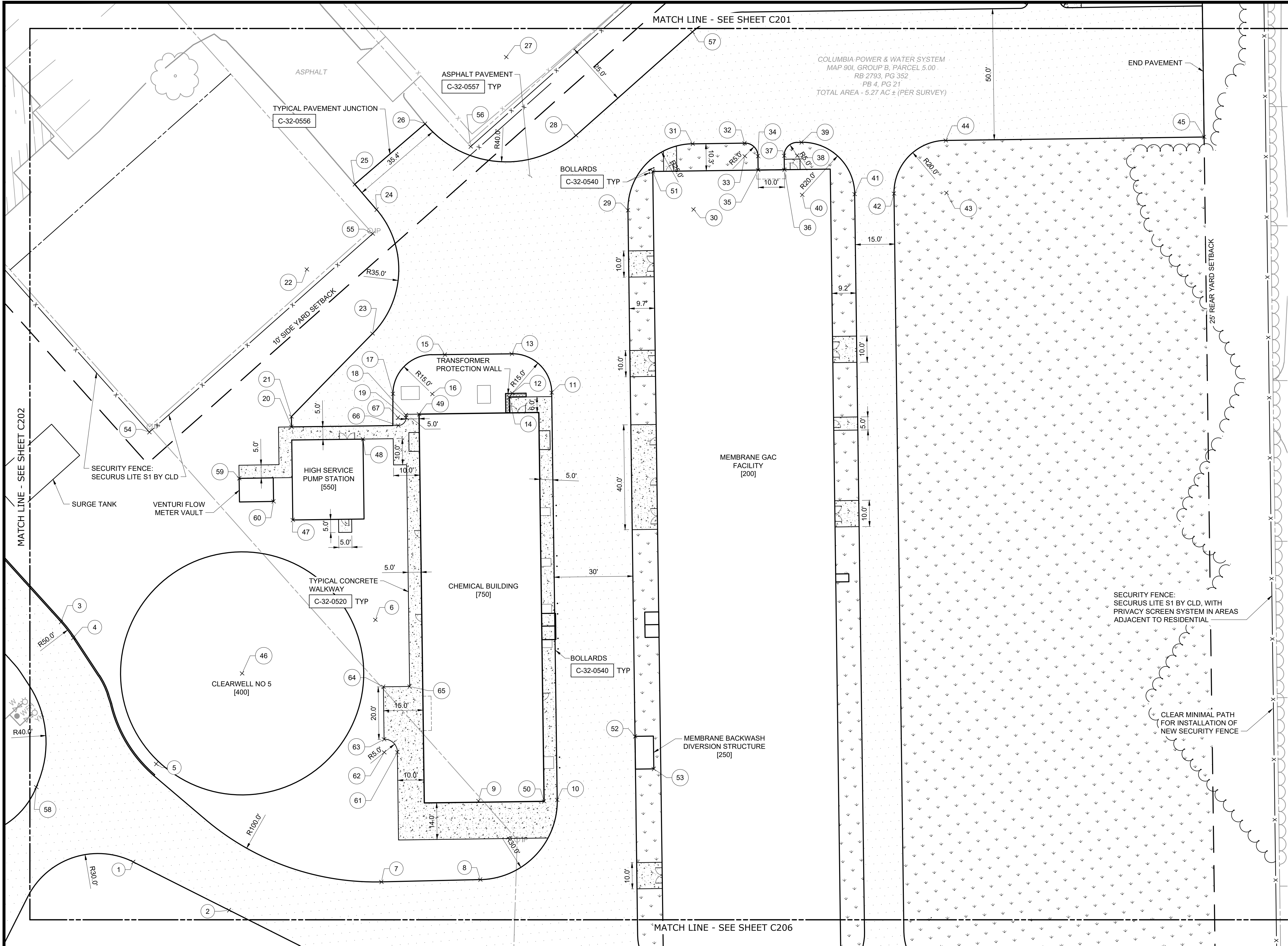
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED
AREA 2

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C202

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PLOT DATE: 11/15/2024 10:00 AM BY: MSEEBOLD



PLAN
SCALE: 1" = 20'

STAKING TABLE				STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION	POINT #	NORTHING	EASTING	DESCRIPTION
1	472890.31	1663704.77	EOP	36	473132.35	1663974.45	EOP
2	472868.91	1663739.58	EOP	37	473137.67	1663974.83	EOP
3	472983.86	1663685.04	EOP	38	473137.31	1663979.82	5' RAD
4	472977.45	1663689.18	EOP	39	473142.18	1663981.84	EOP
5	472926.85	1663716.63	EOP/END CURB	40	473122.23	1663980.41	20' RAD
6	472974.54	1663804.53	100' RAD	41	473120.80	1664000.36	EOP
7	472874.73	1663798.35	EOP	42	473119.73	1664015.32	EOP
8	472872.40	1663835.98	EOP	43	473118.30	1664035.27	20' RAD
9	472902.34	1663837.84	30' RAD	44	473138.25	1664036.70	EOP
10	472900.20	1663867.76	EOP	45	473131.22	1664134.95	EOP
11	473055.16	1663878.86	EOP	46	472958.47	1663752.17	TANK CTR
12	473056.23	1663863.90	15' RAD	47	473015.12	1663776.41	PAD CNR
13	473071.19	1663864.97	EOP	48	473043.60	1663805.68	PAD CNR
14	473054.81	1663862.63	SWLK	49	473051.29	1663827.79	PAD CNR
15	473073.01	1663839.51	EOP	50	472900.08	1663862.74	PAD CNR
16	473058.50	1663833.46	15' RAD	51	473135.94	1663924.41	PAD CNR
17	473059.84	1663818.52	EOP	52	472921.83	1663899.40	STR CNR
18	473051.31	1663822.78	EOP/SWLK	53	472908.86	1663905.49	STR CNR
19	473050.40	1663822.71	EOP	54	473053.14	1663724.73	FENCE
20	473050.53	1663778.94	EOP	55	473121.34	1663816.02	FENCE
21	473054.48	1663779.23	EOP	56	473151.30	1663856.02	FENCE
22	473109.89	1663789.84	35' RAD	57	473187.69	1663944.00	EOP
23	473083.40	1663812.72	EOP	58	472921.90	1663670.31	EOP
24	473130.37	1663818.23	EOP	59	473032.69	1663757.37	STR CNR
25	473140.69	1663810.78	EOP	60	473022.79	1663769.69	STR CNR
26	473161.40	1663839.47	EOP	61	472923.50	1663808.61	SWLK
27	473184.17	1663872.46	40' RAD	62	472923.86	1663803.62	5' RAD
28	473152.13	1663896.40	EOP	63	472928.85	1663803.98	SWLK
29	473122.00	1663913.72	EOP	64	472948.79	1663805.41	SWLK
30	473120.21	1663938.66	25' RAD	65	472948.08	1663815.38	SWLK
31	473145.15	1663940.45	EOP	66	473047.63	1663819.51	EOP
32	473143.73	1663960.23	EOP	67	473050.62	1663819.72	3' RAD
33	473138.74	1663959.87	5' RAD				
34	473138.39	1663964.86	EOP				
35	473133.07	1663964.48	EOP				

				PROJECT ENGINEER:	S. ALPERT
				DESIGNED BY:	A. ATCHLEY
				DRAWN BY:	M. SEEBOLD
				CHECKED BY:	M. ORR
				IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"
1	REGULATORY APPROVAL	07/2024	SA		
REV	ISSUED FOR	DATE	BY		

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CONSTRUCTION

Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED
AREA 3

DATE: OCTOBER 2024
HAZEN NO.: 50124-008A
CONTRACT NO.: X
DRAWING NUMBER:



STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	472679.66	1662865.07	FENCE
2	472668.16	1662918.33	FENCE
3	472662.38	1663037.05	FENCE

1	REGULATORY APPROVAL	07/2024	SA
REV	ISSUED FOR	DATE	BY

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0  1/2" 1"

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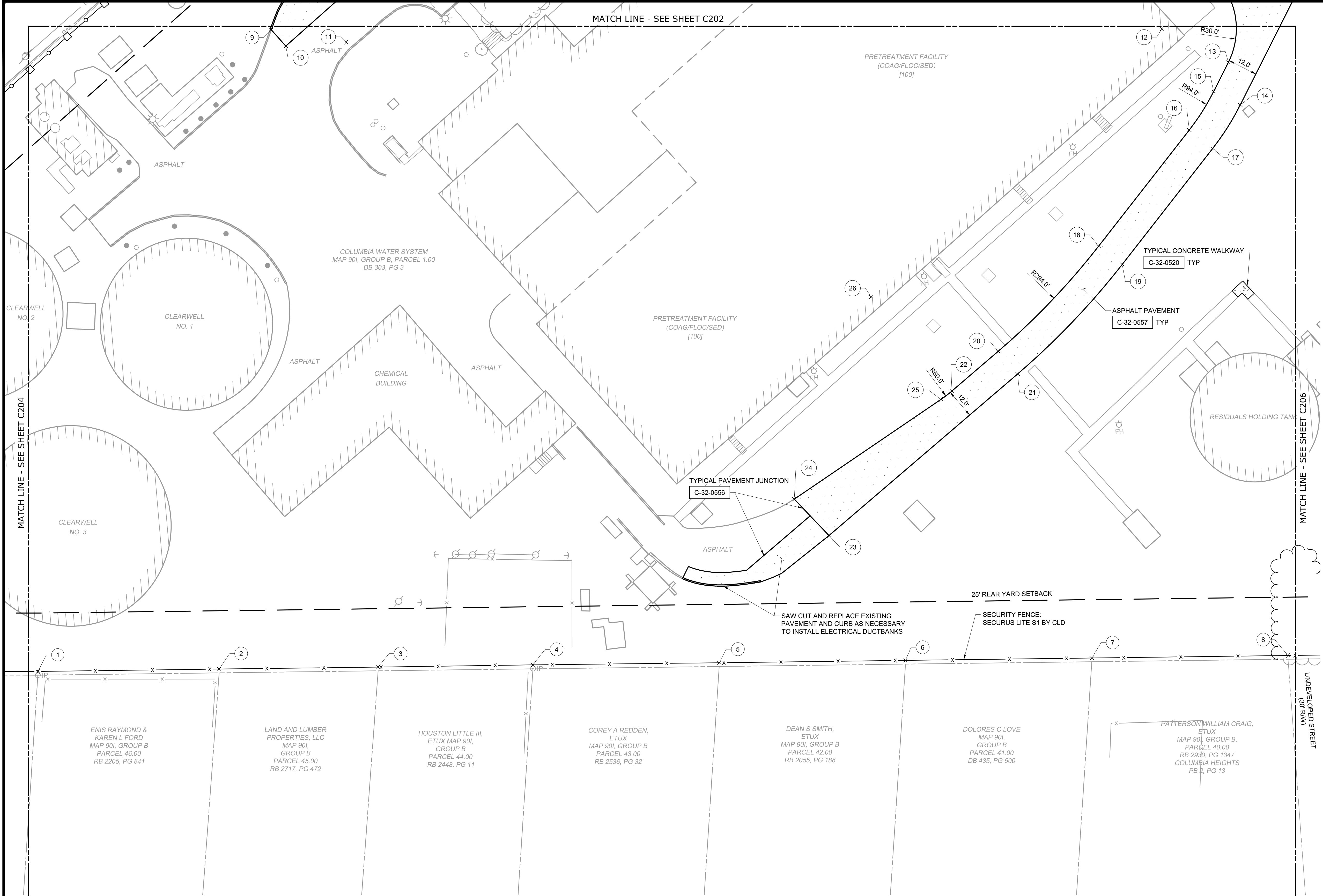
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - ENLARGED
AREA 4

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C204

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PLOT DATE: 11/15/2024 9:40 AM BY: MSEEBOLD



NOTES:
1. ALL CHEMICAL PULLBOXES LOCATED IN THE ROADWAY SHALL BE TRAFFIC RATED H20.

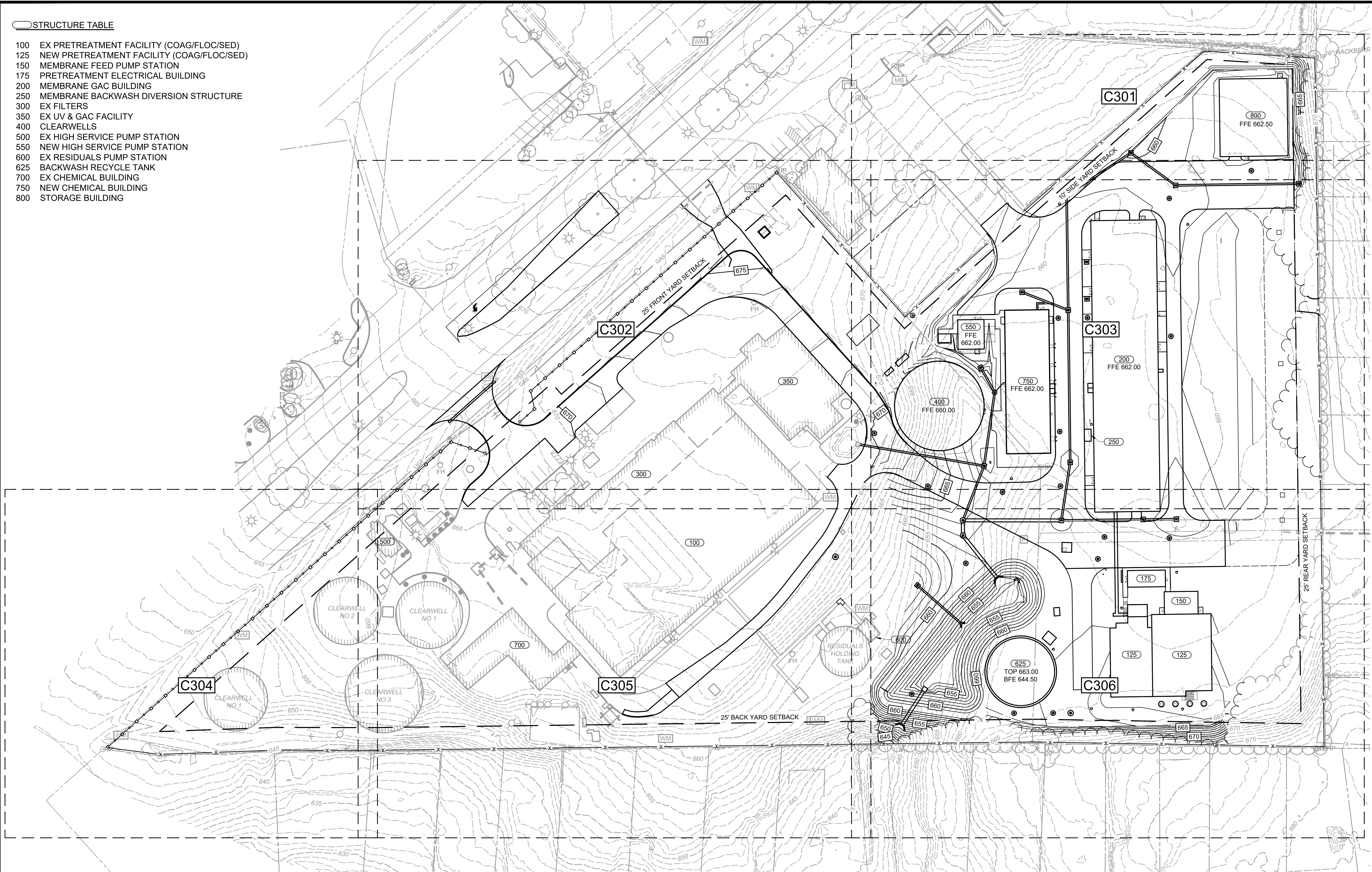
STAKING TABLE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	472653.70	1663136.90	FENCE
2	472648.48	1663209.71	FENCE
3	472643.82	1663273.54	FENCE
4	472639.45	1663335.70	FENCE
5	472633.92	1663410.49	FENCE
6	472628.51	1663485.29	FENCE
7	472623.11	1663560.10	FENCE
8	472617.41	1663638.89	FENCE
9	472903.18	1663252.48	EOP/END CURB
10	472896.16	1663257.73	EOP
11	472895.61	1663282.06	30' RAD
12	472873.19	1663609.71	30' RAD
13	472857.46	1663635.26	EOP
14	472839.95	1663638.57	EOP
15	472846.24	1663628.35	EOP
16	472831.61	1663617.24	EOP
17	472823.46	1663626.04	EOP
18	472788.13	1663576.94	EOP
19	472779.97	1663585.74	EOP
20	472749.34	1663533.04	EOP
21	472739.60	1663540.05	EOP
22	472735.01	1663513.13	EOP
23	472681.20	1663458.90	EOP
24	472697.02	1663446.22	EOP
25	472732.02	1663508.44	EOP
26	472775.59	1663483.92	RAD

1 REGULATORY APPROVAL 07/2024 SA	ISSUED FOR DATE BY	PROJECT ENGINEER: S. ALPERT DESIGNED BY: A. ATCHLEY DRAWN BY: M. SEEBOLD CHECKED BY: M. ORR	90% DESIGN SUBMITTAL DO NOT USE FOR CONSTRUCTION	Hazen HAZEN AND SAWYER 545 MAINSTREAM DRIVE, SUITE 320 NASHVILLE, TENNESSEE 37228	COLUMBIA POWER & WATER SYSTEMS COLUMBIA, TENNESSEE EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II	CIVIL SITE LAYOUT AND PAVING PLAN - ENLARGED AREA 5	DATE: OCTOBER 2024 HAZEN NO.: 50124-008A CONTRACT NO.: X DRAWING NUMBER:					
		IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE										
		0 1/2" 1"										

C205

STRUCTURE TABLE

- 100 EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125 NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150 MEMBRANE FEED PUMP STATION
175 PRETREATMENT ELECTRICAL BUILDING
200 MEMBRANE GAC BUILDING
250 MEMBRANE BACKWASH DIVERSION STRUCTURE
300 EX FILTERS
350 EX UV & GAC FACILITY
400 CLEARWELLS
500 EX HIGH SERVICE PUMP STATION
550 NEW HIGH SERVICE PUMP STATION
600 EX RESIDUALS PUMP STATION
625 BACKWASH RECYCLE TANK
700 EX CHEMICAL BUILDING
750 NEW CHEMICAL BUILDING
800 STORAGE BUILDING



PLAN
SCALE: 1" = 50'

1	REGULATORY APPROVAL	07/2024	SA		
REV	ISSUED FOR	DATE	BY		

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

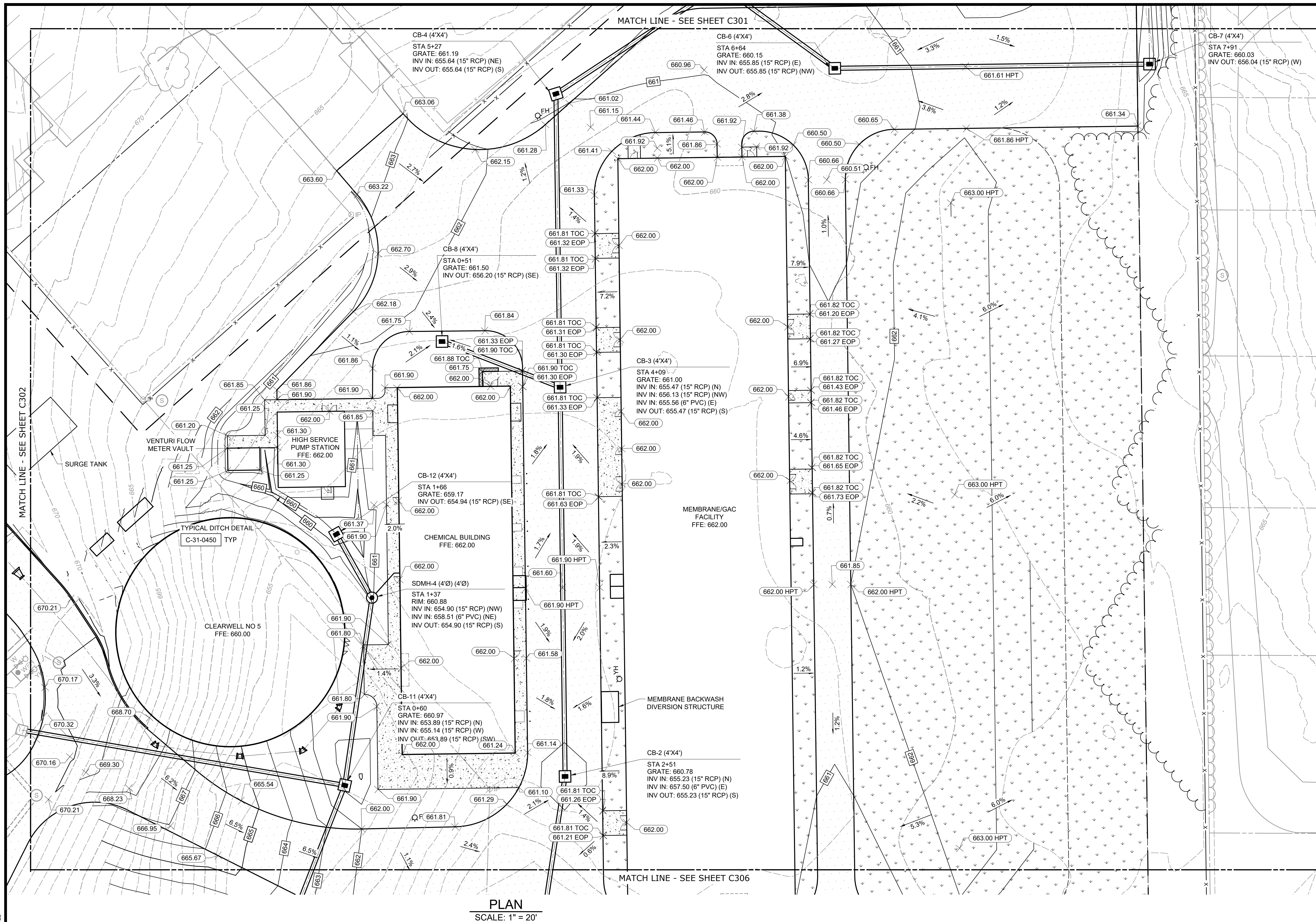
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NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE
EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN - OVERALL

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C300



				PROJECT ENGINEER:	S. ALPERT
				DESIGNED BY:	A. ATCHLEY
				DRAWN BY:	M. SEEBOLD
				CHECKED BY:	M. ORR
				IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	
1	REGULATORY APPROVAL	07/2024	SA	0 1/2" 1" 	
REV	ISSUED FOR	DATE	BY		

Hazen

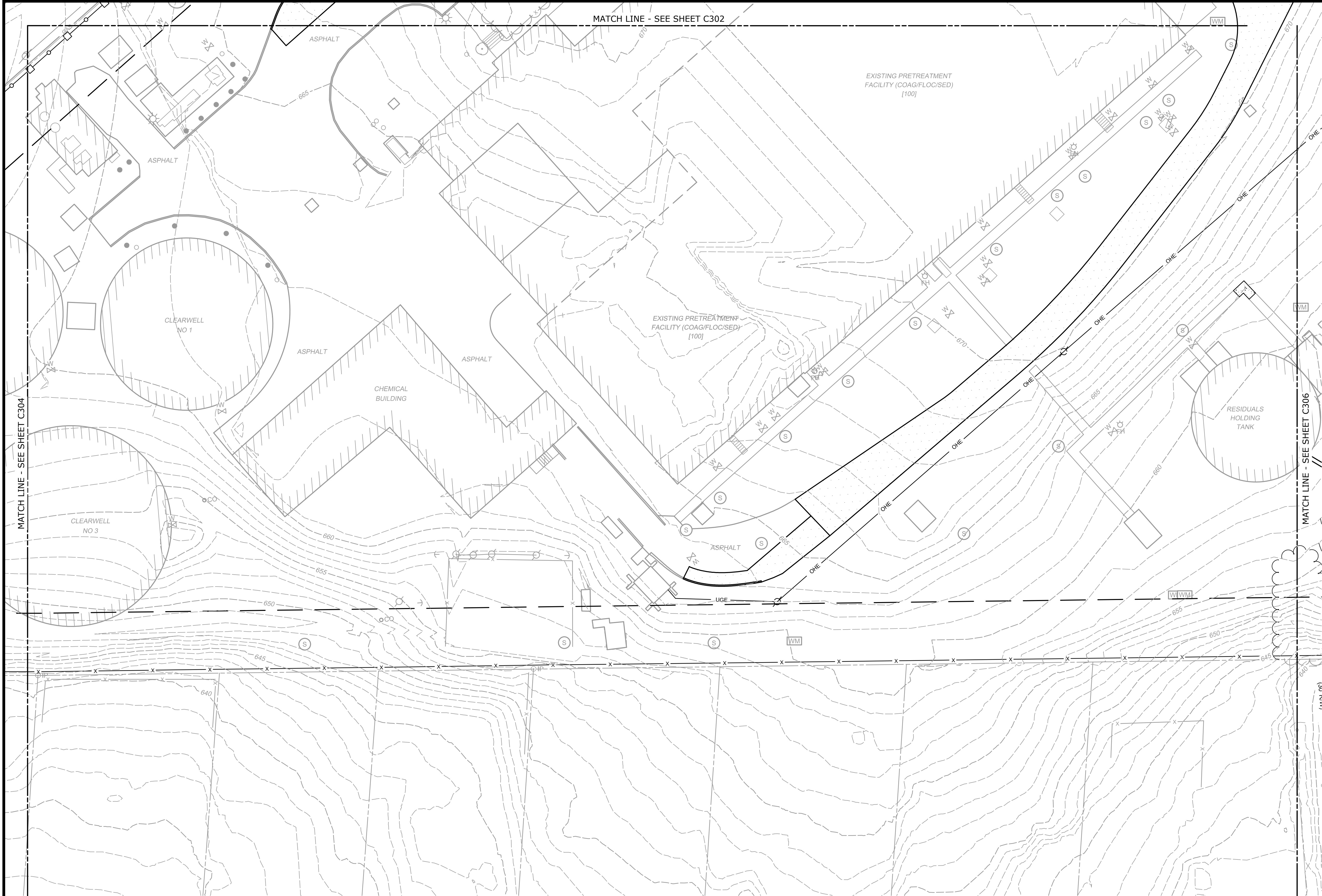
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

CIVIL
GRADING PLAN -
ENLARGED - AREA 3

1. NO PROPOSED GRADED ANTICIPATED ON THIS SHEET.

Page 313 of 35

File: C:\USERS\MSEEBOLD\DCACDD\CHAZEN AND SAWYER\50124-008A_CPWS_EX WTP_PHASE 2\PROJECT FILES\01_DESIGN\DWG\0124-008A-C305.dwg Saved by: MSEEBOLD Save date: 9/21/2024 1:08 PM
PLOT DATE: 11/15/2024 9:50 AM BY: MSEEBOLD



- NOTES:
1. NO PROPOSED GRADED ANTICIPATED ON THIS SHEET.

PLAN
SCALE: 1" = 20'

1	REGULATORY APPROVAL	07/2024	SA		
REV	ISSUED FOR	DATE	BY		

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

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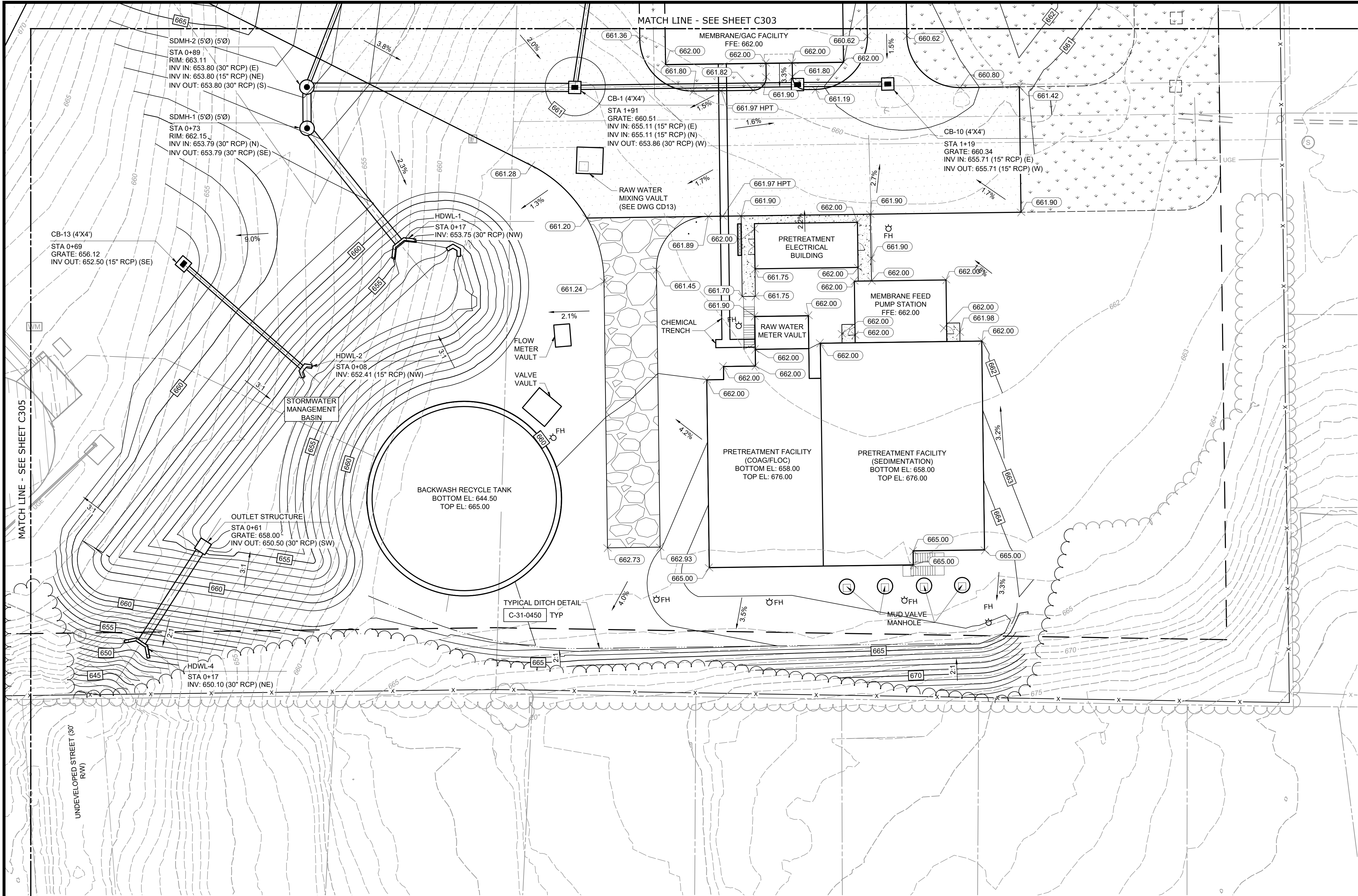
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 5

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C305

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PLOT DATE: 11/15/2024 9:51 AM BY: MSEEBOLD



PLAN
SCALE: 1" = 20'

1	REGULATORY APPROVAL	07/2024	SA		
REV	ISSUED FOR	DATE	BY		

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

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COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE
EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
GRADING PLAN -
ENLARGED - AREA 6

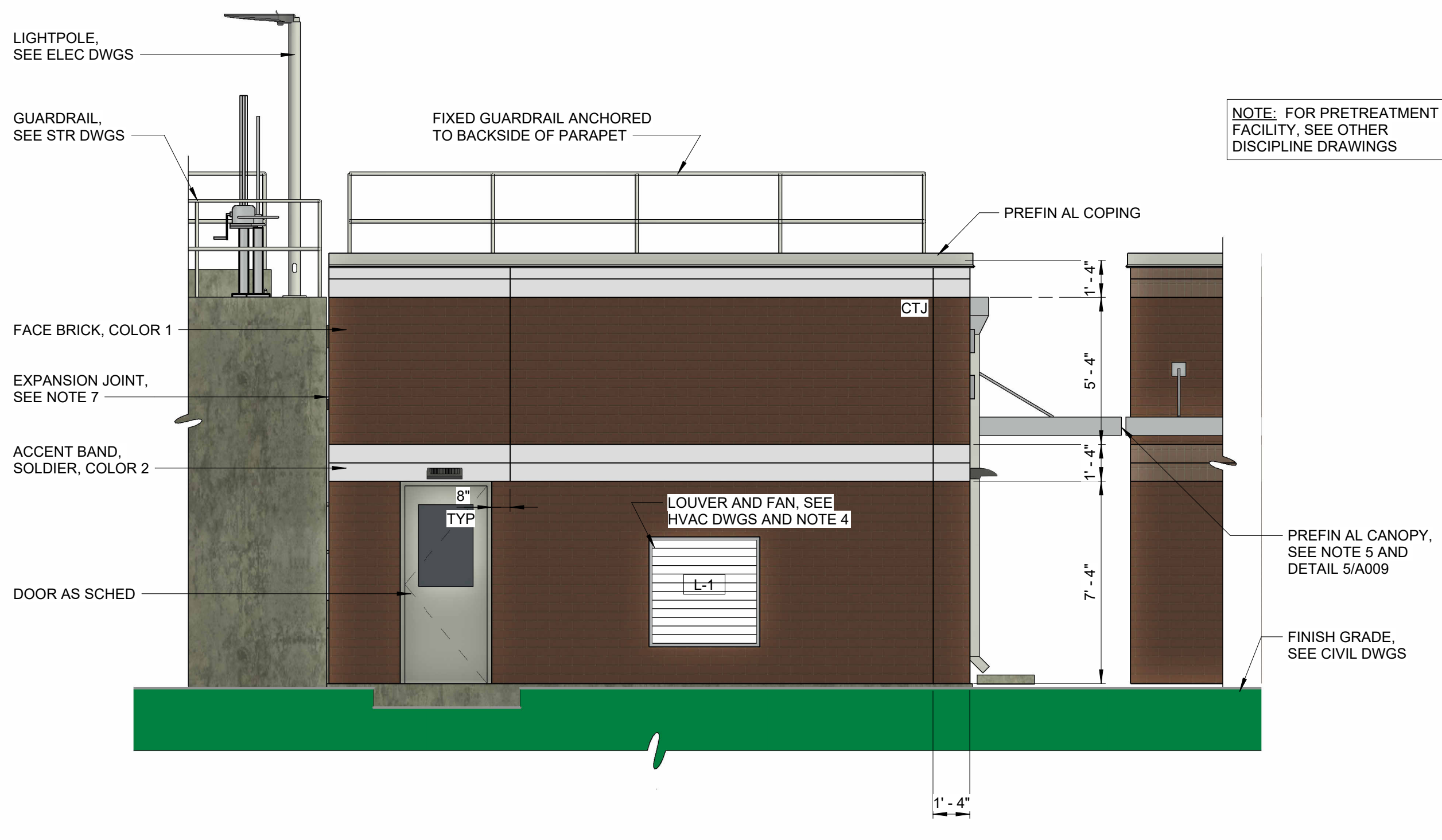
DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	C306

<u>(PUD-MU) District Standards: Planned Unit Development - Mixed Use</u>				
<u>Modification of Standards (MOS)</u>	<u>Design Standard</u>	<u>Required</u>	<u>Proposed</u>	<u>Comment</u>
<u>MOS - 0</u>	<u>Parcel Size</u>	More than 10 acres	No Modification	Parcels total 12.6 acres.
<u>MOS - 1</u>	<u>Private Frontage Types</u>	Common Yard - NP Stepfront - P Porch - NP Shopfront - P Fence - NP Gallery - P Terrace/Lightwell - P Arcade - P Forecourt - P Office front - P Stoop - P	Common Yard - NP Stepfront - P Porch - NP Shopfront - P Fence - <u>P</u> Gallery - P Terrace/Lightwell - P Arcade - P Forecourt - P Office front - P Stoop - P	The frontage is separated from the public frontage by a fence.
<u>MOS - 2</u>	<u>Number of BLDGs per Lot or Building Site</u>	Principal Building 1 max Accessory Buildings 1 max	Principal Building 1 max Accessory Buildings <u>15 max</u>	Number of structures will be greater than 1 accessory building. The water treatment process requires multiple buildings.
<u>MOS - 3</u>	<u>Setbacks / Yards - Principal BLDG</u>	Front Setback / Yard, Principal Frontage: 0-20 ft.	Front Setback / Yard, Principal Frontage: 0- <u>150 ft.</u>	The existing filters building is the principal building on the property. It's setback does not meet the requirement. Proposed change is to achieve compliance.
		Front Setback / Yard, Secondary Frontage: 0-20 ft.	No Modification	This building does not exist on a corner lot. No modification needed.
		Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10 24 ft.	Side Setback / Yard: 0 ft. min. for attached Buildings; Otherwise, 10 <u>125 ft.</u>	The existing principal building does not comply with the standard. This building is not part of the project. Revising standard for compliance.
		Rear Setback / Yard: NR	No Modification	Rear setback is not regulated.
<u>MOS - 4</u>	<u>Setbacks / Yards - Accessory BLDG</u>	Front Setback / Yard, Principal Frontage: 40 ft. max. from rear property line	Front Setback / Yard, Principal Frontage: <u>must submit and receive approval prior to design</u>	The area designated in the existing standard will need to be used for utilities. Accessory building placement somewhat based on process requirements and the topography of the site.
		N/A	No Modification	No Standard Exists
		Side Setback / Yard: 0 ft. min.	No Modification	
		Rear Setback / Yard: 3 ft. max	Rear Setback / Yard: <u>must submit and receive approval prior to design</u>	There are multiple accessory buildings on the property. All buildings placed according to the needs of the plant and the layout of the site.

<u>Modification of Standards (MOS)</u>	<u>Design Standard</u>	<u>Required</u>	<u>Proposed</u>	<u>Comment</u>
<u>MOS - 5</u>	<u>Building Height</u>	Principal Building 2 Stories min. - 4 Stories max. Accessory Buildings 2 Stories max.	Principal Building 2 Stories min. - 4 Stories max. Accessory Buildings <u>1 Stories min. - 4 Stories max.</u>	All proposed buildings are either 1- or 2- story structures as defined by number of floors. One proposed building will exceed the 35' height limit requiring approval. Building height is dictated by the water treatment process requirements for operations and maintenance and cannot be reduced. (See table attached for Building Descriptions.)
		Along any District boundary where a PUD-MU District adjoins a Residential District that is not included within a PUD-MU District no Building within the commercial planned unit Development shall project through imaginary planes starting at the maximum height permitted in the adjoining District and leaning inward from District boundaries at an angle representing an increase of 1/2 foot in height for each foot of horizontal distance perpendicular to the boundary.		
<u>MOS - 6</u>	<u>Ceiling Height</u>	May not exceed 14 ft. from finished floor to finished ceiling, except for a first floor Commercial, Office, Retail/Personal Service, or Accommodation / Lodging Use, which must be a minimum of 11 ft. with a maximum of 25 ft.	May not exceed 14 ft. from finished floor to finished ceiling, except for a first floor Commercial, Office, Retail/Personal Service, or Accommodation / Lodging Use, which must be a minimum of 11 ft. with a maximum of <u>40</u> ft.	The 25'-0" max for Commercial will be exceeded due to size and clearance requirements for process equipment; proposed GAC building will need a floor height of 31'-4".
<u>MOS - 7</u>	<u>Façade</u>	Main Entrance - Main Entrance must be in Façade of Principal Frontages. If Shopfront Frontage at corner, Main Entrance may be at Principal Frontage or at corner.	Main Entrance - <u>If Main Entrance is not in Façade of Principal Frontages or at corner if shopfront frontage is at corner, entrance must be submitted for approval prior to installation.</u>	Building entrances determined in part by existing site organization.
		Façade Position - Parallel to straight Frontage Line or to tangent of curved Frontage Line	No Modification	Facades are meant to address Nashville Hwy where necessary (closest to road)
		Façade Articulation - A Façade greater than 100 ft. in width must be differentiated so that it appears to be comprised of two or more Adjacent Buildings (See Page 172 for Specific Details)	No Modification	Complies - buildings include multiple brick colors, accent banding, glazing, and bump-outs to break up the facade. to meet intent without appearing as if two or more Adjacent Buildings.
		Façade Openings - Windows and/or doors spaced ≤ 20 ft. apart. In Stories above first, Facade openings must be ≤ 50% of total Facade area.	Façade Openings - Windows and/or doors spaced ≤ 20 ft. apart. In Stories above first, Facade openings must be ≤ 50% of total Facade area. <u>If this is not practical, explanation must be submitted explaining proposed façade openings.</u>	Spacing , size, and number of façade openings are designed for each proposed building to support its utility function.
		Window Alignment - Upper floor windows and other features must be aligned with those of first floor.	Window Alignment - Upper floor windows and other features must be aligned with those of first floor. <u>If this is not practical, explanation must be submitted explaining proposed window alignment.</u>	Partially complies - Most windows are located high up due to facility functioning, with few located at ground floor level
		Window Glazing Material - Clear glass (R for Required) for all Elevations.	Window Glazing Material - <u>Either</u> Clear glass <u>or Translucent Wall Panels (P for Permitted)</u> for all elevations.	Translucent wall panels are utilized for daylighting ILO clear glass, due to height and facility maintenance requirements.
		Window Trim in 1st Layer - Min. 4 in. trim with sill and top plate if siding surrounding window; soldier course above lintel and rollock course below sill if brick or stone surrounds window	No Modification	Complies - buildings include soldier and rowlock course at lintels and sills, respectively.

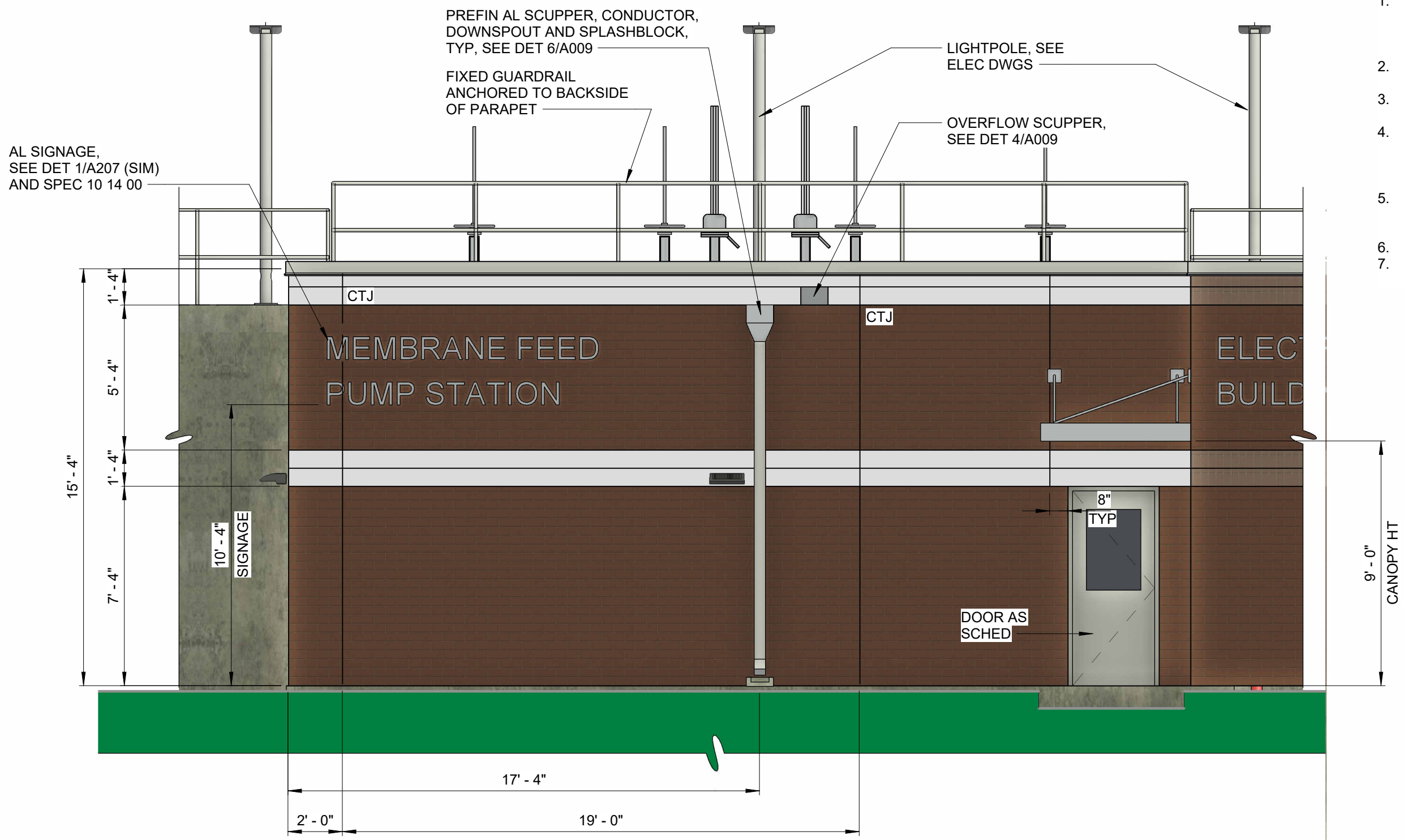
<u>Modification of Standards (MOS)</u>	<u>Design Standard</u>	<u>Required</u>	<u>Proposed</u>	<u>Comment</u>
<u>MOS - 8</u>	<u>Building Materials</u>	Brick - P Natural Stone - NP Wood - NP Cementitious Siding - P Authentic Stucco over Masonry - P Exposed Concrete - NP Aluminum / Vinyl Siding - NP Corrugated / Sheet Metal - NP	Brick - P Natural Stone - NP Wood - NP Cementitious Siding - P Authentic Stucco over Masonry - P Exposed Concrete - P Aluminum / Vinyl Siding - NP Corrugated / Sheet Metal - NP	Water containing structures (treatment basins) at the plant will have exposed concrete walls similar to the existing treatment basins onsite (i.e., process basins and the exposed lower levels of the pump stations)
<u>MOS - G</u>	<u>Fencing</u>	Height: 3.5-4 ft. at Frontage; otherwise 6 ft. max	Height (sides and rear only): 8 ft of metal non-climbing rigid mesh panel system fence Height (front): 7 ft.	Proposed fence added to property.
		Materials (at sides and rear only): Natural Wood - P Chain Link - P Materials: Brick, Natural Stone or Stucco over Masonry - P Barbed/razor/concertina wire - NP Wrought Iron or Aluminum - P Exposed or Painted Aggregate Concrete - NP Vinyl and /or Smooth or Split-Faced Block - NP	Materials (at sides and rear only): Natural Wood - P Chain Link – P Polyester Power coated (or similar) Steel -P Materials: Brick, Natural Stone or Stucco over Masonry - P Wrought Iron or Aluminum - P Exposed or Painted Aggregate Concrete - NP Vinyl and /or Smooth or Split-Faced Block - NP	Chain Link with barbed wire at the back and sides. Brick columns and aluminum panels along Nashville Highway. Maintaining or improving the perimeter security is key to compliance with CPWS's EPA required Risk & Resiliency Plan. The treatment plant was identified as the second highest priority in the water system for risk protection.
<u>MOS - 10</u>	<u>Landscaping</u>	if 1st Layer ≥ 10 ft, minimum of 30% of 1st Layer must be landscaped in compliance with Section 4.3.16, . Landscaping must comply with Section 4.3.16.	<u>A buffer infill planting is required along the eastern and southern residential borders of the property as a supplement to existing native shrubs and trees. Plants shall be strategically placed to provide an additional visual buffer within the existing canopy. New buffer plants must be comprised of over 75% evergreen species to provide year-round visual buffer. Added shrubs shall be 100% evergreen.</u>	The landscape plan is designed to provide the required visual buffer between the plant and the residents. CPWS proposes limited landscaping to achieve the buffer in order to conserve water. CPWS is pursuing conservation rates to encourage all water customers to conserve water.
		with continuous shrubs around foundation at Facade if 1st Layer is ≥ 3 ft. deep		
		if 1st Layer is ≥ 15 ft. deep, 1 tree per 50 ft. of Frontage width, planted in 1st Layer		
		Not Applicable in front if less than 3 ft front setback		
<u>MOS -11</u>	<u>Screens, Streetscreens G Buffers</u>	At Frontage or Adjacent to Civic Space: Fence Screen/Streetscreen Height - Not Permitted	At Frontage or Adjacent to Civic Space: Fence Screen/Streetscreen Height - <u>7 ft.</u>	Fence in front is 7 ft tall.
<u>MOS -12</u>	<u>Additional Standards</u>	Parcel Buffer Section 4.3.11.H (75 ft.) Project Buffer Section 5.8 (50ft.)	Parcel Buffer <u>25 ft. (sides adjacent to residential or street) 10 ft. (sides not adjacent to residential)</u> Project Buffer <u>25 ft. (sides adjacent to residential or street) 10 ft. (sides not adjacent to residential)</u>	25 ft. buffer along all sides and back of property adjacent to single family homes. 10 ft. buffer zone designed for the project along all side and back of property adjacent to non-single-family homes. Project area is very limited and area must be reserved for future expansion as dictated by City growth.

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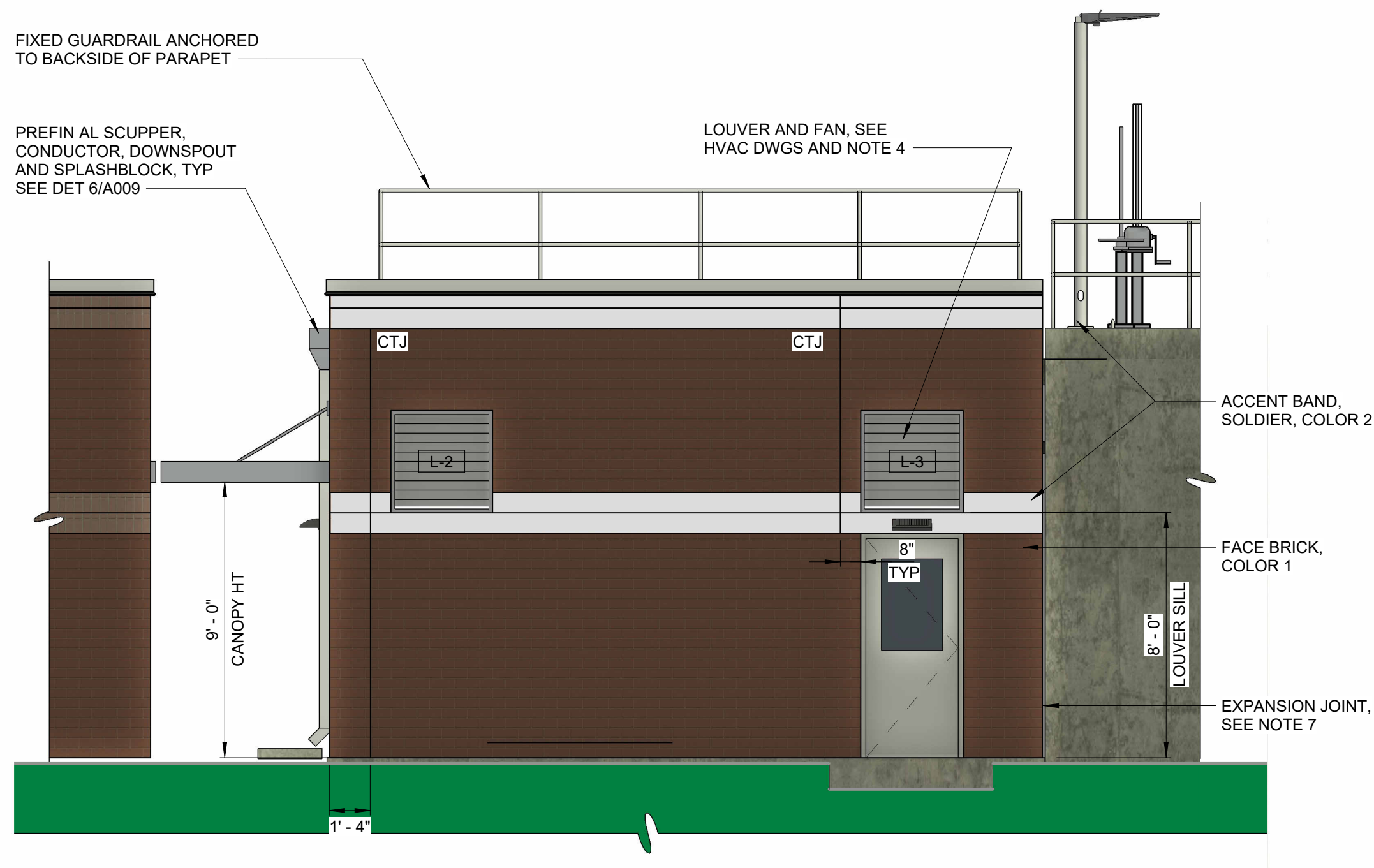
BUILDING EAST ELEVATION

1/4" = 1'-0"



BUILDING NORTH ELEVATION

1/4" = 1'-0"



BUILDING WEST ELEVATION

1/4" = 1'-0"

ELEVATION NOTES:

1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
2. PREFINISHED LOUVERS AND COPING COLORS TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
3. CONTROL JOINTS MAXIMUM SPACING 25'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
4. REFER TO HVAC AND PLUMBING FOR EQUIPMENT AND ROUTING AT WALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.
5. CANOPY SUPPORT RODS AND ANCHORAGE PER MANUFACTURER. INSTALL CANOPY IN STRICT ACCORDANCE W/ MANUFACTURER WRITTEN INSTRUCTIONS AND RECOMMENDATIONS.
6. REFER TO SHEET A207 FOR TYPICAL SIGNAGE NOTES AND DETAIL.
7. COMPRESSIBLE EXPANSION JOINT MATERIAL, BACKER ROD AND SEALANT EACH SIDE OF WALL.

1	REGULATORY APPROVAL	07/2024	SA
REV	ISSUED FOR	DATE	BY

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

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Hazen

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COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

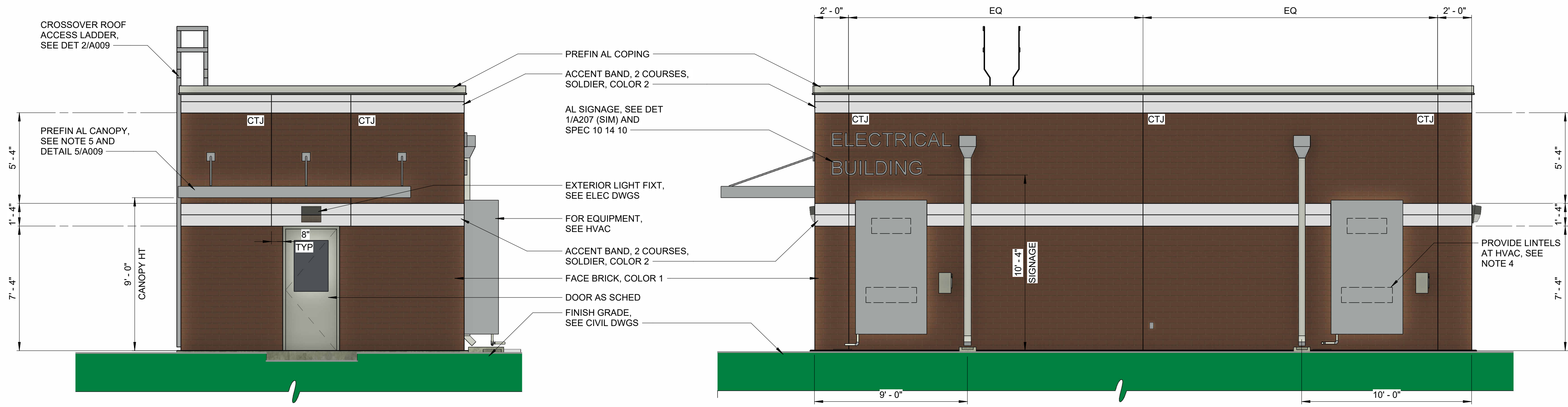
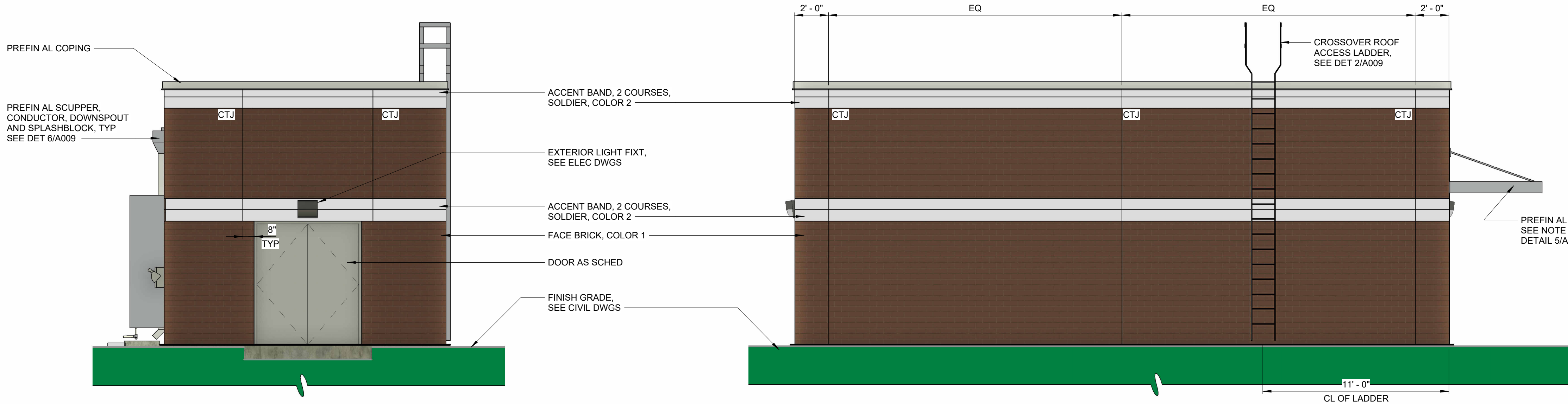
EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

MEMBRANE FEED PUMP STATION
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	

PUD153

- ELEVATION NOTES:**
1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
 2. PREFINISHED LOUVERS AND COPING COLORS TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
 3. CONTROL JOINTS MAXIMUM SPACING 25'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
 4. REFER TO HVAC AND PLUMBING FOR EQUIPMENT AND ROUTING AT WALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.
 5. CANOPY SUPPORT RODS AND ANCHORAGE PER MANUFACTURER. INSTALL CANOPY IN STRICT ACCORDANCE W/ MANUFACTURER WRITTEN INSTRUCTIONS AND RECOMMENDATIONS.
 6. REFER TO SHEET A207 FOR TYPICAL SIGNAGE NOTES AND DETAIL.



1	REGULATORY APPROVAL	07/2024	SA
REV	ISSUED FOR	DATE	BY

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

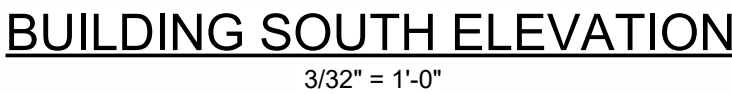
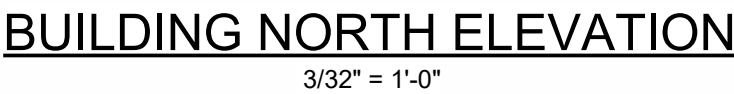
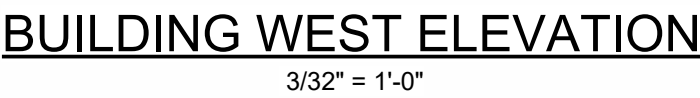
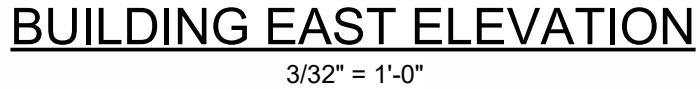
Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

PRETREATMENT ELECTRICAL BUILDING
ARCHITECTURAL
BUILDING ELEVATIONS

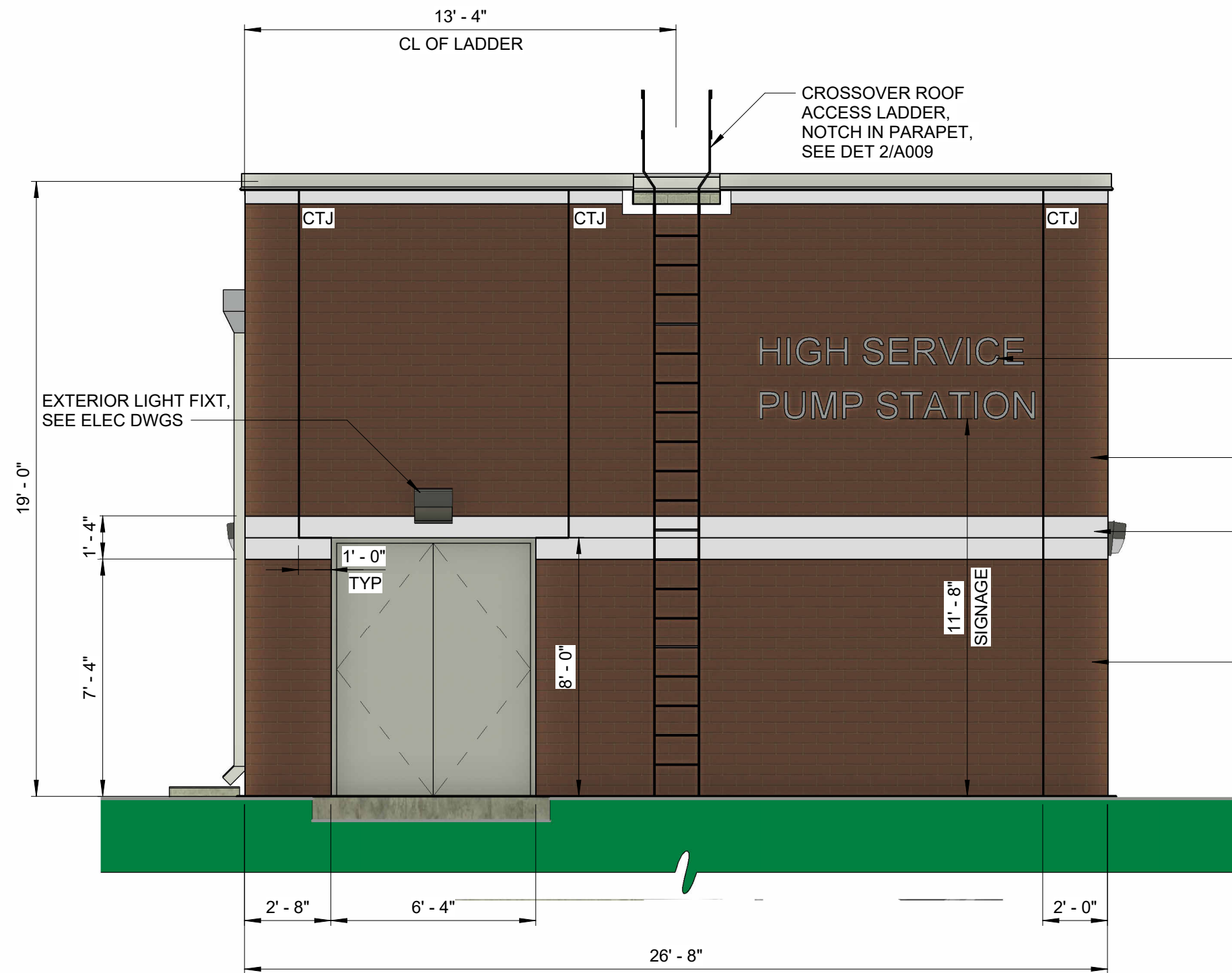
DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD176



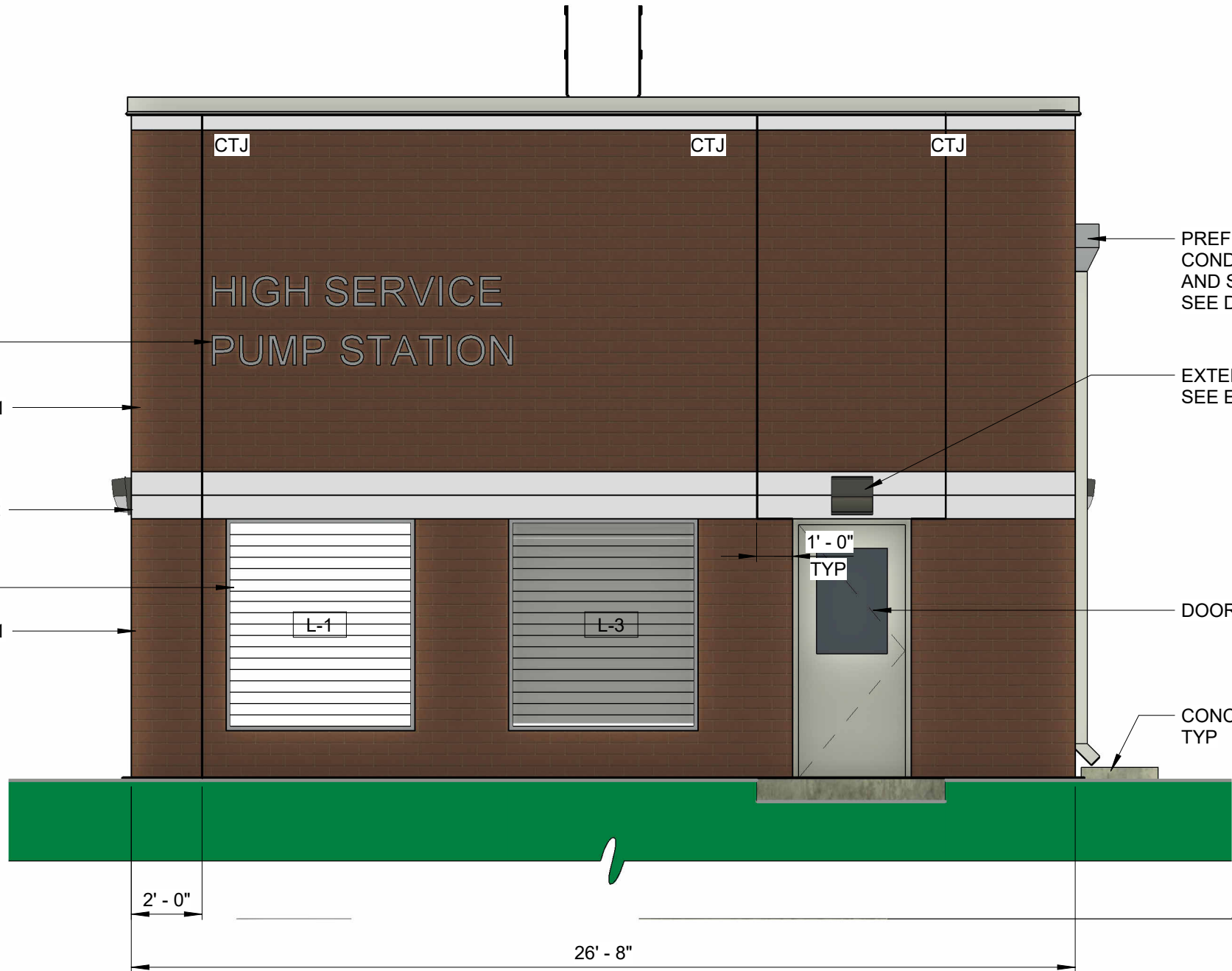
DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD207

ELEVATION NOTES:

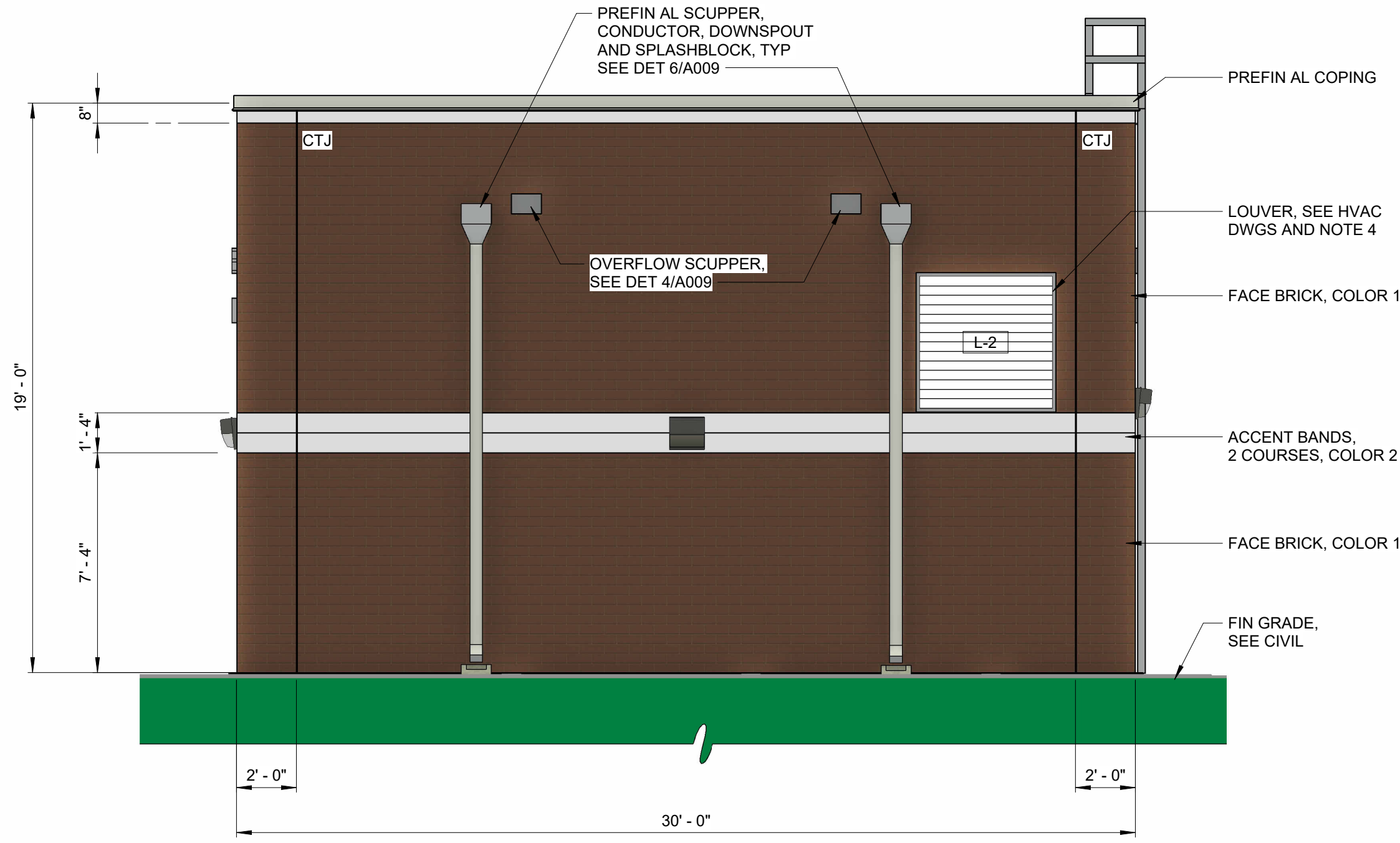
1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
2. PREFINISHED LOUVERS AND COPING COLORS TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
3. CONTROL JOINTS FOR MAXIMUM SPACING 25'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
4. REFER TO HVAC AND PLUMBING FOR EQUIPMENT AND ROUTING AT WALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.
5. CANOPY SUPPORT RODS AND ANCHORAGE PER MANUFACTURER. INSTALL CANOPY IN STRICT ACCORDANCE W/ MANUFACTURER WRITTEN INSTRUCTIONS AND RECOMMENDATIONS.
6. REFER TO SHEET A 207 FOR TYPICAL SIGNAGE NOTES AND DETAIL.



BUILDING SOUTH ELEVATION
1/4" = 1'-0"



BUILDING NORTH ELEVATION
1/4" = 1'-0"



BUILDING WEST ELEVATION
1/4" = 1'-0"
(EAST SIM.)

1	REGULATORY APPROVAL	07/2024	SA
REV	ISSUED FOR	DATE	BY

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

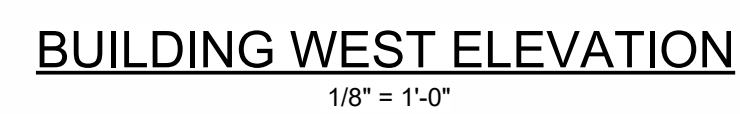
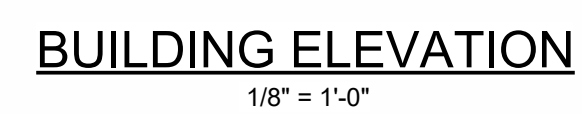
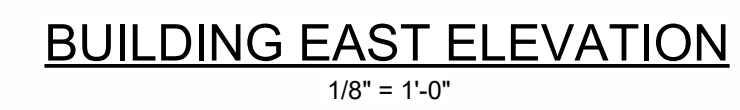
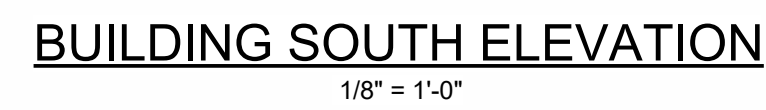
Hazen
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

HIGH SERVICE PUMP STATION
ARCHITECTURAL
BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD551



PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. MOLINA
CHECKED BY:	W. RUSSELL
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1" 

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

Hazen

HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

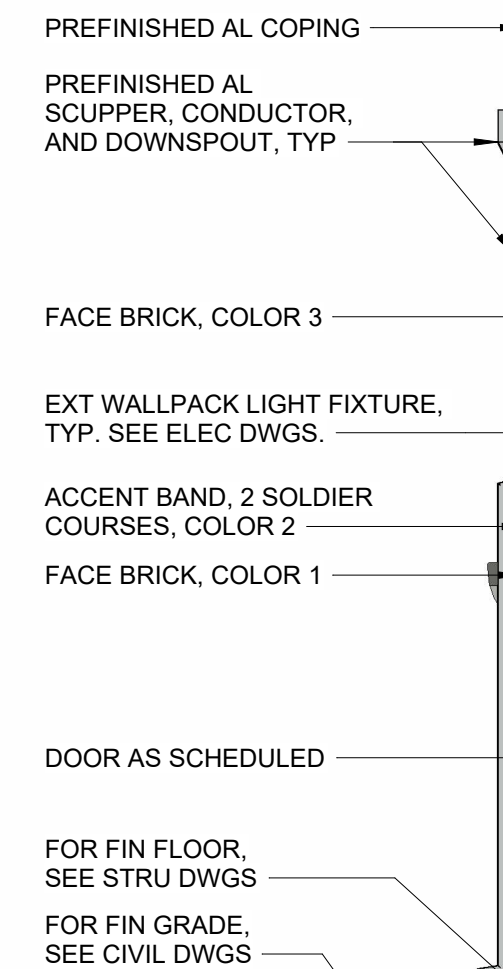
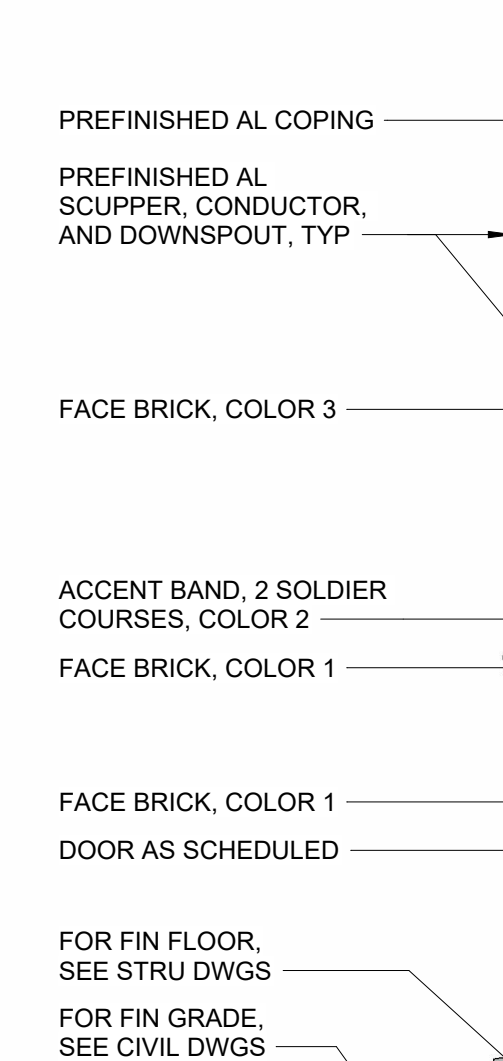
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

RESIDUALS PUMP STATION ARCHITECTURAL BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD752

1. VENEER MASONRY TO MATCH EXISTING FOUND ON SITE. FACE BRICK, ACCENT BRICK, AND CAST STONE COLORS AND TEXTURES TO BE SELECTED BY OWNER. RESPECTIVE MORTAR COLORS TO BE SELECTED BY OWNER.
2. PREFINISHED ALUMINUM CANOPIES, ALUMINUM WINDOW FRAMES, AND COPING COLORS TO BE SELECTED BY OWNER
3. MANUFACTURER TO BE DETERMINED BY STANDARD RANGE.
3. REFER TO SPECIFICATIONS FOR ROLLUP DOORS. COLOR TO BE SELECTED BY OWNER FROM MANUFACTURER'S STANDARD RANGE.
4. CONTROL JOINTS MAXIMUM SPACING 34'-0" O.C. REFER TO ELEVATIONS FOR LOCATIONS.
5. REFER TO HVAC AND CLIMBING FOR EQUIPMENT AND ROUTING AT ALL OPENINGS AND PENETRATIONS. COORDINATE FINAL OPENING SIZE AND LOCATION W/ EQUIPMENT MANUFACTURER PRIOR TO WORK.


$$1/4'' = 1'-0''$$

$$1/4'' = 1'-0$$

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	D. MONSON
DRAWN BY:	L. STIRN
CHECKED BY:	W. RUSSELL
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1 

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

Hazen

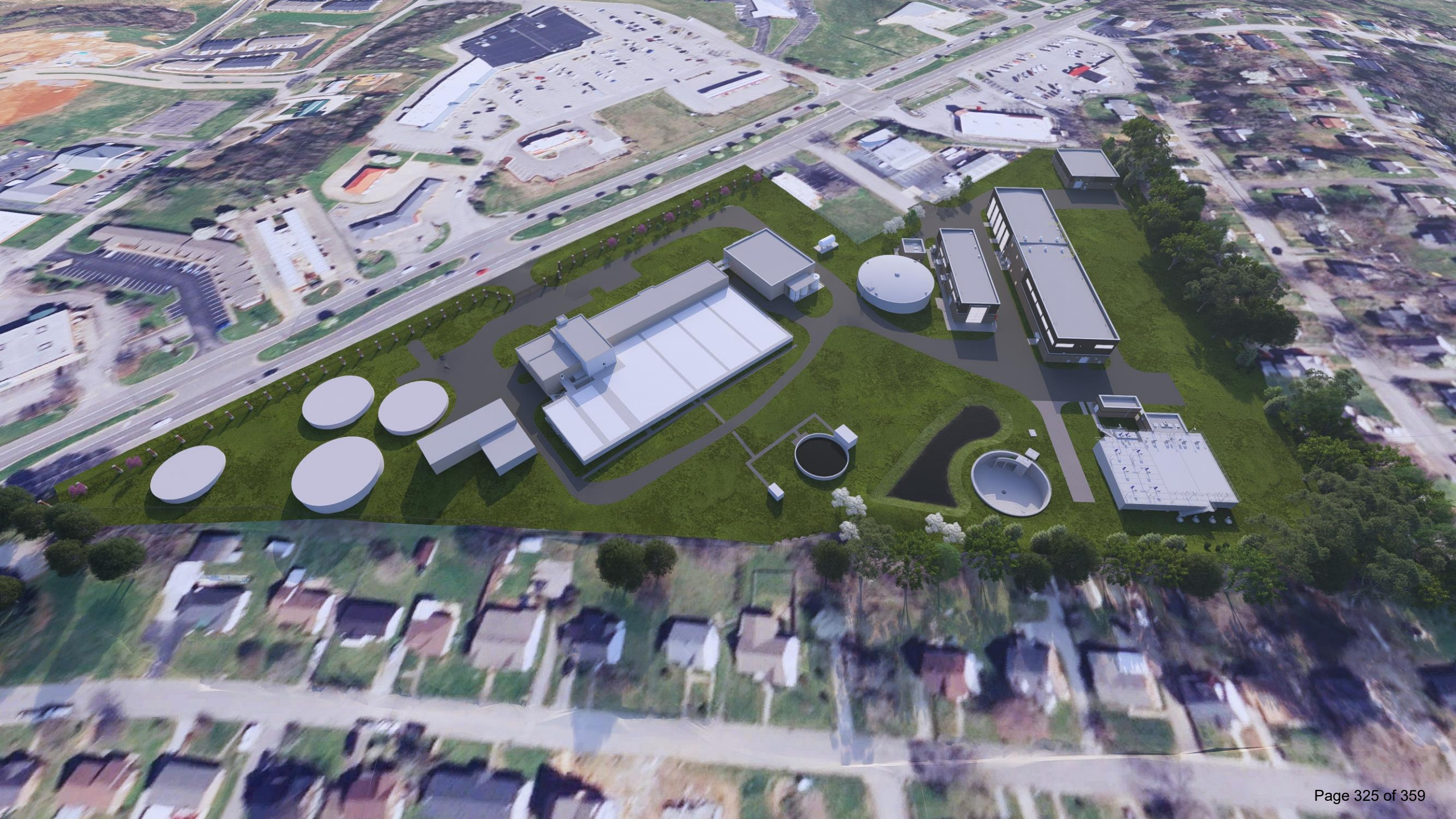
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

STORAGE BUILDING ARCHITECTURAL BUILDING ELEVATIONS

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	PUD802













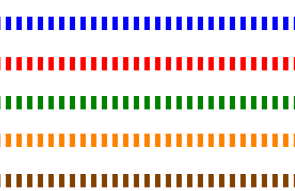
STRUCTURE TABLE

- 100 EX PRETREATMENT FACILITY (COAG/FLOC/SED)
125 NEW PRETREATMENT FACILITY (COAG/FLOC/SED)
150 MEMBRANE FEED PUMP STATION
175 PRETREATMENT ELECTRICAL BUILDING
200 MEMBRANE GAC BUILDING
250 MEMBRANE BACKWASH DIVERSION STRUCTURE
300 EX FILTERS
350 EX UV & GAC FACILITY
400 CLEARWELLS
500 EX HIGH SERVICE PUMP STATION
550 NEW HIGH SERVICE PUMP STATION
600 EX RESIDUALS PUMP STATION
625 BACKWASH RECYCLE TANK
700 EX CHEMICAL BUILDING
750 NEW CHEMICAL BUILDING
800 STORAGE BUILDING

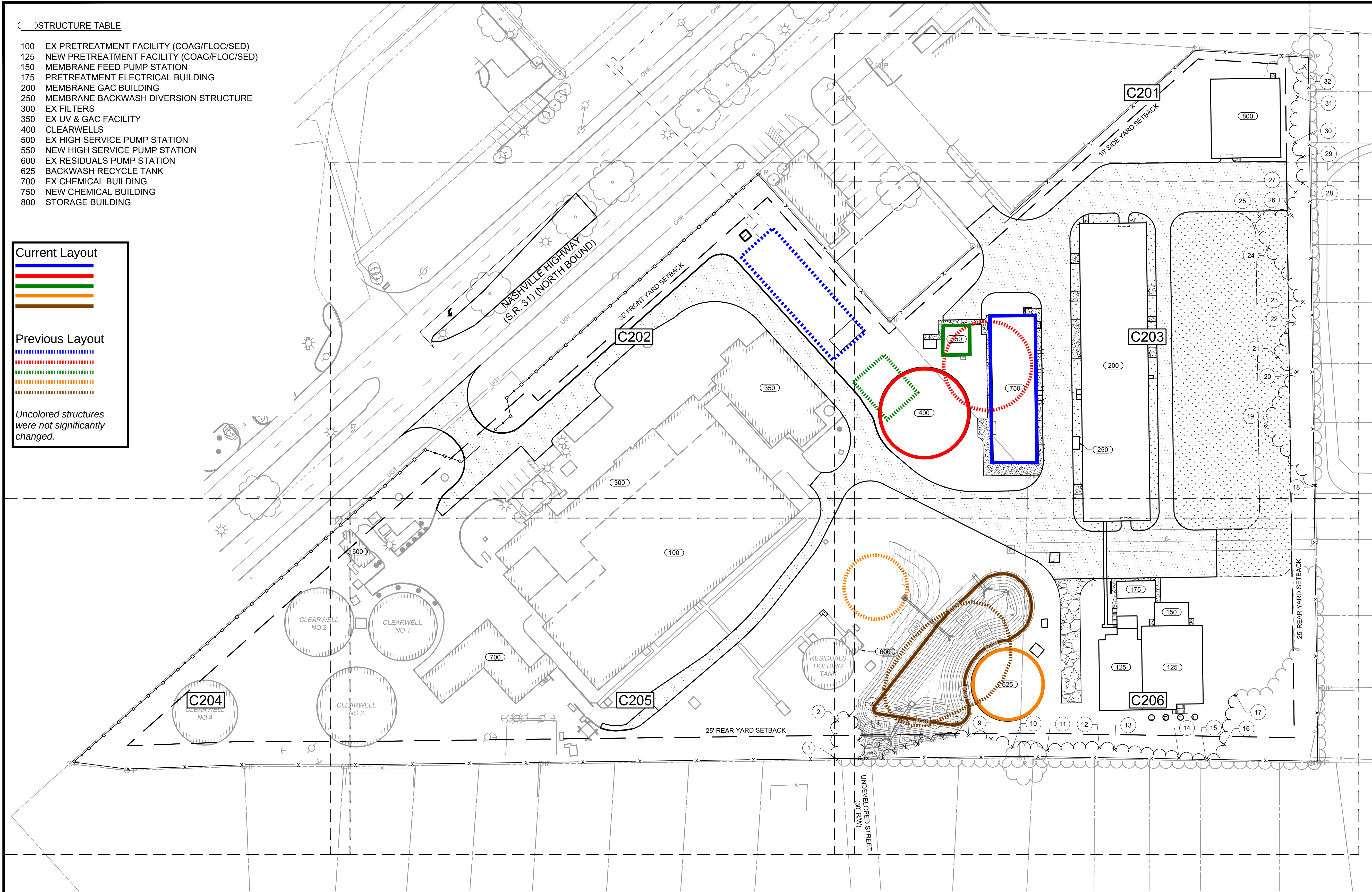
Current Layout



Previous Layout



Uncolored structures
were not significantly
changed.



PLAN
SCALE: 1" = 50'

1	REGULATORY APPROVAL	07/2024	SA		
REV	ISSUED FOR	DATE	BY		

PROJECT ENGINEER:	S. ALPERT
DESIGNED BY:	A. ATCHLEY
DRAWN BY:	M. SEEBOLD
CHECKED BY:	M. ORR
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"

90% DESIGN SUBMITTAL
DO NOT USE FOR
CONSTRUCTION

Hazen

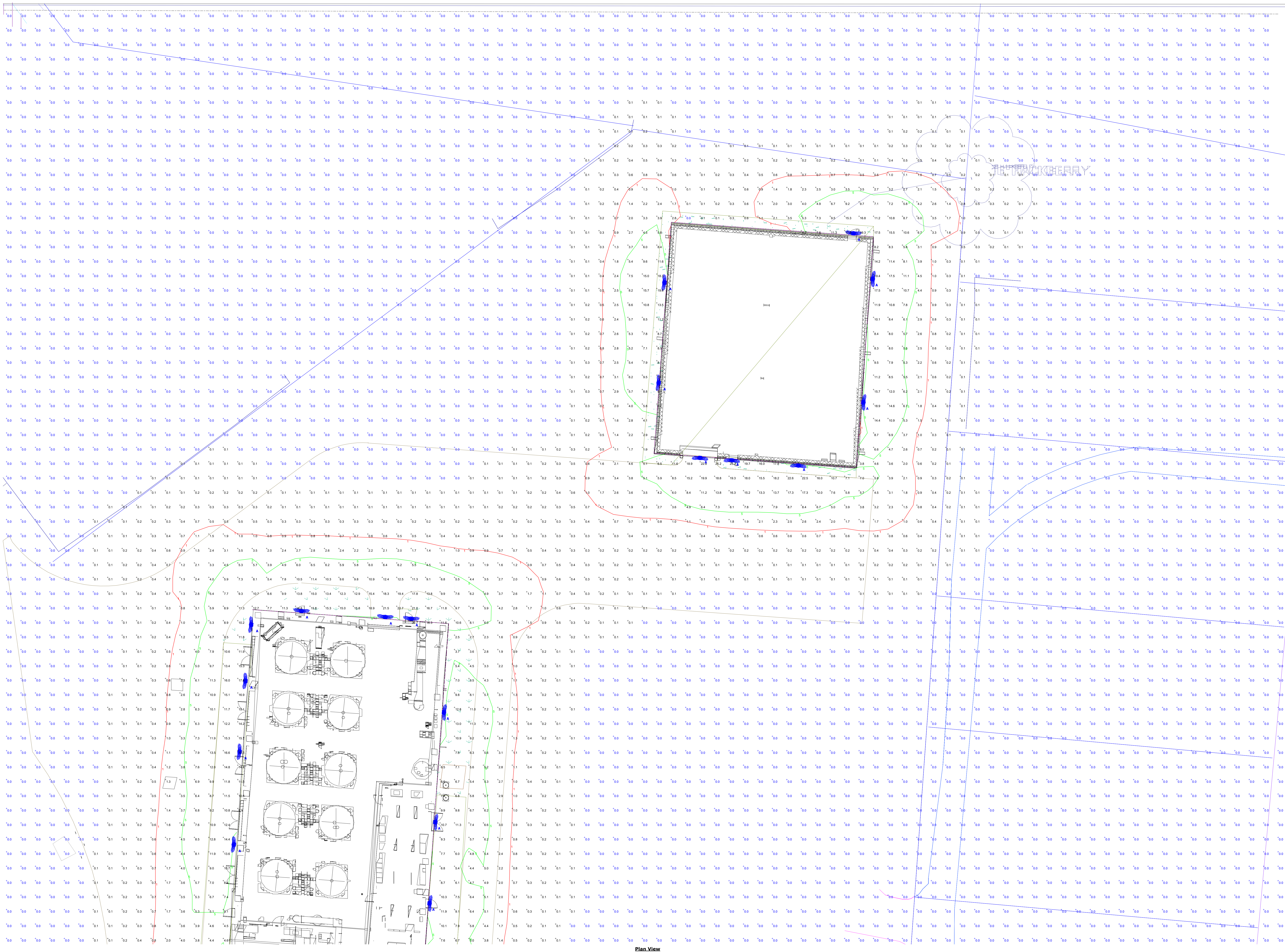
HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

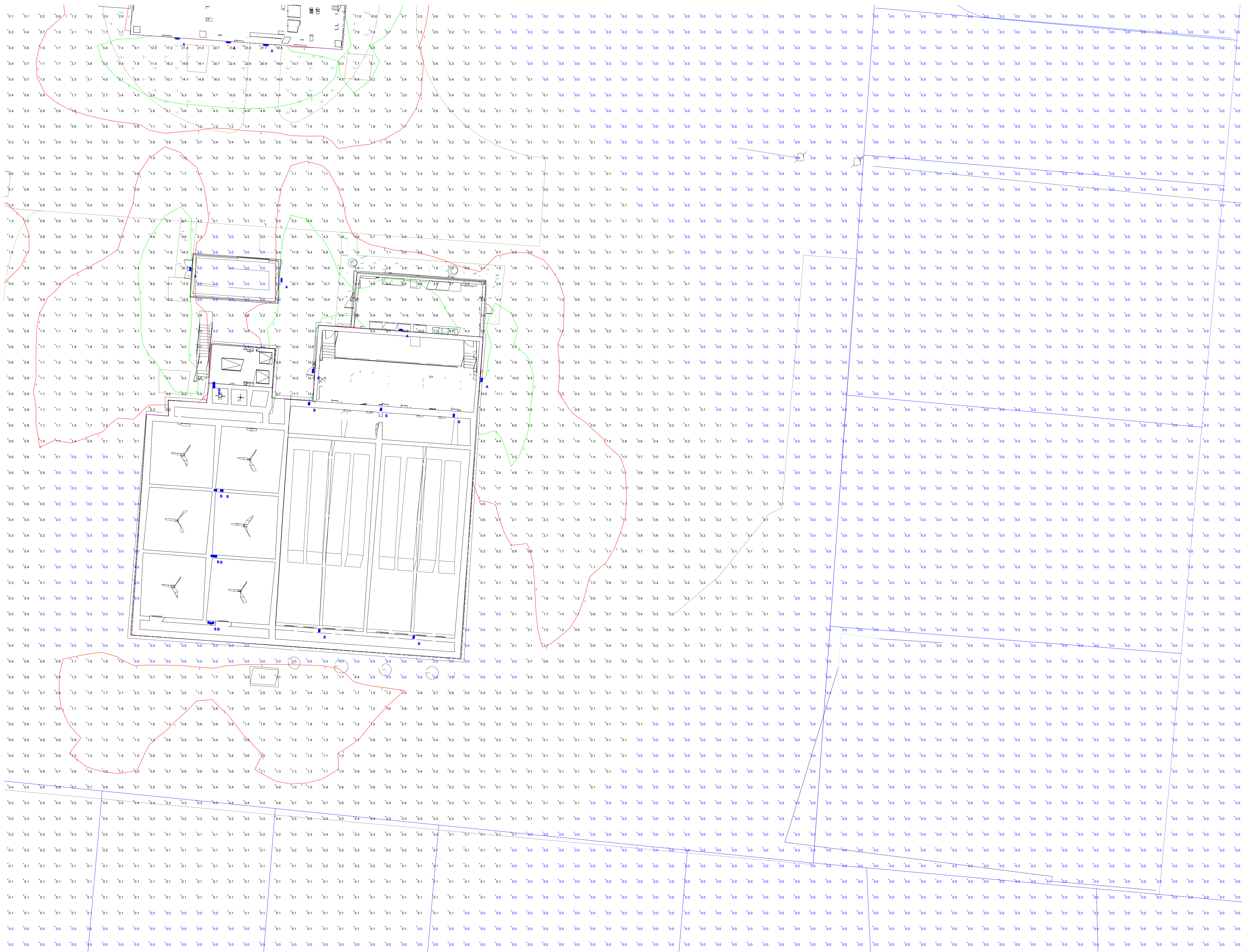
COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

CIVIL
SITE LAYOUT AND PAVING PLAN - OVERALL

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	





Plan View

Catalog Number	
Notes	Type

HLWPC2

Wallpack® Full Cutoff LED



Mechanical

- Heavy grade A360 cast aluminum (aluminum with <1% copper)
- Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering
- Mounts to a standard junction box
- Wet location listed
- IP65 rated housing, down light only
- 3/4" painted threaded entry (3/4" - 14 NPT) on each side and on top, accepts 3/4" and 1/2" conduit
- 3/4" threaded plugs are painted on each side
- Vibration tested to 1.5G per ANSI C136.31.

Electrical

- Certified by UL or CSA
- Rated for -40°C (-40°F) minimum ambient
- A programmable electronic driver with 0-10V control leads
- Available in: 120-277V 50/60 Hz and 347-480V 50/60 Hz,
- Standard: 3000K, 4000K and 5000K CCT (>70 CRI)
- Optional >80 CRI (3000K, 4000K and 5000K CCT)
- Internally mounted emergency battery backup for operation in an ambient temperature ranging from -20°C (-4°F) to 30°C (86°F), available with P10 thru P40 performance packages, non CEC compliant
- All surge protection meets ANSI/IEEE C62.41.2 10kV/10kA
- Standard surge protection is 20kV/10kA per ANSI C136.2
- Optional surge protection is 10kV/5kA per ANSI C136.2

Optical

- Light engine housing is IP66 rated
- Acrylic optical system
- Type V: E (entry), M (medium), R (rectangle) & W (wide)
- Asymmetric

Controls

- Field adjustable output (AO)
- Button style photocontrol (PE)
- Motion sensor & ambient photocontrol combination for mounting low (8-15') (MASL) and high (15-30') (MASH) mounting heights

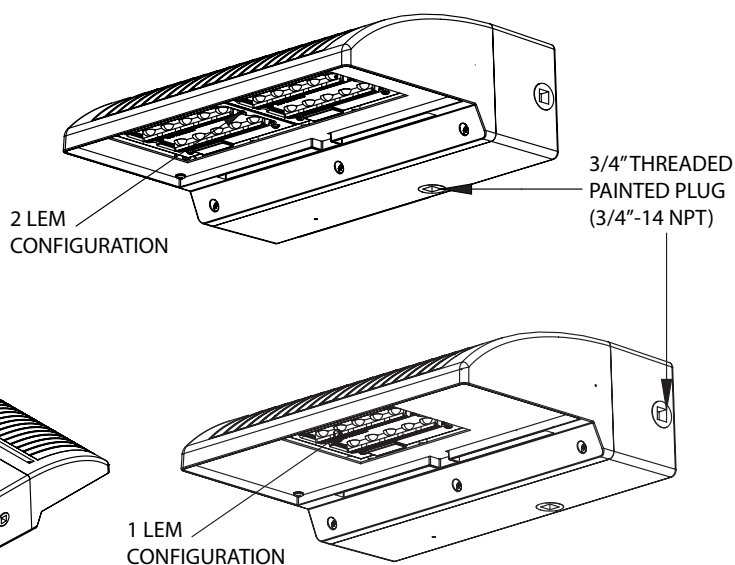
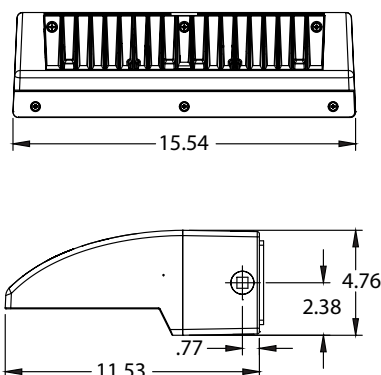
Certification and Standards

- Luminaire is CSA listed, US and Canada
- Suitable for operation in an ambient temperature up to 40°C/104°F per UL or CSA certification
- Design Lights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- LM-79 compliant
- The projected LED Lumen Maintenance shall be based only on IES LM-80-08 and TM-21

Warranty

5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



Note: Maximum weight 22 lbs.

HLWPC2

Wallpack® Full Cutoff LED

ORDERING INFORMATION

Example: HLWPC2 P20 40K AS T3M BZSDP

Series	Lumen Package	Color Temperature	Voltage	Optics	Color	CRI
HLWPC2	Wallpack Full Cutoff LED	1 LEM Package	AMB True Amber	120 120 volts	BKSDP Black	Blank 70 CRI (STD)
		P10 3,100 lm	30K 3,000 K CCT	208 208 volts	T2M Type 2 Medium	80CRI 80 CRI
		P20 5,600 lm	40K 4,000 K CCT	240 240 volts	T3S Type 3 Short	
			50K 5,000 K CCT	277 277 volts	T3M Type 3 Medium	
				347 347 volts	T4M Type 4 Medium	
	2 LEM Package	P30 7,800 lm	480 480 volts	TFTM Forward Throw Medium		
		P40 9,900 lm	HVOLT 347/480 volts	ASYDF Asymmetric Diffuse		
		P50 11,700 lm	MVOLT 120-277 volts	SYMDF Symmetric Diffuse		
		(Nominal Lumens, 4000K)				

Options:

Adjustable/Programmable Options

AO Field Adjustable Output

Circuit Options

2CI 2 Independent Circuits

Control - Motion Sensor Options

MASL¹ Motion / Ambient Sensor, 8-15' Mounting Height Ambient Sensor Enabled at 1 FC

MASH¹ Motion / Ambient Sensor, 15-30' Mounting Height Ambient Sensor Enabled at 1 FC

Control - Photocontrol Options

PE Button Style Photocontrol

P3 N.E.M.A. Twistlock Receptacle Mount -3 PIN

P7 N.E.M.A. Twistlock Receptacle Mount -7 PIN

PCLL DTL Long Life Twistlock Photocontrol for Solid State

PSC Shorting Cap

Fuse Option

SF Single Fuse

DF Double Fuse

Safety Option

EM Integral Emergency Battery

TP Tamper Resistant Hardware

Surge Protection Option - 20kV/10kA is Standard

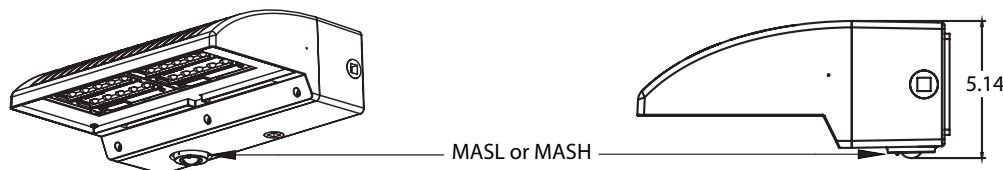
10KV 10kV/5kA Surge Protection, in place of 20kV/10kA

Notes

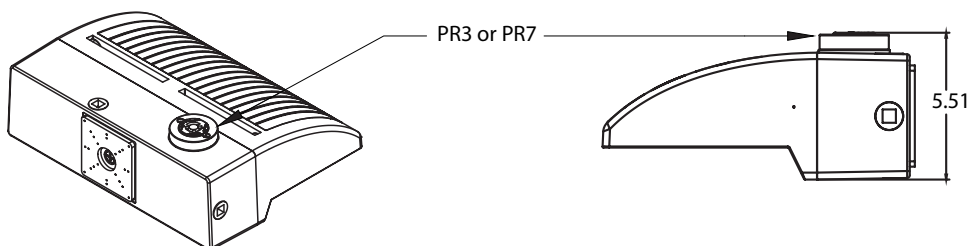
¹ MASL and MASH sensors are not allowed with P10 lumen package option selected.

Options Location

Motion/Ambient Sensor mount options for Low (8-15') (MASL) and Height (15-30') (MASH) applications

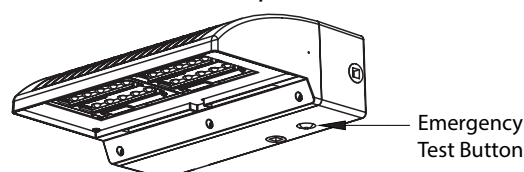


N.E.M.A. Twistlock Receptacle P3 and P7 Options, P7 Shown

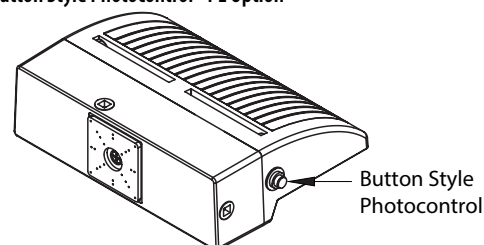


Internal Emergency Battery Test Button - EM Option

Test Button - EM Option



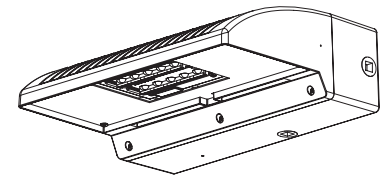
Button Style Photocontrol - PE Option



Driver & LEM Configuration Based on Circuit Options

Number of LEMs & Drivers / Circuit		Single Circuit (std.)		Two Circuit (2CI option)	
		LEMs	Drivers	LEMs	Drivers
Lumen Maintenance Factor	P10	1	1	-	-
	P20	1	1	2	2
	P30	2	1	2	2
	P40	2	1	2	2
	P50	2	1	-	-

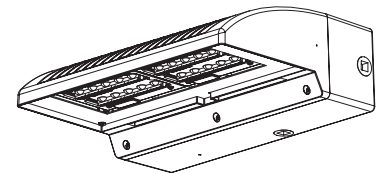
1 LEM Luminaire



SPD Based on Circuit Options

Number of LEMs & Drivers / Circuit		Single Circuit (std.)				Two Circuit (2CI option)			
		LEMs	Drivers	No. of SPDs	SPD	LEMs	Drivers	No. of SPDs	SPD
Lumen Maintenance Factor	P10	1	1	1	20kV/10kA	-	-	-	-
	P20	1	1	1	20kV/10kA	2	2	2	10kV/5kA
	P30	2	1	1	20kV/10kA	2	2	2	10kV/5kA
	P40	2	1	1	20kV/10kA	2	2	2	10kV/5kA
	P50	2	1	1	20kV/10kA	-	-	-	-

2 LEM Luminaire



Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platform noted in a 25°C ambient, based on 6,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

The italicized data is extrapolated beyond the TM-21 standard.

$$E = (LM) \times (CU) \times (LAT) \times (LLD)$$

LM and CU are obtained from published photometry.

Operating Hours (Standard)		0	25,000	30,000	36,000	45,000	50,000	60,000	75,000	100,000
Lumen Maintenance Factor	P10	1	0.98	0.97	0.96	0.96	0.95	0.95	0.94	0.92
	P20	1	0.97	0.95	0.94	0.93	0.92	0.90	0.88	0.85
	P30	1	0.98	0.97	0.96	0.96	0.95	0.95	0.94	0.92
	P40	1	0.97	0.95	0.94	0.93	0.92	0.90	0.88	0.85

Operating Hours (2CI Option)		0	25,000	30,000	36,000	45,000	50,000	60,000	75,000	100,000
Lumen Maintenance Factor	P10	1	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
	P20	1	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
	P30	1	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
	P40	1	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Single Circuit Application

Ambient	P10	P20	P30	P40	P50
0°C 32°F	1.02	1.03	1.03	1.04	1.05
10°C 50°F	1.01	1.02	1.02	1.03	1.03
20°C 68°F	1.01	1.01	1.01	1.01	1.01
25°C 77°F	1.00	1.00	1.00	1.00	1.00
30°C 86°F	0.99	0.99	0.99	0.99	0.99
40°C 104°F	0.98	0.97	0.98	0.97	0.97

Optional Two Independent Circuit (2CI) Application

Ambient	P20	P30	P40
0°C 32°F	1.02	1.02	1.02
10°C 50°F	1.01	1.01	1.02
20°C 68°F	1.00	1.01	1.01
25°C 77°F	1.00	1.00	1.00
30°C 86°F	0.99	0.99	0.99
40°C 104°F	0.98	0.98	0.98

Electrical Load

Single Circuit Application

LEDs	Drive Current (mA)	System Watts/Circuit	Current (A)					
			120	208	240	277	247	480
P10	700	28	0.23	0.13	0.12	0.10	0.08	0.06
P20	1400	47	0.41	0.24	0.20	0.18	0.14	0.10
P30	1050	71	0.63	0.37	0.32	0.29	0.22	0.18
P40	1420	95	0.78	0.45	0.40	0.35	0.27	0.20
P50	1720	115	0.95	0.55	0.48	0.42	0.33	0.24

Optional Two Independent Circuit (2CI) Application

LEDs	Drive Current (mA)	System Watts/Circuit	Current (A)					
			120	208	240	277	247	480
P10	-	-	-	-	-	-	-	-
P20	700	22	0.10	0.06	0.05	0.04	-	-
P30	1000	32	0.14	0.08	0.07	0.06	-	-
P40	1250	47	0.18	0.10	0.09	0.08	-	-
P50	-	-	-	-	-	-	-	-

Operating Characteristics

LED Package	Distribution	System Watts	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P10	T2S	28	2,904	104	1	0	1	3,128	112	1	0	1	3,168	113	1	0	1
	T2M	28	2,887	103	1	0	1	3,110	111	1	0	1	3,149	112	1	0	1
	T3S	28	2,964	106	1	0	1	3,194	114	1	0	1	3,234	116	1	0	1
	T3M	28	2,801	100	1	0	1	3,017	108	1	0	1	3,055	109	1	0	1
	T4M	28	2,858	102	1	0	1	3,079	110	1	0	1	3,118	111	1	0	1
	TFTM	28	2,979	106	1	0	1	3,209	115	1	0	1	3,250	116	1	0	1
	SYMDF	28	2,771	99	1	0	1	2,986	107	1	0	1	3,023	108	1	0	1
P20	ASYDF	28	2,756	98	1	0	1	2,969	106	1	0	1	3,007	107	1	0	1
	T2S	47	5,303	113	1	0	1	5,713	122	1	0	1	5,785	123	1	0	1
	T2M	47	5,272	112	1	0	2	5,680	121	1	0	2	5,751	122	1	0	2
	T3S	47	5,414	115	1	0	2	5,832	124	1	0	2	5,906	126	1	0	2
	T3M	47	5,115	109	1	0	2	5,510	117	1	0	2	5,580	119	1	0	2
	T4M	47	5,220	111	1	0	2	5,623	120	1	0	2	5,694	121	1	0	2
	TFTM	47	5,440	116	1	0	2	5,861	125	1	0	2	5,935	126	1	0	2
P30	SYMDF	47	5,062	108	2	0	2	5,453	116	2	0	2	5,522	117	2	0	2
	ASYDF	47	5,033	107	1	0	1	5,422	115	2	0	1	5,491	117	2	0	1
	T2S	71	7,319	103	2	0	2	7,884	111	2	0	2	7,984	112	2	0	2
	T2M	71	7,276	102	2	0	2	7,838	110	2	0	2	7,937	112	2	0	2
	T3S	71	7,472	105	1	0	2	8,049	113	2	0	2	8,151	115	2	0	2
	T3M	71	7,059	99	2	0	2	7,604	107	2	0	2	7,700	108	2	0	2
	T4M	71	7,203	101	2	0	2	7,760	109	2	0	2	7,858	111	2	0	2
P40	TFTM	71	7,508	106	1	0	2	8,088	114	2	0	2	8,190	115	2	0	2
	SYMDF	71	6,985	98	2	0	2	7,525	106	3	0	3	7,620	107	3	0	3
	ASYDF	71	6,946	98	2	0	2	7,483	105	2	0	2	7,578	107	2	0	2
	T2S	95	9,320	98	2	0	2	10,041	106	2	0	2	10,168	107	2	0	2
	T2M	95	9,266	98	2	0	2	9,982	105	2	0	3	10,108	106	2	0	3
	T3S	95	9,515	100	2	0	2	10,251	108	2	0	2	10,381	109	2	0	2
	T3M	95	8,989	95	2	0	2	9,684	102	2	0	2	9,807	103	2	0	2
P50	T4M	95	9,174	97	2	0	2	9,883	104	2	0	3	10,008	105	2	0	3
	TFTM	95	9,561	101	2	0	2	10,300	108	2	0	2	10,431	110	2	0	2
	SYMDF	95	8,896	94	3	0	3	9,583	101	3	0	3	9,705	102	3	0	3
	ASYDF	95	8,846	93	2	0	2	9,530	100	2	0	2	9,650	102	2	0	2
	T2S	115	10,972	95	2	0	2	11,820	103	2	0	2	11,969	104	2	0	2
	T2M	115	10,908	95	2	0	3	11,751	102	2	0	3	11,900	103	2	0	3
	T3S	115	11,202	97	2	0	2	12,067	105	2	0	2	12,220	106	2	0	2
P50	T3M	115	10,582	92	2	0	2	11,400	99	2	0	3	11,544	100	2	0	3
	T4M	115	10,799	94	2	0	3	11,634	101	2	0	3	11,781	102	2	0	3
	TFTM	115	11,256	98	2	0	2	12,126	105	2	0	2	12,279	107	2	0	2
	SYMDF	115	10,472	91	3	0	3	11,282	98	3	0	3	11,424	99	3	0	3
	ASYDF	115	10,414	91	2	0	2	11,219	98	3	0	2	11,361	99	3	0	2

Use the following to
scale 70CRI to 80CRI.

CCT	Multiplier
3000K	0.909
4000K	0.886
5000K	0.865

All IES files available on
product web page

Operating Characteristics (continued)

LED Package	Distribution	System Watts	30K + 2CI Option (3000K, 70 CRI)					40K + 2CI Option (4000K, 70 CRI)					50K + 2CI Option (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P20	T2S	49	5,015	102	1	0	1	5,402	110	1	0	1	5,471	112	1	0	1
	T2M	49	4,985	102	1	0	2	5,371	110	1	0	2	5,439	111	1	0	2
	T3S	49	5,120	104	1	0	1	5,515	113	1	0	2	5,585	114	1	0	2
	T3M	49	4,837	99	1	0	2	5,210	106	1	0	2	5,276	108	1	0	2
	T4M	49	4,936	101	1	0	2	5,317	109	1	0	2	5,385	110	1	0	2
	TFTM	49	5,144	105	1	0	2	5,542	113	1	0	2	5,612	115	1	0	2
	SYMDF	49	4,786	98	2	0	2	5,156	105	2	0	2	5,222	107	2	0	2
	ASYDF	49	4,760	97	1	0	1	5,127	105	1	0	1	5,192	106	1	0	1
P30	T2S	70	6,769	97	1	0	1	7,293	104	2	0	2	7,385	106	2	0	2
	T2M	70	6,730	96	2	0	2	7,250	104	2	0	2	7,342	105	2	0	2
	T3S	70	6,911	99	1	0	2	7,445	106	1	0	2	7,539	108	1	0	2
	T3M	70	6,529	93	2	0	2	7,033	100	2	0	2	7,123	102	2	0	2
	T4M	70	6,663	95	2	0	2	7,178	103	2	0	2	7,269	104	2	0	2
	TFTM	70	6,945	99	1	0	2	7,481	107	1	0	2	7,576	108	2	0	2
	SYMDF	70	6,461	92	2	0	2	6,960	99	2	0	2	7,049	101	2	0	2
	ASYDF	70	6,425	92	2	0	2	6,922	99	2	0	2	7,009	100	2	0	2
P40	T2S	89	8,370	94	2	0	2	9,017	101	2	0	2	9,131	103	2	0	2
	T2M	89	8,321	93	2	0	2	8,964	101	2	0	2	9,078	102	2	0	2
	T3S	89	8,545	96	2	0	2	9,205	103	2	0	2	9,322	105	2	0	2
	T3M	89	8,073	91	2	0	2	8,696	98	2	0	2	8,807	99	2	0	2
	T4M	89	8,238	93	2	0	2	8,875	100	2	0	2	8,987	101	2	0	2
	TFTM	89	8,586	96	2	0	2	9,250	104	2	0	2	9,367	105	2	0	2
	SYMDF	89	7,989	90	3	0	3	8,606	97	3	0	3	8,715	98	3	0	3
	ASYDF	89	7,944	89	2	0	2	8,558	96	2	0	2	8,666	97	2	0	2

Use the following to
scale 70CRI to 80CRI.

CCT	Multiplier
3000K	0.909
4000K	0.886
5000K	0.865

All IES files available on
product web page

LED Package	Distribution	System Watts	AMB (Wavelength)					LED Package	Distribution	System Watts	AMB (Wavelength)				
			Lumens	LPW	B	U	G				Lumens	LPW	B	U	G
P10	T2S	28	1,061	38	0	0	1	P30	T2S	28	1,975	71	0	0	1
	T2M	28	1,054	38	0	0	1		T2M	28	1,964	70	0	0	1
	T3S	28	1,083	39	0	0	1		T3S	28	2,016	72	0	0	1
	T3M	28	1,023	37	0	0	1		T3M	28	1,905	68	0	0	1
	T4M	28	1,044	37	0	0	1		T4M	28	1,944	69	0	0	1
	TFTM	28	1,088	39	0	0	1		TFTM	28	2,026	72	0	0	1
	SYMDF	28	1,012	36	1	0	1		SYMDF	28	1,885	67	1	0	1
	ASYDF	28	1,007	36	0	0	1		ASYDF	28	1,875	67	0	0	1

Options Matrix

Parameters		LED AMB	Options (Start with SF, DF, 2CI or EM if being used)													
			PE	P3	P7	PSC	PCLL	MASH	MASL	SF	DF	TP	10kV	AO	2CI	EM
LED Performance Package	P10	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	Y	Y	N	Y
	P20	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	P30	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	P40	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
	P50	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y
Voltage	A5	Y	N	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	Y	Y
	AH	Y	N	Y	Y	Y	N	N	N	N	N	Y	Y	Y	N	N
	12	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y
	20	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y
	24	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y
	27	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y
	34	Y	Y	Y	Y	Y	Y	N	N	Y	N	Y	Y	Y	N	N
	48	Y	N	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	N
Options	PE	Y		N	N	N	N	N	N	Y	Y	Y	Y	Y	N	Y
	P3	Y	N		N	M	Y	N	N	Y	Y	Y	Y	N	N	N
	P7	Y	N	N		M	Y	N	N	Y	Y	Y	Y	N	N	N
	PSC	Y	N	M	M		N	N	N	Y	Y	Y	Y	N	N	N
	PCLL	Y	N	Y	Y	N		N	N	Y	Y	Y	Y	N	N	N
	MASH	Y	N	N	N	N	N		N	Y	Y	Y	Y	N	N	N
	MASL	Y	N	N	N	N	N	N		Y	Y	Y	Y	N	N	N
	SF	Y	Y	Y	Y	Y	Y	Y	Y		N	Y	Y	Y	Y	Y
	DF	Y	Y	Y	Y	Y	Y	Y	Y	N		Y	Y	Y	Y	Y
	TP	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y
	10kV	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	M	M
	AO	Y	Y	N	N	N	N	N	N	Y	Y	Y	Y		N	N
	2CI	Y	N	N	N	N	N	N	N	Y	Y	Y	M	N		N
	EM	Y	Y	N	N	N	N	N	N	Y	Y	Y	M	N	N	

Notes

I = Included with option

M = Must have: one of these must be installed for the luminaire to operate

N = Combination Not available

P30 = Valid Option Combination, not available with P10 Performance Packabe

Y = Valid Option Combination

HLWPC2

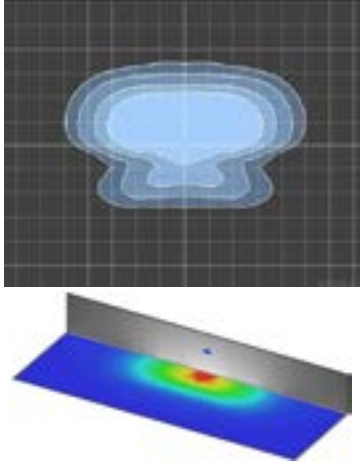
Wallpack® Full Cutoff LED

Photometric Diagrams

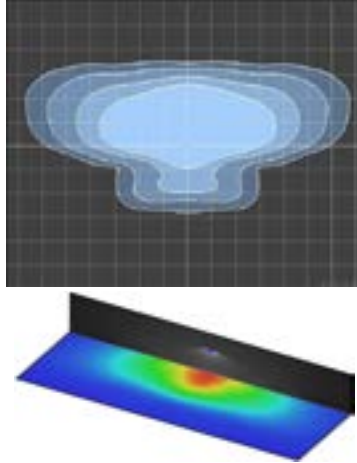
To see complete photometric reports or download .ies files for this product, visit the [Holophane's Wallpack FCO LED homepage](#). Isofootcandle plots for the HLWPC2 P30 40K. Distance are in units of mounting height (12"). Grid is 10'x10'.

0.1 fc 1 fc 0.2 fc 0.5 fc

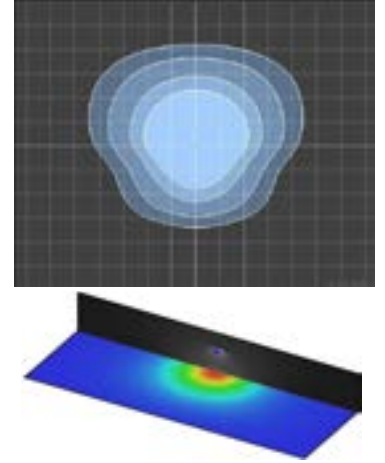
HLWPC2 P30 40K XX T2S



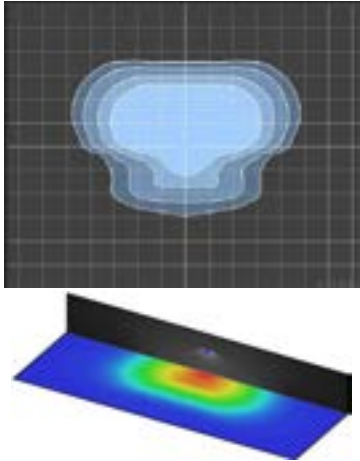
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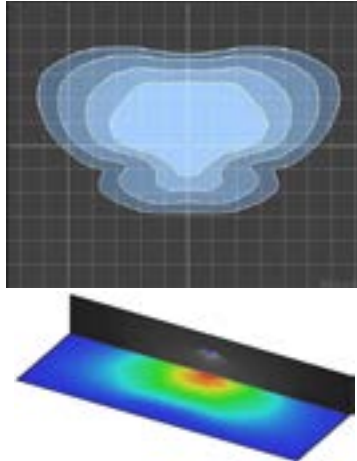
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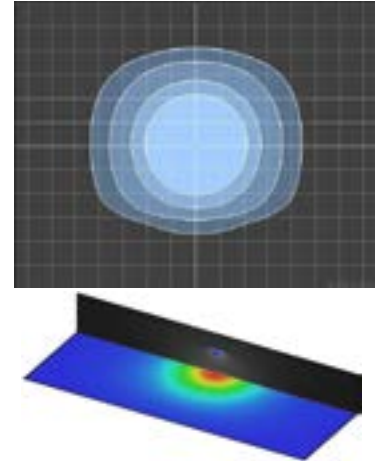
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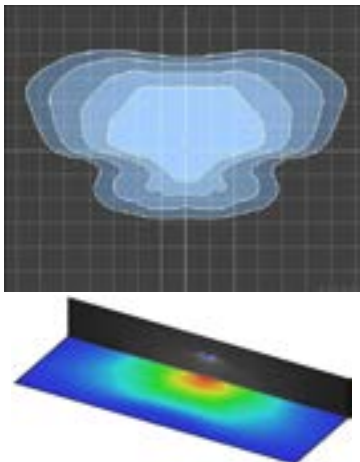
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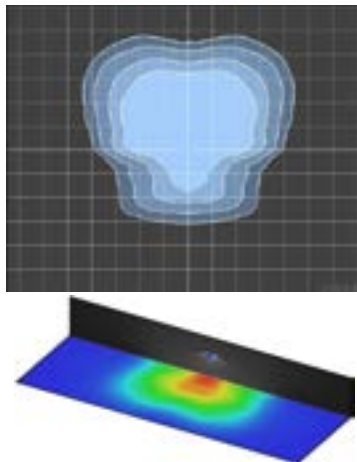
HLWPC2 P30 40K XX SYMDF



HLWPC2 P30 40K XX T4M



HLWPC2 P30 40K XX TFTM

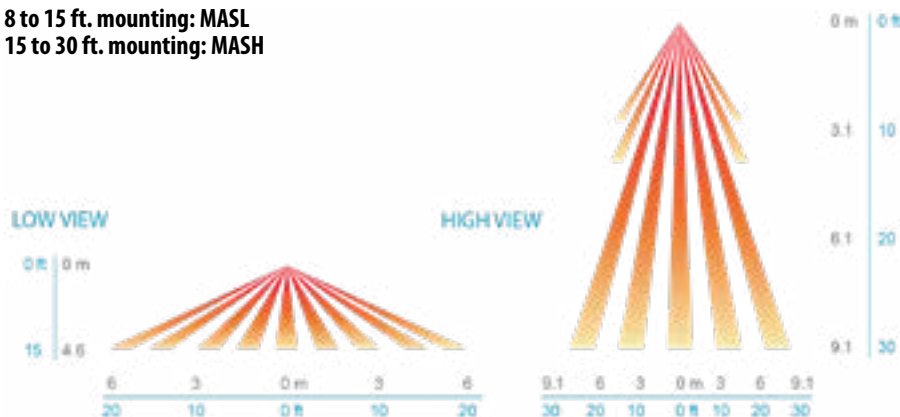


HLWPC2

Wallpack® Full Cutoff LED

Coverage Pattern

8 to 15 ft. mounting: MASL
15 to 30 ft. mounting: MASH



Control Options

Button Style Photocontrol

PE



N.E.M.A. Receptacle

P3

P7



Motion & Ambient Combined Sensor

MASL/MASH



Field Adjustable Output Module

The Field Adjustable Output (AO) module is an onboard device that adjusts the light output and input voltage to meet specific requirements, allowing a single fixture configuration to be flexibly applied in many different applications. The AO option is available on the HLWPC2 series.



P10 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	94%	95%
6	83%	82%
5	71%	69%
4	59%	57%
3	46%	45%
2	34%	33%
1	21%	21%

P20 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	95%	94%
6	84%	80%
5	73%	67%
4	61%	54%
3	48%	42%
2	35%	30%
1	21%	18%

P30 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	95%	94%
6	84%	80%
5	73%	67%
4	61%	54%
3	48%	42%
2	35%	30%
1	21%	18%

P40 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	95%	95%
6	85%	82%
5	74%	68%
4	62%	55%
3	49%	43%
2	36%	30%
1	21%	17%

P50 - AS and AH		
AO Position	% Lumens	% Wattage
8	100%	100%
7	96%	95%
6	86%	81%
5	75%	68%
4	64%	55%
3	51%	42%
2	37%	29%
1	22%	17%



Consistent with LEED® goals
& Green Globes® criteria
for light pollution reduction



Autobahn Series ATB0

Roadway Lighting

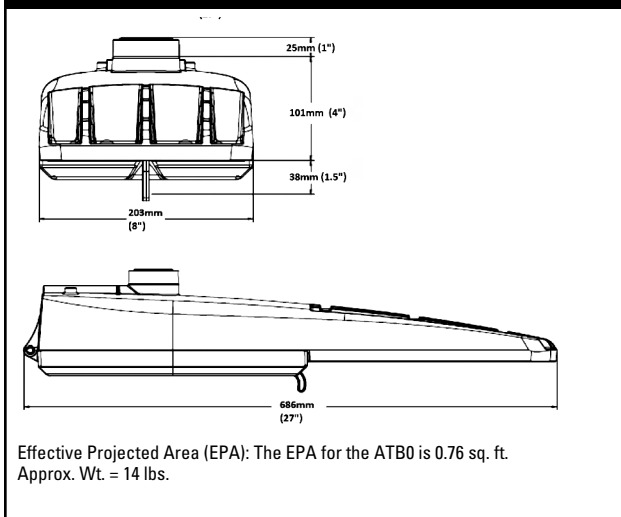
PRODUCT OVERVIEW



Applications:

Roadways
Off ramps
Residential streets
Parking lots

DIMENSIONS



STANDARDS

DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Color temperatures of $\leq 3000\text{K}$ must be specified for International Dark-Sky Association certification.

Rated for -40°C to 40°C ambient

CSA Certified to U.S. and Canadian standards

Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

BUY AMERICAN ACT — Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT regulations. Please refer to www.acuitybrands.com/buy-american for additional information.

Features:

OPTICAL

The Autobahn's new molded silicone optics provide exceptional performance. Silicone optics are superior to other polymeric materials in the areas of; optical efficiency, thermal performance, and reduction in dirt accumulation, all of which can lead to long term lumen degradation and a shift in optical distribution. Also, because silicone allows for the molding of fine details as well as thick sections, it produces the most crisp, clean and well-defined lighting distributions available. Silicone optics paired with modern LED's allow the Autobahn to take full advantage of both technologies.

Same Light: Performance is comparable to 100 - 400W HPS roadway luminaires.

White Light: Correlated color temperature - 4000K, or optional 2700K, 3000K or 5000K, all 70 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing. Available in Type II, III, IV, and V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated $>100,000$ hours at 25°C , L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an expected of 40-60% over comparable HID luminaires.

Robust Surge Protection: Two different surge protection options provide a minimum of ANSI C136.2 10kV/5kA protection. 20kV/10kA protection is also available.

Luminaire ships with a 0-10v dimmable driver. Luminaire is continuous and step dimming capable via A0 option or controls installed on P7 photocontrol receptacle option.

MECHANICAL

Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easily leveling at installation.

Rugged die-cast aluminum housing and door are polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 7 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter. Provides a 3G vibration rating per ANSI C136.31

Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 pin photocontrol receptacle is standard, with the Acuity designed ANSI standard 7 pin receptacle optionally available.

Premium solid state locking style photocontrol - PCSS (10 year rated life) Extreme long life solid state locking style photocontrol - PCLL (20 year rated life).

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and also can allow a single fixture to be flexibly applied in many different applications.

Note: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

Autobahn Series ATB0

Roadway Lighting

ORDERING INFORMATION

Series	LED Performance Package				Voltage	Optics
ATB0 Autobahn LED Roadway	P201 5,369 lumens nominal ⁶	P301 10,367 lumens nominal	P451 16,320 lumens nominal		MVOLT Multi-volt, 120V - 277V	R2 Roadway Type II
	P202 6,943 lumens nominal ⁶	P302 12,185 lumens nominal	P452 19,087 lumens nominal		347 347V ⁵	R3 Roadway Type III
	P203 10,056 lumens nominal	P303 15,351 lumens nominal	P453 23,592 lumens nominal		480 480V ⁵	R3L Roadway Type III Long
	P204 12,176 lumens nominal	P304 17,714 lumens nominal	P454 25,070 lumens nominal		XVOLT 277V-480V ⁷	R4 Roadway Type IV ³
	P205 13,767 lumens nominal	P305 19,893 lumens nominal	P455 27,091 lumens nominal			R5 Roadway Type V
			P456 28,347 lumens nominal			
			P457 29,715 lumens nominal			
Options						

Color Temperature (CCT)

(Blank)	4000K CCT, 70 CRI Min.
27K	2700K CCT, 70 CRI Min.
3K	3000K CCT, 70 CRI Min.
5K	5000K CCT, 70 CRI Min.

Paint

(Blank)	Gray (Standard)
BK	Black
BZ	Bronze
DDB	Dark Bronze
GI	Graphite
WH	White
GN	Green

Surge Protection

(Blank)	Standard 20kV/10kA SPD ⁴
MP	MOV Pack 10kV/5kA

Terminal Block

(Blank)	Terminal Block (Standard)
T2	Wired to L1 & L2 Positions

Misc.

BL	External Bubble Level
HSS	House-Side Shield
NL	Nema Label
XL	Not CSA Certified
BAA	Buy America(n) Act Compliant
UMR-XX	8" Horizontal Arm for Round Pole, Painted to match Fixture
UMS-XX	8" Horizontal Arm for Square Pole, Painted to match Fixture
UMR-GALV	8" Horizontal Arm for Round Pole, Galvanized
UMS-GALV	8" Horizontal Arm for Square Pole, Galvanized

Controls.

(Blank)	3 Pin NEMA Photocontrol Receptacle (Standard)
P7	7 Pin Photocontrol Receptacle (Dimmable Driver Included) ²
NR	No Photocontrol Receptacle
AO	Field Adjustable Output
PCSS	Solid State Lighting Photocontrol (120-277V) ¹
PCLL	Solid State Long Life Photocontrol
SH	Shorting Cap

Packaging

(Blank)	Single Unit (Standard)
JP	Job Pack (42/Pallet)

Accessories:

House Side Shields for field installation

ATB0P20XR2R3LR5HSS	for use with P201 - P205, R2, R3L & R5 distributions
ATB0P20XR3R4HSS	for use with P201 - P205, R3 & R4 distributions
ATB0P30XR2R3LR5HSS	for use with P301 - P305, R2, R3L & R5 distributions
ATB0P30XR3HSS	for use with P301 - P305, R3 distribution
ATB0P30XR4HSS	for use with P301 - P305, R4 distribution
ATB0P45XR2R3LR5HSS	for use with P451 - P457, R2, R3L & R5 distributions
ATB0P45XR3HSS	for use with P451 - P457, R3 distribution

Light Trespass Shield

ATB0ULTS	ATB0 Universal Light Trespass Shield
-----------------	--------------------------------------

ATB Decorative Arms

ATB0DECOS XX	ATB Decorative Arm for Square Pole Painted to match fixture
ATB0DECOR XX	ATB Decorative Arm for Round Pole Painted to match fixture

Notes

- Not available in 347 or 480V.
- Not available with NR.
- Not available with P451 - P457 performance packages.
- Not available with P201 performance package + 347V or 480V.
- Not available with P456 or P457 performance package options.
- Not available with XVOLT option.
- XVOLT not available with P201, P202, P456 or P457 performance packages.



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Autobahn Series ATB0

Roadway Lighting

PERFORMANCE PACKAGE

ATB0	Distribution	Input Watts	2700K		3000K		4000K/5000K	
			Lumens	LPW	Lumens	LPW	Lumens	LPW
P201	R2	36	4,983	137	5,473	151	5,488	150
	R3		4,952	136	5,107	140	5,553	152
	R3L		4,693	130	4,851	135	5,105	142
	R4		5,045	139	5,130	141	5,346	147
	R5		5,084	142	5,384	148	5,387	150
P202	R2	49	6,429	132	7,100	147	7,203	148
	R3		6,390	131	6,679	137	7,237	148
	R3L		6,037	123	6,233	127	6,567	134
	R4		6,517	136	6,749	140	6,906	144
	R5		6,560	137	6,988	146	6,951	146
P203	R2	70	9,005	130	10,050	144	10,150	147
	R3		8,951	129	9,471	134	10,260	148
	R3L		8,422	120	8,658	124	9,161	131
	R4		9,494	137	9,673	139	10,060	145
	R5		9,188	134	9,784	142	9,736	142
P204	R2	88	11,007	125	11,800	136	12,410	141
	R3		10,940	124	11,490	132	12,470	141
	R3L		10,147	115	10,494	119	11,038	125
	R4		11,485	132	11,900	136	12,170	139
	R5		11,230	131	11,780	137	11,900	138
P205	R2	102	12,339	121	12,650	125	13,920	137
	R3		12,264	120	13,110	139	14,130	138
	R3L		11,346	111	11,794	116	12,341	121
	R4		13,051	130	13,680	136	13,830	138
	R5		12,589	127	13,080	132	13,340	135
P301	R2	67	9,527	140	10,450	154	10,460	153
	R3		9,469	139	10,590	158	10,820	158
	R3L		8,980	134	9,101	136	9,768	146
	R4		9,579	144	10,210	152	10,150	152
	R5		9,720	145	10,370	154	10,300	154
P302	R2	83	11,118	135	11,790	142	12,300	149
	R3		11,050	134	12,290	150	12,520	152
	R3L		10,443	126	10,608	128	11,360	137
	R4		11,589	140	12,720	153	12,280	148
	R5		11,343	137	12,120	147	12,020	145
P303	R2	106	14,152	130	15,090	140	15,420	141
	R3		14,066	131	15,230	142	15,950	148
	R3L		12,949	122	13,147	124	14,086	133
	R4		14,514	136	15,720	146	15,380	144
	R5		14,439	136	15,140	142	15,300	144
P304	R2	124	16,705	130	17,180	136	18,010	141
	R3		16,603	131	17,890	141	18,230	144
	R3L		14,961	121	15,146	122	16,274	131
	R4		16,845	135	18,160	145	17,850	143
	R5		17,043	137	17,670	142	18,060	145
P305	R2	145	18,388	124	19,720	134	20,160	136
	R3		18,276	124	20,070	135	20,440	138
	R3L		16,596	114	16,880	116	18,052	124
	R4		18,695	129	20,050	138	19,810	137
	R5		18,761	130	19,350	135	19,880	138



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Autobahn Series ATB0

Roadway Lighting

PERFORMANCE PACKAGE

ATB0	Distribution	Input Watts	2700K		3000K		4000K/5000K	
			Lumens	LPW	Lumens	LPW	Lumens	LPW
P451	R2	105	14,827	138	15,760	148	16,570	154
	R3		14,737	137	16,790	157	16,640	155
	R3L		13,754	131	14,188	135	14,961	142
	R5		15,128	144	17,150	162	16,030	153
P452	R2	125	18,277	146	18,270	147	19,370	155
	R3		18,166	146	19,420	151	19,470	156
	R3L		16,046	128	16,473	132	17,454	140
	R5		18,648	148	19,140	151	19,760	157
P453	R2	159	22,227	139	22,570	143	23,900	150
	R3		22,092	139	24,090	151	23,550	148
	R3L		19,445	122	19,988	126	21,151	133
	R5		22,677	141	23,920	148	24,030	149
P454	R2	170	24,585	144	23,580	139	25,060	147
	R3		24,436	143	25,340	148	25,200	148
	R3L		20,735	122	21,179	125	22,555	133
	R5		25,084	147	25,360	148	26,580	156
P455	R2	187	25,732	138	25,270	136	26,750	143
	R3		25,576	137	27,430	145	27,020	145
	R3L		22,224	119	22,310	119	24,174	129
	R5		26,254	143	27,730	149	27,820	152
P456	R2	203	27,277	135	26,560	132	28,230	139
	R3		27,111	134	28,600	142	28,950	143
	R3L		23,693	117	23,602	116	25,772	127
	R5		27,830	143	28,740	146	29,490	151
P457	R2	211	27,656	131	27,270	130	28,900	137
	R3		27,488	130	29,750	142	29,680	140
	R3L		24,223	115	24,158	114	26,349	125
	R5		28,217	137	29,790	146	29,900	145

Note: Individual fixture performance may vary.

ATB0	15C	20C	25C	30C	35C	40C
LLD Multiplier	1.02	1.01	1.00	0.99	0.98	0.97

To calculate the LLD for a temperature other than 25°C, multiply the LLD @ 25°C (shown in the performance package table) by the LLD multiplier for the selected temperature.



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Autobahn Series ATB0

Roadway Lighting

PERFORMANCE PACKAGE

LLD @ 25°C

ATB0	R2, R3 Distributions 3000K & 4000K CCT			R2, R3 Distributions 2700K & 5000K CCT*			R3L, R4, R5, Distributions Any CCT		
	50k Hours	75k Hours	100k Hours	50k Hours	75k Hours	100k Hours	50k Hours	75k Hours	100k Hours
P201	0.96	0.95	0.94	0.92	0.88	0.85	0.92	0.88	0.85
P202	0.96	0.95	0.94	0.92	0.88	0.85	0.92	0.88	0.85
P203	0.96	0.95	0.93	0.91	0.88	0.85	0.91	0.88	0.85
P204	0.96	0.95	0.93	0.91	0.88	0.84	0.91	0.88	0.84
P205	0.96	0.95	0.93	0.91	0.87	0.83	0.91	0.87	0.83
P301	0.96	0.95	0.93	0.92	0.88	0.85	0.92	0.88	0.85
P302	0.96	0.95	0.93	0.92	0.88	0.85	0.92	0.88	0.85
P303	0.96	0.95	0.93	0.92	0.88	0.84	0.92	0.88	0.84
P304	0.96	0.95	0.93	0.91	0.87	0.83	0.91	0.87	0.83
P305	0.96	0.95	0.93	0.9	0.86	0.82	0.9	0.86	0.82
P451	0.96	0.94	0.93	0.92	0.88	0.85	0.92	0.88	0.85
P452	0.96	0.94	0.93	0.91	0.88	0.84	0.91	0.88	0.84
P453	0.96	0.94	0.93	0.91	0.87	0.83	0.91	0.87	0.83
P454	0.96	0.94	0.93	0.9	0.86	0.82	0.9	0.86	0.82
P455	0.96	0.94	0.93	0.9	0.85	0.81	0.9	0.85	0.81
P456	0.94	0.93	0.91	0.89	0.84	0.79	0.89	0.84	0.79
P457	0.94	0.93	0.91	0.88	0.83	0.79	0.88	0.83	0.79

* Also includes any custom (non-catalog) CCT



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Autobahn Series ATB0

Roadway Lighting

B.U.G. Ratings

ATB0	Distribution	2700K			3000K			4000/5000K		
		B	U	G	B	U	G	B	U	G
P201	R2	1	0	1	2	0	2	2	0	2
	R3	1	0	1	1	0	1	1	0	1
	R3L	1	0	2	1	0	2	1	0	2
	R4	1	0	2	1	0	2	1	0	2
	R5	3	0	1	3	0	1	3	0	1
P202	R2	2	0	2	2	0	2	2	0	2
	R3	1	0	2	1	0	2	1	0	2
	R3L	1	0	2	1	0	2	1	0	2
	R4	1	0	2	1	0	2	1	0	2
	R5	3	0	1	3	0	2	3	0	2
P203	R2	2	0	2	2	0	2	2	0	2
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	2	2	0	2	2	0	2
	R4	2	0	3	2	0	3	2	0	3
	R5	3	0	2	4	0	2	4	0	2
P204	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P205	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P301	R2	2	0	2	2	0	2	2	0	2
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	2	2	0	2	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P302	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	2	2	0	2
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	2	0	3	2	0	3
	R5	4	0	2	4	0	2	4	0	2
P303	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	3	2	0	3
	R3L	2	0	3	2	0	3	2	0	3
	R4	2	0	3	3	0	3	3	0	3
	R5	4	0	2	4	0	2	4	0	2
P304	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	3
	R4	3	0	3	3	0	4	3	0	3
	R5	4	0	2	4	0	2	4	0	2
P305	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	3
	R4	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3



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Autobahn Series ATB0

Roadway Lighting

B.U.G. Ratings

ATB0	Distribution	2700K			3000K			4000/5000K		
		B	U	G	B	U	G	B	U	G
P451	R2	3	0	3	3	0	3	3	0	3
	R3	2	0	2	2	0	3	2	0	3
	R3L	2	0	3	3	0	3	3	0	3
	R5	4	0	2	4	0	2	4	0	2
P452	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	3
	R5	5	0	3	5	0	3	5	0	3
P453	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	3	3	0	3	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P454	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	3
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P455	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P456	R2	4	0	4	3	0	3	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	4	5	0	4
P457	R2	4	0	4	4	0	4	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	4	5	0	4	5	0	4



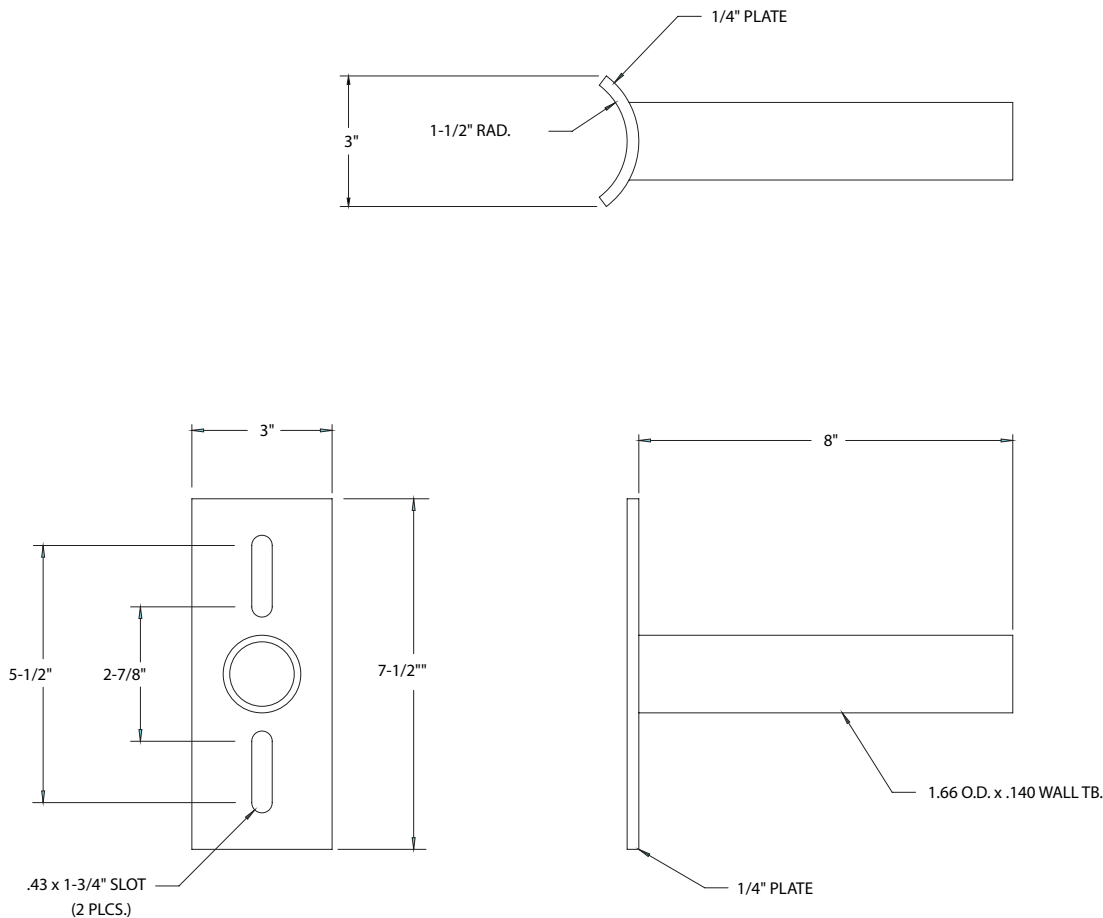
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UMR POLE ADAPTOR
RECOMMENDED FOR USE WITH POLES OF 4" DIAMETER OR SMALLER

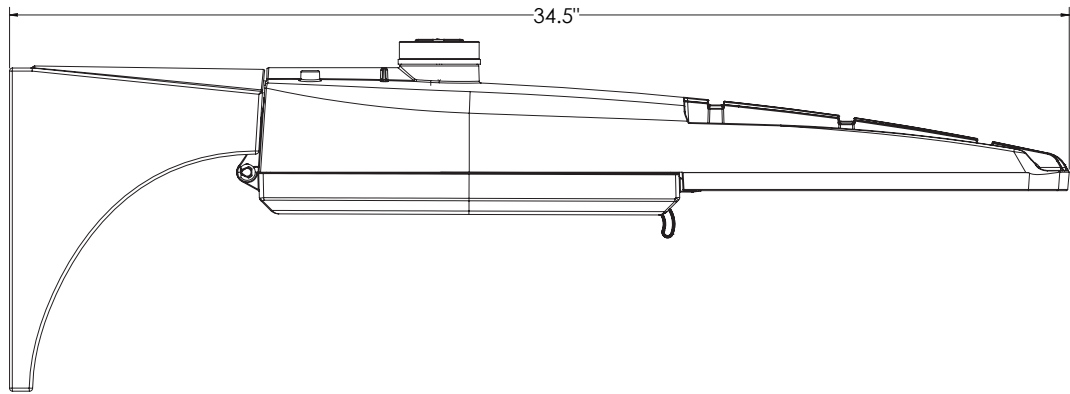
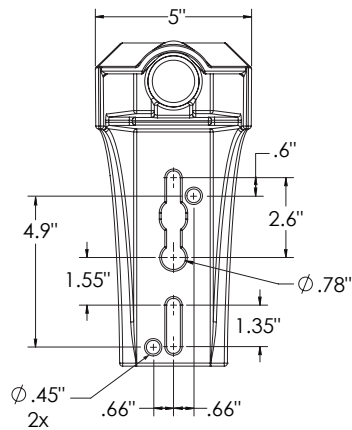
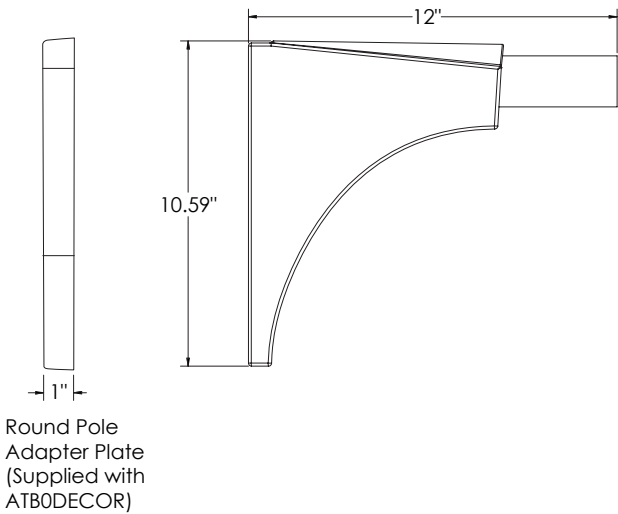


UMS POLE ADAPTOR



Autobahn Series ATB0

Roadway Lighting



Model	Weight	EPA
ATB0DECOS	6.5 lbs	0.30 ft ²
ATB0DECOR	8.0 lbs	0.30 ft ²
ATB0DECOS with ATB0 Luminaire	20.5 lbs	0.90 ft ²
ATB0DECOR with ATB0 Luminaire	22.0 lbs	0.90 ft ²



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1. FINAL PLACEMENT OF TREES AND SHRUBS SHALL BE FIELD DIRECTED BY THE ENGINEER.
2. INSTALLATION OF PROPOSED TREES AND SHRUBS WITHIN THE CRITICAL ROOT ZONE OF EXISTING TREES TO REMAIN SHALL BE PERFORMED BY HAND TOOLS ONLY.
3. SEE PLANTING NOTES AND PLANT SCHEDULE ON DWG L101.
4. SEE LANDSCAPE DETAILS ON DWG L101 AND DWG L102.

 Juniperus virginiana

 Liquidambar styraciflua

 Quercus alba

 Cercis canadensis

 Cornus florida

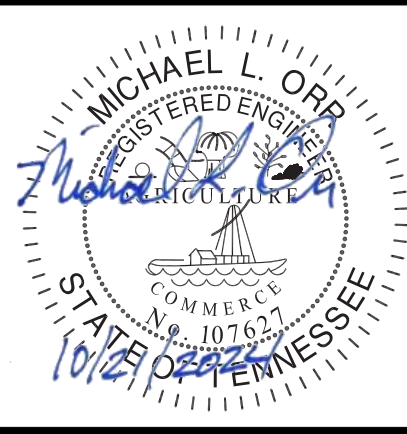
 Ostrya virginiana

 Ilex glabra

25' BUFFER BOUNDARY, TYPE
EXISTING CANOPY TO REMAIN, TYPE
TREES AND SHRUBS PLACED BEHIND
TREE PROTECTION FENCE SHALL INFILL
EXISTING CANOPY,
SEE NOTE 2

PLAN
SCALE: 1" = 50'

				PROJECT ENGINEER:	S. ALPERT
				DESIGNED BY:	E. MOSKALENKO
				DRAWN BY:	A. STEIN
				CHECKED BY:	R. TOMKO
1	REGULATORY APPROVAL	10/2024	SA	IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1" 
REV	ISSUED FOR	DATE	BY		



Hazen

HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

EXISTING WATER TREATMENT PLANT IMPROVEMENTS - PHASE II

LANDSCAPE PLANTING PLAN

DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	

L100

PLANTING SCHEDULE

PLANTING SCHEDULE							
Quantity	Symbol	Scientific Name	Common Name	Size	Container	Spacing	Comments
TREES							
8	CC	<i>Cercis canadensis</i>	Eastern redbud	2.5 - 3.0" cal	B&B	as shown	Single leader
10	CF	<i>Cornus florida</i>	flowering dogwood	10/12'	B&B	as shown	Single leader
20	JV	<i>Juniperus virginiana</i>	Eastern red cedar	10/12'	B&B	as shown	Single leader, branched to ground
4	LS	<i>Liquidambar styraciflua</i>	American sweetgum	2.5 - 3.0" cal	B&B	as shown	Single leader, limb up to 7'
5	OV	<i>Ostrya virginiana</i>	American hop hornbeam	2.5 - 3.0" cal	B&B	as shown	Single leader
2	QR	<i>Quercus alba</i>	white oak	2.5 - 3.0" cal	B&B	as shown	Single leader, limb up to 7'
SHRUBS							
48	IG	<i>Ilex glabra</i>	inkberry	#7	Cont.	as shown	Multi-stem

TREE PROTECTION NOTES:

- ZONE AND PERIMETER OF TREE SAVE AREAS SHALL BE FENCED IN ACCORDANCE WITH TREE PROTECTION NOTES BEFORE ANY DEVELOPMENT OR CONSTRUCTION ACTIVITY BEGINS. FENCING SHALL EXTEND AT LEAST ONE FOOT IN DISTANCE FROM THE EDGE OF THE TREE FOR EACH INCH OF DIAMETER AT BREST HEIGHT (DBH), SO THAT, AT A MINIMUM, EACH TREE'S CRITICAL ROOT ZONE IS PROTECTED, BUT NO CASE SHALL THE TREE FENCE BE LESS THAN TEN FEET FROM THE TRUNK. THE ZONING ADMINISTRATION SHALL CONSIDER EXISTING SITE CONDITIONS IN DETERMINING THE EXACT LOCATION OF ANY TREE PROTECTION FENCING.
- ALL FENCING REQUIRED BY THIS SUBMISSION SHALL BE CHAIN LINK FENCING AT LEAST FOUR FEET IN HEIGHT AND SECURED USING APPROPRIATE POSTS SPACED NOT MORE THAN TEN (10) FEET APART. SUCH CHAIN LINK FENCING IS NOT REQUIRED TO BE VINYL COATED.
- SIGNS THAT ARE VISIBLE ON ALL SIDES OF THE FENCED-IN AREA SHALL BE INSTALLED ON THE TREE PROTECTION FENCE AT A RATE OF AT LEAST ONE SIGN FOR EVERY 150 LINEAR FEET. THE SIZE OF EACH SIGN MUST BE A MINIMUM OF TWO (2) FEET BY TWO (2) FEET AND SHALL CONTAIN THE FOLLOWING LANGUAGE IN ENGLISH AND SPANISH: "TREE PROTECTION ZONE: KEEP OUT. ZONA DE LA PROTECCION DEL ARBOL. NO SE PERMITE ENTRAR."
- ALL TREE PROTECTION MEASURES SHALL BE INSPECTED BY AND APPROVED BY THE ZONING ADMINISTRATOR PRIOR TO START OF ANY DEVELOPMENT OR CONSTRUCTION ACTIVITIES. FAILURE TO INSTALL TREE PROTECTION MEASURES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION IS A VIOLATION OF THE ORDINANCE.
- NO CONSTRUCTION GRADING, EQUIPMENT OR MATERIAL STORAGE, OR ANY OTHER ACTIVITY SHALL BE ALLOWED WITHIN THE FENCED AREA EXCEPT IN ACCORDANCE WITH NOTE 7.
- FENCING SHALL BE MAINTAINED UNTIL THE DEVELOPMENT OR CONSTRUCTION ACTIVITIES ARE COMPLETE.
- ENCROACHMENTS WITHIN THE CRITICAL ROOT ZONES OF TREES PROTECTED SHALL OCCUR ONLY IN RARE INSTANCES WHERE NO ALTERNATIVES EXIST, SUCH AS MAY BE REQUIRED FOR THE INSTALLATION OF STREETS, INTERNAL DRIVES, SIDEWALKS, OR UTILITIES.
- IF UNAUTHORIZED ENCROACHMENTS OCCUR, LEADING TO TREES BEING DAMAGED DURING CONSTRUCTION ACTIVITIES, THE TREES SHALL BE REPLACED AT A ONE (1) CALIPER INCH TO ONE (1) CALIPER INCH RATIO AT THE EXPENSE OF THE CONTRACTOR.

PLANTING NOTES:

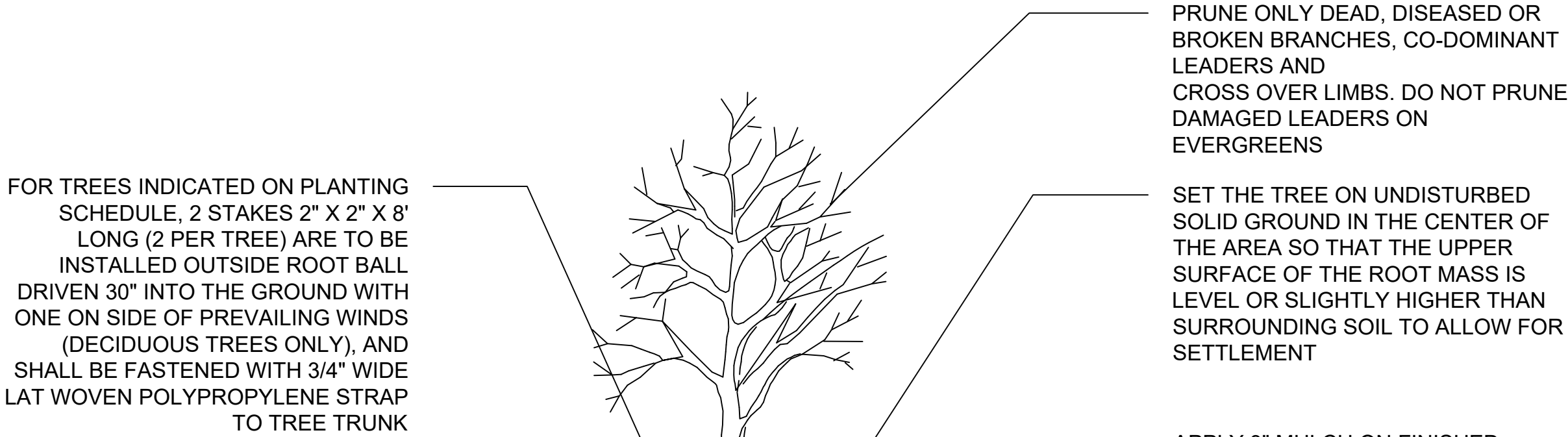
- ALL PLANT MATERIAL SHALL BE INSTALLED DURING TIMEFRAMES IDENTIFIED IN THE CONTRACT SPECIFICATIONS.
- ALL PLANT MATERIALS MUST MEET THE MINIMUM SIZES, CLASS AND OTHER REQUIREMENTS OUTLINED IN AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1-LATEST EDITION) PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION (ANLA).
- PLANTS MUST HAVE NORMAL, WELL-DEVELOPED BRANCHES AND VIGOROUS ROOT SYSTEMS.
- PLANTS SHALL BE MULCHED TO A MINIMUM OF THREE (3) INCHES DEEP. MULCH MUST NOT BE WITHIN (6) INCHES OF TREE TRUNKS.
- ALL PLANTS SHALL BE CERTIFIED AND INSPECTED FREE OF ALL FUNGUS, GRUBS AND INSECTS THAT MAY HAVE A DELETERIOUS EFFECT ON THE SURROUNDING FAUNA AND FLORA.
- PRIOR TO INSTALLATION, CONTRACTOR SHALL STAKE OUT AND RECEIVE APPROVAL FROM ENGINEER FOR LOCATIONS OF ALL PLANTINGS.
- NO SUBSTITUTIONS OF SPECIFIED PLANTS WILL BE ACCEPTED WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESEEDED WITH LAWN SEED MIX UNLESS OTHERWISE SPECIFIED.

SEEDING NOTES:

- SIXTY (60) DAYS PRIOR TO SEEDING, EACH SEED MIX SPECIES GERMINATION AND PURITY TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- ALL SEEDING OPERATIONS MUST BE SCHEDULED AND APPROVED AT LEAST FIVE (5) DAYS IN ADVANCE TO ENSURE THE ENGINEER IS PRESENT TO OBSERVE THE WORK.
- ALL SEED SHALL BE INTERAGENCY CERTIFIED UNDER THE AUSPICES OF A STATE SEED IMPROVEMENT COOPERATIVE AND SHALL BEAR THEIR SEALS OF CERTIFICATION ON EACH 50 POUND BAG. PERMANENT SEED SHALL BE 75% PURE LIVE SEED MINIMUM.
- SEED BROUGHT TO THE PROJECT SITE SHALL BE IN UNOPENED BAGS SHOWING THE NET WEIGHT, COMPOSITION OF MIX, SUPPLIERS NAME AND GUARANTEE OF ANALYSIS. SEED SHALL BE STORED IN ORIGINAL UNOPENED PACKAGES, KEPT DRY, AND NOT OPENED UNTIL NEEDED FOR USE. DAMAGED OR FAULTY PACKAGES SHALL NOT BE USED AND WILL BE REJECTED. SEED SHALL HAVE BEEN HARVESTED FOR PLANTING IN THE CURRENT GROWING SEASON, AND SHALL HAVE BEEN PACKED WITHIN THE LAST 9 MONTHS.
- SEED MIXTURE SHALL BE AS SPECIFIED IN THE CONTRACT DRAWINGS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- SEED MATERIALS WILL BE INSPECTED BY THE ENGINEER UPON ARRIVAL AT THE JOB SITE AND PRIOR TO PLANTING. ANY MATERIALS NOT IN COMPLIANCE WITH SPECIFICATIONS WILL NOT BE ACCEPTED AND SHALL BE REMOVED FROM THE JOB SITE IMMEDIATELY.
- ALL SEED MATERIALS SHALL BE PROTECTED FROM DRYING OUT AND FROM WIND DAMAGE DURING DELIVERY.
- SEEDBED PREPARATION SHALL CONSIST OF SCARIFYING ALL COMPACTED AREAS AND REMOVE ALL DEBRIS AND OBSTACLES SUCH AS ROCKS AND STUMPS.
- DO NOT BROADCAST SEED BY MECHANICAL APPLICATION WHEN THE WIND VELOCITY IS SUCH AS TO PREVENT UNIFORM SEED DISTRIBUTION.
- LAWN MIX SHALL BE APPLIED AT A RATE OF 220 LBS/AC PURE LIVE SEED.
- ALL SEEDING SHALL BE INSTALLED DURING TIMEFRAMES IDENTIFIED IN THE CONTRACT SPECIFICATIONS.
- FOLLOWING THE SEEDING OPERATION, FERTILIZER SHALL BE APPLIED AS NEEDED, ACCORDING TO RECOMMENDATIONS FROM SOIL TESTING. WHEN REQUIRED, 10-10-10 FAST RELEASE FERTILIZER SHALL BE BROADCAST AT A RATE OF 400 LBS/ACRE THROUGHOUT THE SEEDED AREA BY HAND OR MECHANICALLY USING A CYCLONE BROADCASTER. SEED SHALL BE WATERED AS RECOMMENDED BY THE SEED MANUFACTURER TO ACHIEVE SPECIFIED GROWTH COVERAGE.
- SEEDED AREAS SHALL BE COVERED WITH ECS-1B SINGLE NET STRAW BIODEGRADABLE ROLLED EROSION CONTROL PRODUCT.
- SEEDED AREAS SHALL BE WATERED AT A MINIMUM OF ONCE PER WEEK UNTIL SEED HAS GERMINATED AND BECOME ESTABLISHED.
- ACCEPTABLE SEEDING WILL BE 85% COVERAGE OF THE OPEN AREA WITH THE SEEDED SPECIES. ANY AREA NOT MEETING THIS REQUIREMENT SHALL BE RESEEDED WITH THE ORIGINAL SEED MIX.

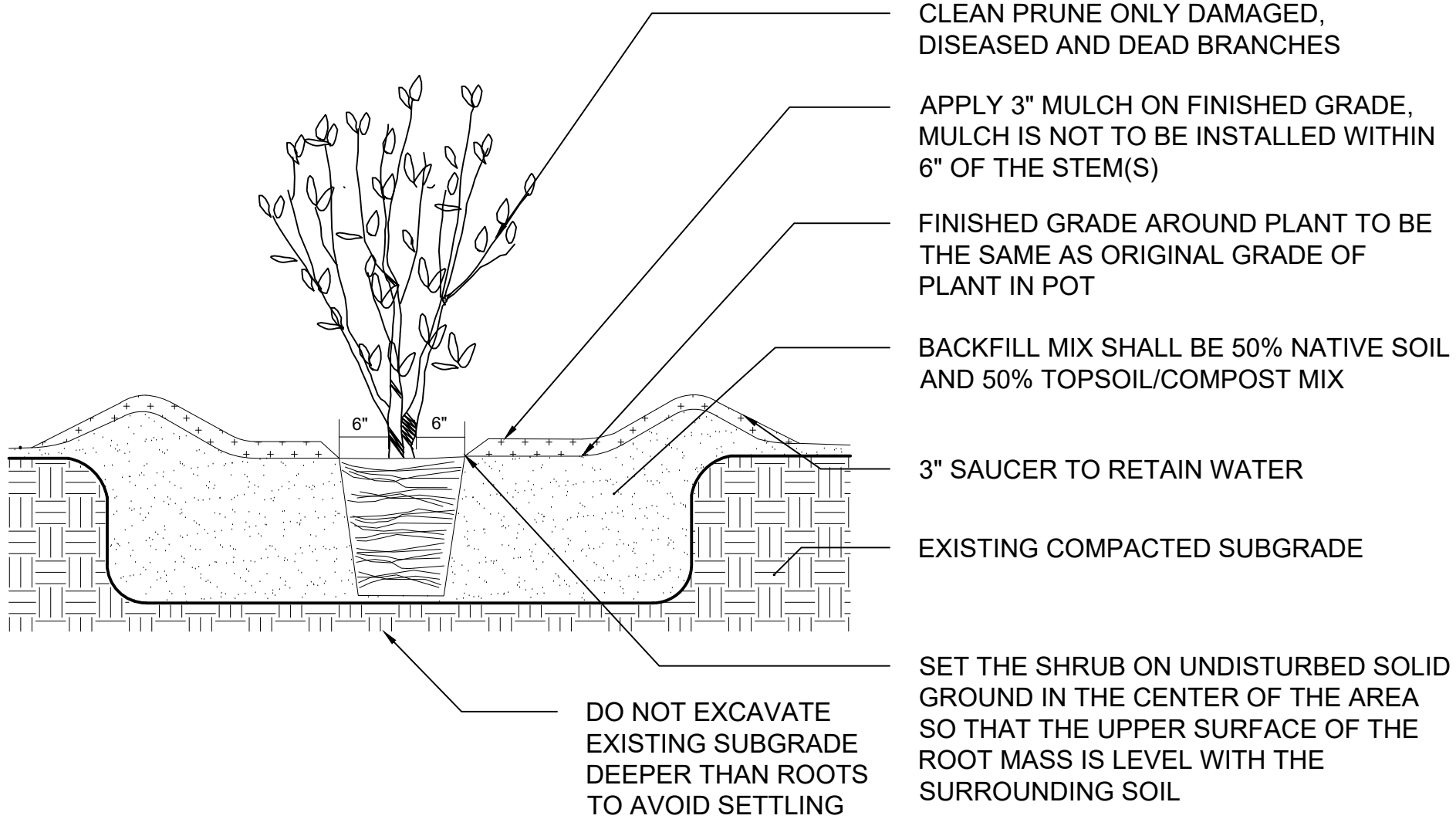
FERTILIZER NOTES

- FERTILIZER DELIVERED TO THE JOB SITE SHALL BE IN ORIGINAL, UNOPENED CONTAINERS BEARING THE MANUFACTURER'S CHEMICAL ANALYSIS AND ESSENTIAL INFORMATION. FERTILIZER CONTAINERS SHALL BE PROTECTED FROM EXPOSURE TO PRECIPITATION AND DIRECT SUNLIGHT.



1 TYP. TREE PLANTING DETAIL

SCALE: NTS

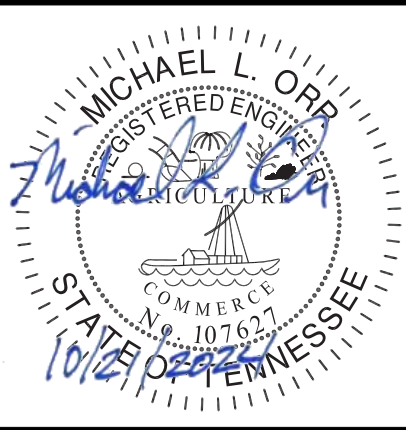


2 TYP. SHRUB PLANTING DETAIL

SCALE: NTS

				PROJECT ENGINEER:	S. ALPERT
				DESIGNED BY:	E. MOSKALENKO
				DRAWN BY:	A. STEIN
				CHECKED BY:	R. TOMKO
				IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO FULL SCALE	0 1/2" 1"
1	REGULATORY APPROVAL	10/2024	SA		
REV	ISSUED FOR	DATE	BY		

REGULATORY SUBMITTAL



Hazen

HAZEN AND SAWYER
545 MAINSTREAM DRIVE, SUITE 320
NASHVILLE, TENNESSEE 37228

COLUMBIA POWER & WATER SYSTEMS
COLUMBIA, TENNESSEE

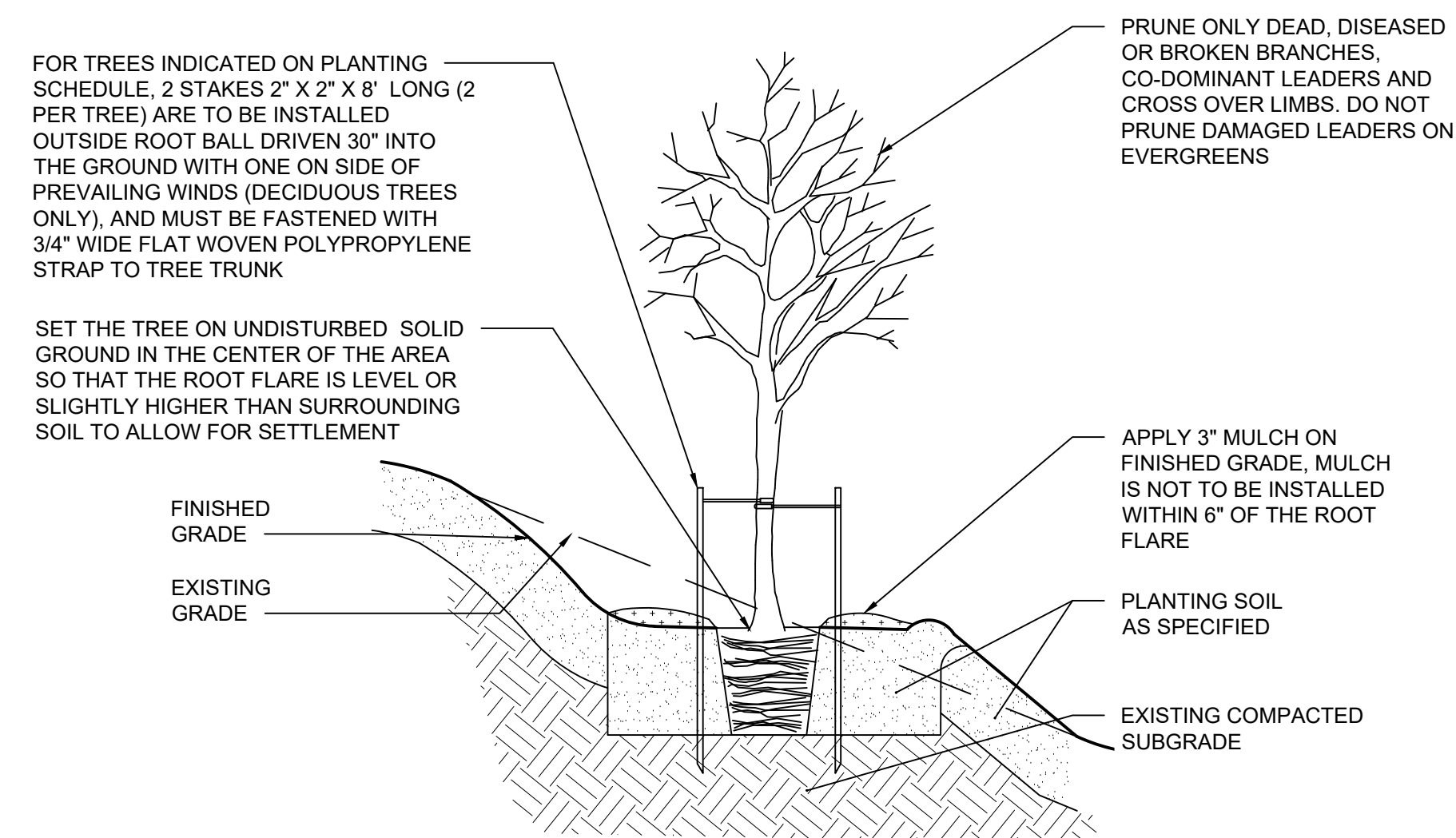
EXISTING WATER TREATMENT PLANT
IMPROVEMENTS - PHASE II

LANDSCAPE
LANDSCAPE SCHEDULE, NOTES AND DETAILS

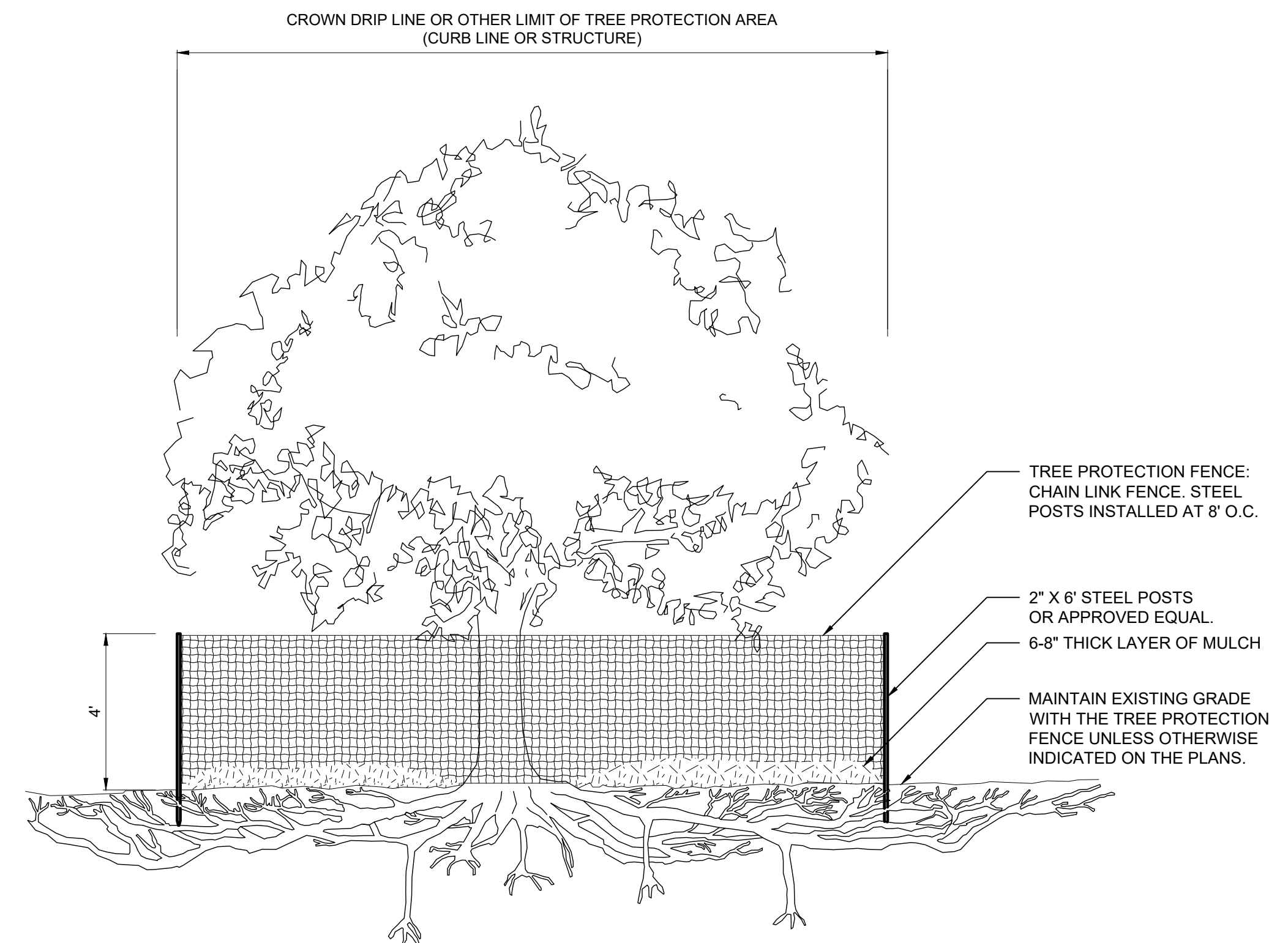
DATE:	OCTOBER 2024
HAZEN NO.:	50124-008A
CONTRACT NO.:	X
DRAWING NUMBER:	

L101

File: C:\USERS\ASTEINDOAC\DCDS\HAZEN AND SAWYER\50124-008A_EX_WTP_PHASE 2\PROJECT FILES\01_DESIGN\LANDSCAPE\50124-008A-L-102 Saved by: ASTEIN Save date: 9/6/2024 4:20 PM
PLOT DATE: 10/1/2024 9:32 AM BY: ASTEIN



3 TYP. TREE PLANTING ON SLOPE



4 TYP. TREE PROTECTION DETAIL

[illegible]



Preliminary Plat, Site Development Plan, and PUD Checklist

Development: CPWS Water Treatment Plant

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.



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.



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:

Mike Harris
Print Name

Mike Harris
Signature

12-8-24
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 \(onlana.com\)](http://City of Columbia | Permitting (onlana.com))

ADDRESS/LOCATION	806 & 812 Nashville Hwy.		
	TAX MAP: 90I	GROUP: B	PARCEL: 1,00/5,00
SUMMARY OF NATURE OF REQUEST AND WORK	Final PUD-MU Master Plan for expansion of the existing CPWS treatment plant.		

DATE OF PRE-APPLICATION CONFERENCE	11-1-23	Pre-application meetings are scheduled for Wednesdays.
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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:	<u>Annexations:</u> ☐ Annexation Permission Form <u>Annexations/Rezoning/Plan Amendments:</u> ☐ Requested Zone Listed ☐ Statement of Compliance with Comprehensive Plan ☐ Concept Plan <u>Preliminary Plats/Site Development Plans:</u> ☐ Plans and/or Plats conforming to City standards with signed and completed check list <u>All Annexations/Rezoning/Preliminary Plats/Site Development Plans and PUDS:</u> ☐ Receipt of Payment for Pre-Application Meeting ☐ Written Legal Description copy ☐ Columbia Water System Availability Letter ☐ Columbia Waste Water Department Will Serve Letter

**File naming nomenclature examples:*

Freedom Point Site Plan
Freedom Point Master Plan
Freedom Point Final Plat

	Plats/PUDs:
	☐ Project Name (include Sections & Phases)
	☐ Total Number of Lots/Residential Units
	☐ Square Footage of Non-Residential Floor Space
	☒ Total acreage 12.65

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	Mike Harris	PHONE	615-306-5208
ADDRESS		EMAIL	mike.harris@infloesign.com

PROPERTY OWNER NAME	CPWS	PHONE	931-388-4833
ADDRESS	201 Pickens Ln.	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.

Mike Harris
APPLICANT NAME

Mike Harris
APPLICANT SIGNATURE

12-10-24
DATE

CPWS
PROPERTY OWNER NAME

Matthew J. Wheeler
PROPERTY OWNER SIGNATURE

12-11-24
DATE